

(updated on 3 September 1999/882)

## Decree on the Vehicle Construction and Equipment

Adopted in Helsinki 4 December, 1992

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On the proposal of the Minister of Transport and Communications and pursuant to the Sections 92 and 108 of the Road Traffic Act (267/81) of 3 April 1981, Section 34 of the Power-driven vehicle Tax Act (722/66) of 30 December 1966 and Section 25 of the Motor vehicle and Motorcycle Tax Act (482/67) of 14 November 1967, the following is laid down:

### Chapter 1

#### Scope of application

##### Section 1

1. The provisions of this Decree shall apply to all vehicles and their equipment and to equipment for trams.
2. The provisions of this Decree shall not apply to:
  - a) a wheelchair which is designed for the use of a handicapped person and which is hand-operated or fitted with an engine with power less than or equal to 1 kW and a maximum design speed less than or equal to 15 km/h; and
  - b) chair sleds, toy vehicles or equivalent devices which are not fitted with an engine.
3. This Decree shall apply to military vehicles defined in Section 2 of the Decree on the Military Vehicles (560/92), with the exception of armoured vehicles, as laid down in the Decree on the Military Vehicles or pursuant thereto.
4. This Decree shall apply to vehicles intended to be used for special transportation as laid down in the decision given by Ministry of Transport and Communications.

### Chapter 2

#### Definitions of vehicles

##### Section 2

##### *Power-driven vehicle*

*Power-driven vehicle* means a motor-driven vehicle which is primarily designed for carrying persons or goods or for other movement along the road and which is not deemed to be an agricultural tractor, a power-driven work machine or an off road vehicle. Power-driven vehicles are automobiles (categories M and N), motorcycles (categories L<sub>3</sub> and L<sub>4</sub>) and mopeds (categories L<sub>1</sub> and L<sub>2</sub>) and other vehicles of category L. (24 April 1998/290)

##### Section 3

##### *Motor vehicle*

1. *Motor vehicle* (categories M and N) means a power-driven vehicle with at least four wheels or tracks constructed for carrying persons or goods or performing a specific function and having a maximum design speed exceeding 30 km/h. However, a four-wheeled vehicle belonging to category L on the grounds of Section 4 or 5 shall not be regarded as a motor vehicle. A motor vehicle may also draw a towed vehicle. (11 July 1997/671)
2. *Passenger car* (category M<sub>1</sub>) is a motor vehicle intended for carrying passengers and comprising not more than eight seats in addition to the driver's seat.
3. *Bus and coach* (categories M<sub>2</sub> and M<sub>3</sub>) are motor vehicles intended for carrying passengers and comprising more than eight seats in addition to the driver's seat. The total mass of a category M<sub>2</sub> motor vehicle is not more than 5 tonnes and that of a category M<sub>3</sub> motor vehicle is more than 5 tonnes. (11 July 1997/671)

4. *Light commercial vehicle* (category N<sub>1</sub>) is a motor vehicle designed for carrying goods and having a total mass less than or equal to 3.5 tonnes.

5. *Lorry* is a motor vehicle designed for carrying goods and having a total mass exceeding 3.5 tonnes. Lorries are classified into two categories: category N<sub>2</sub> having a total mass less than or equal to 12 tonnes, and category N<sub>3</sub> having a total mass exceeding 12 tonnes.

6. When classifying vehicles, equipment and installations such as crane, concrete pump and service equipment on vehicles constructed for special purposes are regarded as being equivalent to goods.

Section 3 a

#### *Towing vehicle*

(11 July 1997/671) 1. *Towing vehicle* (tractor) means a motor vehicle of category N which is designed and constructed exclusively or principally to tow trailers.

2. *Trailer towing vehicle* (road tractor) means a towing vehicle which is designed and constructed exclusively or principally to tow trailers other than semi-trailers. It may be equipped with a loading platform.

3. *Semi-trailer towing vehicle* (semi-trailer tractor) means a towing vehicle which is designed and constructed exclusively or principally to tow semi-trailers.

Section 3 b

#### *Bus or coach*

(11 July 1997/671) 1. *Minibus* means a motor vehicle of category M<sub>2</sub> or M<sub>3</sub> which is designed for not more than 22 passengers in addition to the driver.

2. *Articulated bus or coach* means a bus or coach which consists of two or more rigid Sections which articulate relative to each other. The passenger compartments of each Section are intercommunicating so that passengers can move freely between them.

3. *Double-deck bus or coach* means a bus or coach where the spaces provided for passengers are arranged, at least in one part, in two superimposed levels, and space for standing passengers is not provided on the upper deck.

Section 4

#### *Motorcycle and vehicles of category L<sub>5</sub>*

(24 April 1998/290) 1. *Motorcycle* (categories L<sub>3</sub> and L<sub>4</sub>) means a power-driven vehicle with two wheels (category L<sub>3</sub>) or with a side car (category L<sub>4</sub>). A motorcycle is equipped with an internal combustion engine with cylinder capacity exceeding 50 cm<sup>3</sup> or, whatever the means of propulsion, has a maximum design speed exceeding 45 km/h.

2. A three-wheel vehicle intended for use on the road is deemed to belong to category L<sub>5</sub> if it satisfies the following conditions:

- a) it has an internal combustion engine with cylinder capacity exceeding 50 cm<sup>3</sup> or, whatever the means of propulsion, has a maximum design speed exceeding 45 km/h;
- b) the wheels are arranged symmetrically in relation to the longitudinal centre axis; and
- c) it has an unladen mass less than or equal to 1000 kg; in the case of an electrically-powered vehicle, mass of the batteries shall be disregarded when defining the unladen mass.

3. A four-wheel vehicle intended for use on the road is also deemed to belong to category L<sub>5</sub> if it satisfies the following conditions:

- a) it has a positive ignition engine with capacity exceeding 50 cm<sup>3</sup>, or has the power of other than a positive ignition engine exceeding 4 kW, or has a maximum design speed exceeding 45 km/h;
- b) it has an unladen mass less than or equal to 400 kg when used for passenger transport or less than or equal to 550 kg when used for goods transport, in both cases disregarding the mass of batteries of an electrically-powered vehicle; and
- c) it has an engine power less than or equal to 15 kW.

Section 5

#### *Moped and light quadricycle*

(24 April 1998/290) 1. *Moped* (categories L<sub>1</sub> and L<sub>2</sub>) means a two-wheel (category L<sub>1</sub>) or three-wheel (category L<sub>2</sub>) power-driven vehicle having an internal combustion engine with capacity less than or equal to 50 cm<sup>3</sup> and a maximum design speed less than or equal to 45 km/h. A two- or three-wheel vehicle

equipped with a propulsion other than an internal combustion engine and having a maximum design speed less than or equal to 45 km/h is also deemed to belong to this category.

2. *Low-power moped* means a two-wheel moped equipped with pedals and having a maximum design speed of 25 km/h and the maximum engine power of 1 kW.

3. However, a cycle equipped with an electric engine of not more than 250 W, of which engine works only when pedalling and is switched off as the speed achieves 25 km/h is not deemed as a moped. The provisions of Chapter 11 on cycles apply to this kind of vehicle.

4. *Light quadricycle* means a four-wheel vehicle that meets the following requirements:

a) the unladen mass is less than 350 kg, in the case of an electric vehicle without the mass of batteries;

b) the maximum design speed is not more than 45 km/h; and

c) the maximum capacity of the positive ignition engine is 50 cm<sup>3</sup> or the power of other than a positive ignition engine is not more than 4 kW.

## Section 6

### *Agricultural tractor*

1. *Agricultural tractor* (category T) means a power-driven vehicle either wheeled or tracklaying which is constructed to pull, push, use or carry the implements that are used primarily in agriculture or in forestry or to pull or push the vehicles used in agriculture or in forestry.

2. *Traffic tractor* means a tractor equipped with centre pivot steering operated by means of hydraulic pressure and intended to carry goods. Also other tractors, which are used to carry goods with such a trailer which has a connection mass greater than 10 tonnes, are classified as traffic tractors. However, a tractor which is used for the transportation referred to in Section 17 a of the Power-driven Vehicle Tax Act, is not regarded as a traffic tractor.

3. The maximum design speed of a tractor, measured in accordance with Directive 74/152/EEC on the approximation of the laws of the Member States relating to the maximum design speed of and load platforms for wheeled agricultural or forestry tractors, as amended by Directives 82/890/EEC, 88/412/EEC, 97/54/EC and 98/89/EC measured in a certain way shall not exceed 40 km/h. However, in the case of a traffic tractor, the maximum design speed shall not exceed 50 km/h. (18 June 1999/754)

## Section 7

### *Power-driven work machine*

*Power-driven work machine* is:

a) a power-driven vehicle constructed or equipped as a work machine and having a maximum design speed less than or equal to 40 km/h;

b) a power-driven vehicle other than a motor vehicle constructed for use in road maintenance even though its maximum design speed exceeds 40 km/h; and

c) a terminal pulltractor designed for transferring trailers and platforms from harbour to ship or used on another terminal area and having a maximum design speed less than or equal to 50 km/h, unless the vehicle is deemed to be a lorry or a traffic tractor.

## Section 8

### *Off road vehicle*

1. *Off road vehicle* means a power-driven vehicle constructed for carrying persons or goods or pulling other vehicles on ice, snow or marshy ground or to move supported by the ground, such as a motor sled or an air cushion vehicle. However, a vehicle which is intended to be driven in addition to the routes for snowmobiles, also on other road is not deemed to be an off road vehicle.

2. *Motor sled* means an off road vehicle fitted with runners or tracks. *Snowmobile* means a motor sled on tracks which has seats for not more than two passengers in addition to driver and the unladen mass of which does not exceed 0.5 tonnes.

3. *Air cushion vehicle* means a vehicle capable of gliding above ground or water, primarily supported by a cushion of air, which is not designed for travelling in contact with the ground.

## Section 9

### *Trailer*

(11 July 1997/671) 1. *Trailer* (category O<sub>1</sub> - O<sub>4</sub>) means a towed vehicle constructed for carrying persons or goods or for touring purposes. A trailer is not self-propelled and it is designed and constructed to be towed by a motor vehicle. Sled is a trailer on runners.

2. *Semi-trailer* means a towed vehicle which is designed to be coupled to a semi-trailer towing vehicle or to a dolly. It imposes a substantial static vertical load on the towing vehicle or on the dolly.

3. *Full trailer* (drawbar trailer) is a trailer with at least two axles and a towing device, which controls the direction of front axle(s), the towing device being hinged to move vertically in relation to the trailer and not transmitting significant vertical forces to the towing vehicle.

4. *Centre-axle trailer* means a rigid drawbar trailer where the axle(s) is (are) positioned on or close to the centre of the gravity of the trailer, so that only a small part of the total mass of trailer is transmitted to the coupling point. The mass on the coupling point may not be greater than 1000 kg or 10 % of the total mass of the trailer, whichever is the lesser. A centre-axle trailer also means a dolly which is equipped with a rigid drawbar and fifth wheel and which is used for coupling a semi-trailer to a drawing vehicle.

*Agricultural trailer* means a centre-axle trailer which is intended to be coupled to a tractor and in which a greater mass than the value referred to in this paragraph, however not more than 3000 kg, is transmitted to the towing vehicle.

### Section 9 a

#### *Sub-categories of trailers*

(11 July 1997/671) Trailers are classified into the following sub-categories on the basis of their total mass:

- a) a trailer with a total mass less than or equal to 0.75 tonnes is classified into category O<sub>1</sub> (light trailer);
- b) a trailer with a total mass exceeding 0.75 tonnes but less than or equal to 3.5 tonnes is classified into category O<sub>2</sub>;
- c) a trailer with a total mass exceeding 3.5 tonnes but less than or equal to 10 tonnes is classified into category O<sub>3</sub>; and
- d) a trailer with a total mass exceeding 10 tonnes is classified into category O<sub>4</sub>.

### Section 10

#### *Towed device*

1. *Towed device* means a towed vehicle other than a trailer.

2. Towed device means also:

- a) a *carriage*, which is intended for coupling a special transport semi-trailer, which imposes a similar load as a semi-trailer and which distributes the load from the trailer to the fifth wheel of the towing vehicle and to the axle(s) of the carriage;
- b) a *dolly* with one axle or bogie, which enables a semi-trailer to be coupled to a towing vehicle as a full trailer; and
- c) a *device which has a similar function as a dolly* coupled to a motor vehicle in category M<sub>1</sub> or N<sub>1</sub> for the purpose of towing a damaged motor vehicle.

### Section 11

#### *Motorless vehicles*

(24 April 1998/290) 1. *Cycle* means a motorless vehicle constructed to carry goods or one or several persons, fitted with at least two wheels and pedals or hand-cranks. A cycle may also be equipped with an electric auxiliary engine if its operation is connected to simultaneous pedalling and the operation of the engine is limited in relation to speed and power.

2. *Horse-drawn vehicle* means a carriage or a sled pulled by a horse.

### Chapter 3

#### **Additional definitions for constructional requirements, taxation of vehicles, their use and for provisions on driving license**

## Section 12

*Off-road motor vehicle*

1. A motor vehicle of category M<sub>1</sub> and a motor vehicle of category N<sub>1</sub>, with a total mass less than or equal to two tonnes, is deemed to be an off road vehicle (category M<sub>1</sub>G and N<sub>1</sub>G), if:

- a) it has at least one driving front axle and one driving rear axle, in which case the drive to one of its axles can be disengaged;
- b) at least one of its axles has a differential locking mechanism or is equipped with an arrangement having similar effect;
- c) it can climb at least a 30 per cent gradient without a trailer; and
- d) it meets at least five of the following six requirements:
  - i) the approach angle is at least 25°;
  - ii) the departure angle is at least 20°;
  - iii) the ramp angle is at least 20°;
  - iv) the ground clearance under the front axle is at least 180 mm;
  - v) the ground clearance under the rear axle is at least 180 mm;
  - vi) the ground clearance between the axles is at least 200 mm (18 June 1993/530).

2. A motor vehicle in category N<sub>1</sub> with a total mass exceeding two tonnes and a motor vehicle in category M<sub>2</sub>, M<sub>3</sub> or N<sub>2</sub> with a total mass less than or equal to 12 tonnes, is deemed to be an off-road motor vehicle (category N<sub>1</sub>G, M<sub>2</sub>G, M<sub>3</sub>G and N<sub>2</sub>G), if:

- a) it is driven by tracks or by all of its wheels in which case the drive to one of the axles can be disengaged; or
- b) it meets the following three requirements:
  - i) it has at least one driving front and rear axle or at least one front and one rear axle can be engaged as driving axle;
  - ii) at least one of its axles has a differential locking mechanism or is equipped with an arrangement having similar effect; and
  - iii) it can climb a 25 per cent gradient without a trailer.

3. A motor vehicle of category N<sub>3</sub> and a motor vehicle of category M<sub>3</sub> with a total mass exceeding 12 tonnes is deemed to be an off road motor vehicle (category M<sub>3</sub>G and N<sub>3</sub>G), if it is driven by tracks or by all of its wheels in which case the drive to one of the axles can be disengaged, or if it meets the following requirements:

- a) at least half of its wheels are driving wheels;
- b) at least one of its axles has a differential locking mechanism or is equipped with an arrangement having similar effect;
- c) it can climb a 25 per cent gradient without a trailer; and
- d) it meets at least four of the following six requirements:
  - i) the approach angle is at least 25°;
  - ii) the departure angle is at least 25°;
  - iii) the ramp angle is at least 25°;
  - iv) the ground clearance under the front axle is at least 250 mm;
  - v) the ground clearance under the rear axle is at least 250 mm;
  - vi) the ground clearance between the axles is at least 300 mm.

4. The measurements and calculations for the ability of an off road motor vehicle to climb the required gradient, the approach angle, the ramp angle, the departure angle and the ground clearance are laid down in accordance with Directive 70/156/EEC, as amended by Directive 92/53/EEC.

## Section 13

*Invalid taxi*

1. *Invalid taxi* is a motor vehicle of category M<sub>1</sub> which is constructed and equipped for the transportation of invalids using a wheelchair and other disabled persons and which is used in the passenger transportation requiring permit (22 Dec 1993/1569).

2. An invalid taxi has a lift for wheelchairs. A low-floor invalid taxi may however instead of lift have an access ramp with broadwise solid construction and inclination of no more than 8 per cent. An invalid taxi has places for at least two wheelchairs each of which has an minimum area of 0.7 x 1.1 metres. The space reserved for wheelchair may be equipped with seats easily foldable to the side, the space of which is not subtracted from the wheelchair space, so as to enable alternative use. Wheelchairs and the persons seated therein shall be capable of being attached reliably to the vehicle. (8 December 1994/1122)

3. The height of the space reserved for carrying a disabled shall be not less than 1.45 metres. The width of the access shall be at least 0.80 metres and the height at least 1.45 metres. Access to the motor

vehicle shall be easy.

4. An invalid taxi has on the roof or at the front and rear of it a plate marked on yellow background by black figures with a reference to the symbol for invalids, which conforms to the mark No. 683 of the Decree on Road Traffic (182/82), and with the text TAKSI or TAXI.

#### Section 14

##### *Rescue vehicle*

1. A *rescue vehicle* is a motor vehicle with a total mass exceeding 3.5 tonnes constructed particularly for use in fire or rescue services.

2. A rescue vehicle is also a motor vehicle which is under the control of a local or state official of the fire and rescue administration, State Fire and Rescue Institute, Finnish Civil Aviation Administration or Finnish State Railways and which is used solely in fire or rescue service.

3. A motor vehicle in the possession of a fire brigade, which is designed for carrying personnel and which has a minimum of eight seats in addition to the driver's seat, is also a rescue vehicle.

4. A rescue vehicle shall be marked with the municipal coat of arms or with the name of the fire brigade or with the symbol of the civil service department which owns the motor vehicle. A rescue vehicle shall be fitted with a fixed alarm system and its construction and equipment shall comply with the provisions adopted by Ministry of the Interior.

#### Section 15

##### *Ambulance*

*Ambulance* is a motor vehicle of category M intended for the carriage of patients and injured and which is especially equipped for that purpose. An ambulance meets by virtue of construction and equipment meets the requirements confirmed, if needed, by the ministry responsible for social and health services, and is approved by the local health centre for the carriage of a patient. (25 September 1998/703)

#### Section 16

##### *Veterinary vehicle*

1. *Veterinary vehicle* is a motor vehicle of category N<sub>1</sub> which is built and equipped on the chassis of a motor vehicle of category M<sub>1</sub> or N<sub>1</sub> and which is in the possession of a person who is holding a position as veterinarian, intended to be used in veterinary therapy and has seats for passengers only beside the driver's seat.

2. The inner height of the part of the body which is situated behind the cab of a veterinary vehicle measured in an area of 0.8 meters in width and 1.4 metres in length shall be not less than 0.5 metres. The space shall be equipped with a space equipped with refrigerating device, fixed cupboards, sets of drawers and other necessary structures for veterinary therapy.

#### Section 17

##### *Camping vehicle*

1. *Camping vehicle* is a vehicle of category M designed for a special purpose and equipped with an accommodation compartment with minimum equipment of:

- a) seats and a table;
- b) beds convertible from seats;
- c) cooking facilities; and
- d) stowage space.

2. The equipment referred to above in paragraph 1 has to be attached firmly to accommodation compartment. However, the table may be easily removable.

3. A tax-free camping vehicle referred to in Car Tax Act (1482/1994) is a motor vehicle of category M<sub>1</sub> designed and equipped for tourism and which complies with the provisions adopted by the ministry responsible for transport matters. The inner height of a tax-free camping vehicle shall be not less than 1.90 metres in an area the width of which is not less than 0.40 metres and the length of which is not less than 40 per cent of the length of the accommodation compartment. (25 September 1998/703)

## Section 18

*Hearse*

1. *Hearse* is a vehicle of category M<sub>1</sub> intended for the transport of corpses and which is especially equipped for this purpose. (25 September 1998/703)

2. A tax-free hearse referred to in Car Tax Act is a black, white or silver-grey motor vehicle of category M<sub>1</sub> which is in the possession of a person holding a position as an undertaker and which is intended for the transport of corpses and which has a body equipped with a fixed drawing platform. (25 September 1998/703)

3. A fixed wall is situated between the passenger compartment and the space for a coffin. The length of the space for a coffin measured at the height of 0.40 metres from the drawing platform shall be not less than 2.1 metres. In the space for a coffin there is a maximum of one seat for one person.

## Section 19

*Maintenance vehicle*

1. *Maintenance vehicle* is a motor vehicle of category N which is intended for the maintenance of vehicles and machines and for the transport of repairmen and equipment and has a maximum of two seats beside the driver's seat.

2. A maintenance vehicle is also a motor vehicle of category M<sub>1</sub>, equipped with necessary tools and devices and a maximum of eight seats in addition to the driver's seat, which motor vehicle is in the possession of the state, a business entity of the state, services of electricity, heat, telecommunications, gas or water or a municipality and which is intended for the maintenance of road, street, railway, railway equipment and the network or equipment for electricity, telecommunications, gas and water or for the maintenance of military equipment of the Ministry of Defence and for the transport of repairmen and equipment.

## Section 20

*Work machine built on motor vehicle chassis*

*Work machine built on motor vehicle chassis* is a vehicle of category N<sub>2</sub> or N<sub>3</sub>, which is equipped with special equipment for accomplishing the work and which is not intended for the carriage of other goods than tools and supplies necessary for the work.

## Section 21

*Museum vehicle*

*Museum vehicle* is a vehicle approved as a museum vehicle by nationally registered museum vehicle organization, which vehicle was manufactured at least 25 years previous to the current year and which has either been kept in a condition equivalent to its original condition or properly restored.

## Section 21 a

*Armoured vehicle*

(25 September 1998/703) *Armoured vehicle* is a vehicle intended for protection of passengers or goods onboard, which complies with the requirements concerning armouring and bullet-proof.

## Section 21 b

*Dual-use motor vehicle*

(25 September 1998/703) 1. *Dual-use motor vehicle* is a vehicle of category N<sub>1</sub> equipped with seats for a driver and not more than six passengers. Of the maximum permissible total mass of a dual-use motor vehicle, the mass of the goods load of the motor vehicle is heavier than the total mass of the passengers (excluding the driver), whose individual mass is calculated to be 68 kg.

2. A seat is deemed to exist, if the vehicle is equipped with seat attachment points that are easily available. Easily available seat attachment points refer to those attachment points that can be used. In

order for the attachment points not to be easily available, the manufacturer must, by physical means, prevent their use, for example by welding protective plates on them or by installing corresponding fixed designs that cannot be detached using tools that are normally available.

## Section 22

### *Certain categories of motorcycles*

1. *Light motorcycle* is a two-wheeled motorcycle equipped with an internal combustion engine with cylinder capacity less than or equal to 125 cm<sup>3</sup>.

2. *Goods motorcycle* is a two- or three-wheeled power-driven vehicle intended and constructed for the carriage of goods.

3. *Invalid motorcycle* is a three-wheeled motorcycle intended and constructed for the use of an invalid.

## Section 23

### *Goods moped*

*Goods moped* is a vehicle of category L intended and constructed for the carriage of goods.

## Chapter 4

### **Other definitions**

## Section 24

### *Ministry*

(11 July 1997/671) 1. For the purposes of this Decree, *Ministry* means the ministry the purview of which covers road vehicles.

2. In case of uncertainty when classifying a vehicle into the categories referred to in Chapters 2 and 3, the Ministry prescribes the vehicle category and adopts, when necessary, the rules applicable thereto.

## Section 24 a

### *Dimensions*

1. *Vehicle length* is a dimension which is measured according to ISO Standard 612-1978, term No 6.1. Derogating from the provisions of the standard, when measuring the vehicle length the following devices must not be taken into account concerning other than vehicles of category M<sub>1</sub>:

- a) wiper and washer devices;
- b) front or rear marking plates;
- c) customs sealing devices and their protection;
- d) devices for securing the tarpaulin and their protection;
- e) lighting equipment;
- f) rear-view mirrors;
- g) rear-space watching aids;
- h) air-intake pipes;
- i) length stops for demountable bodies;
- j) access steps;
- k) ram rubbers;
- l) lifting platforms, access ramps and similar equipment in running order, not exceeding 200 mm, provided that the loading capacity of the vehicle is not increased; and
- m) coupling devices for motor vehicles.

2. *Vehicle width* is a dimension which is measured according to ISO Standard 612-1978, term No 6.2. Derogating from the provisions of the standard, when measuring the vehicle width the following devices must not be taken into account concerning other than vehicles of category M<sub>1</sub>:

- a) customs sealing devices and their protection;
- b) devices for securing the tarpaulin and their protection;
- c) tyre failure telltale devices;
- d) protruding flexible parts of a spray-suppression system;



- e) lighting equipment;
  - f) for buses and coaches, access ramps in running order, lifting platforms and similar equipment in running order, provided that they do not exceed 10 mm from the side of the vehicle and the corners of the ramps facing forwards or rearwards are rounded to a radius of not less than 5 mm and the edges to a radius of not less than 2.5 mm;
  - g) rear-view mirrors;
  - h) tyre-pressure indicators;
  - i) retractable steps; and
  - j) the deflected part of the tyre walls immediately above the point of contact with the ground.
3. *Vehicle height* is a dimension which is measured according to ISO Standard 612-1978, term No 6.3. Derogating from the provisions of the standard, when measuring the vehicle height the following devices must not be taken into account concerning other than vehicles of category M<sub>1</sub>:
- a) aerials; and
  - b) pantographs in their elevated position.
4. *Length of the loading area* of a vehicle other than a semi-trailer tractor or semi-trailer means the distance from the foremost external point of the loading area to the rearmost external point of the vehicle, measured horizontally in the longitudinal plane of the vehicle. The distance is to be measured not taking into account:
- a) the loading area forward of the rearmost point of the cabin;
  - b) the devices mentioned in paragraph 1; or
  - c) protruding cooling units and other auxiliaries situated forward of the loading area.
5. *Length of vehicle combination* means the length of motor vehicle and trailer(s) coupled thereto, when their longitudinal axles are in a linear position.
6. If the measured values deviate from those stated by the manufacturer for the vehicle of a representative type, the measured values are used in verifying the requirements for dimensions.

## Section 25

### *Laden mass*

- (11 July 1997/671) 1. *Technically permissible maximum laden mass* means the maximum mass of the vehicle based on its construction and performance, stated by the manufacturer. The laden mass of a semi-trailer or centre-axle trailer is the mass transmitted by the axle(s) to the road when a laden trailer is coupled to a towing vehicle.
2. If the manufacturer of the chassis has restricted the laden mass of the vehicle to be lower than the value referred to in paragraph 1, the laden mass of the vehicle is deemed to be the value stated by the manufacturer of the chassis.
3. *Technically permissible maximum laden mass of a combination* means the maximum value of the sum of the masses of the laden motor vehicle and of the laden towed trailer, based on the construction of the motor vehicle, as stated by the manufacturer.
4. *Registration/in-service maximum permissible mass* means the maximum mass of a laden motor vehicle or vehicle combination at which a motor vehicle or vehicle combination can be permitted to be generally driven on road.

## Section 25 a

### *Mass of the vehicle in running order and unladen mass*

- (11 July 1997/671) 1. *Mass of the vehicle in running order* means the mass of the unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, in running order, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device. This mass includes coolant, oils, 90 % fuel, 100 % other liquids except used waters, tools, spare wheel and driver, and, for buses and coaches, the mass of the crew member, if there is a crew seat in the vehicle. However, in the case of a motor vehicle of category L the driver's mass shall not be included. The mass of the semi-trailer and centre-axle trailer in running order is the mass transmitted by the axle(s) to the road when the trailer is coupled to a towing vehicle. The mass of the motor-caravan in running order includes a mass corresponding to the mass of drinking water tanks and fuel tanks filled to 90% of their full volume.
2. If the measured masses do not deviate more than 3 % from the masses stated by the manufacturer for a representative type, or not more than 5 % in the case of a category N<sub>1</sub>, O<sub>1</sub>, O<sub>2</sub> or M<sub>2</sub> motor vehicle of not more than 3.5 tonnes, the masses stated by the manufacturer for a vehicle in running order and their distribution on axles are used, when verifying the requirements for masses. In other cases the measured masses shall be used.
3. *Unladen mass of a vehicle of category L* means the unladen mass of the vehicle deducted by the

mass of fuel and such additional equipment not definitely required by regulations or normal use of the vehicle.

#### Section 25 b

##### *Mass on the axle*

(11 July 1997/671) 1. *Technically permissible maximum mass on the axle* means the maximum mass, permitted by the manufacturer, exerted out of the laden mass by the axle on the road surface and based on the construction of the vehicle.

2. *Registration/in-service maximum permissible mass on the axle* means the maximum laden mass on the axle, according to which a motor vehicle can be allowed to be generally driven on the road.

#### Section 25 c

##### *Towable mass, mass on the coupling point and mass of the coupling device*

(11 July 1997/671) 1. *Towable mass* means maximum laden mass of towed vehicle(s) permitted in coupling. Towable mass of a semi-trailer and centre-axle trailer does not, however, include the load exerted on drawing vehicle's fifth wheel or towing fork coupling for a trailer

2. *Registration/in-service maximum permissible towable mass of a motor vehicle* means the maximum towable mass which a motor vehicle is allowed to draw and according to which a motor vehicle can be allowed to be generally driven on the road.

3. *Maximum permissible mass on the coupling point of a motor vehicle* means the mass corresponding to the maximum permissible static vertical load on the coupling point based on the construction of the motor vehicle and/or coupling device, as stated by the manufacturer. This mass does not include the mass of the coupling device for towing vehicles, but includes the mass of any coupling device to be fitted for other vehicles.

4. *Maximum permissible mass on the coupling point of a semi-trailer or centre-axle trailer* means the mass corresponding to the maximum permissible static vertical load to be transferred by the trailer to the towing vehicle at the coupling point, as stated by the manufacturer of the trailer.

#### Section 25 d

##### *Mass of driver and passengers*

(11 July 1997/671) The mass of the driver and the passengers is taken to be 75 kg, unless otherwise decided by the Ministry.

#### Section 25 e

##### *Calculation of mass distribution*

(11 July 1997/671) 1. The mass distribution of a vehicle of category  $M_1$  is calculated in accordance with Annex II of the EC Council Directive 92/21/EEC on the masses and dimensions of motor vehicles of category  $M_1$ , as last amended by Commission Directive 95/48/EC.

2. The mass distribution of vehicles of other categories than  $M_1$  is calculated in accordance with paragraph 7.4 of Annex II of European Parliament and EC Council Directive 97/27/EC amending EC Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.

#### Section 26

##### *Axle and group of axles*

(11 July 1997/671) 1. *Bogie* is an axle construction of two or more axles where the load between the axles distributes in determined ratio and where the distance between two successive axles is not greater than 2.60 metres.

2. *Twin axle* is an axle construction of a motor vehicle in category  $M_1$  and  $N_1$  and a towed vehicle in category  $O_1$  and  $O_2$  where the distance between successive axles is not greater than 1.00 metres and where the suspensions of the axles are not connected to each other in order to equalize the load between the axles. *Tri axle* is a similar axle construction of a towed vehicle in category  $O_1$  and  $O_2$  with three axles.

3. *Group of axles* means axles being a part of a bogie. A two-axle group is called a tandem and a tri-

axle group a tri-axle bogie. A solo axle is considered as a group of one axle.

4. *Self-steering axle of a motor vehicle* means an axle or a group of axles which is steered mechanically, hydraulically or electronically according to the movements of steering wheel.

5. *Steered axle* means an axle or a bogie which is steered by the forces or torque caused by the contact between tyre and road.

#### Section 26 a

##### *Axle-lift device*

(11 July 1997/671) 1. *Axle-lift device* means a device complying with paragraph 3 of Annex IV of Directive 97/27/EC or other device permanently fitted to a vehicle for the purpose of reducing or increasing the load on the axle(s), according to the loading conditions of the vehicle. An axle-lift device operates either by raising the wheels clear off the ground or lowering them to the ground or without raising the wheels off the ground. An axle-lift device is used in order to reduce the wear of the tyres when the vehicle is not fully laden, or to make starting (moving off) on slippery ground easier for motor vehicle or vehicle combinations, by increasing the load on the driving axle.

2. *Retractable axle* means an axle which can be raised/lowered by the axle-lift device in accordance with paragraph 1.

3. *Loadable axle* means an axle the load upon which can be varied without the axle being raised by using the axle-lift device in accordance with paragraph 1.

#### Section 26 b

##### *Air suspension and suspension recognised to be equivalent to air suspension*

(11 July 1997/671) 1. *Air suspension* means a suspension system on which at least 75 % of the spring effect is caused by the air spring.

2. *Suspension recognised to be equivalent to air suspension* means a suspension system for a vehicle axle or group of axles which complies with the requirements of paragraph 7.11 of Annex I of Directive 97/27/EC.

#### Section 27

##### *Low-emitting motor vehicle*

1. *Low-emitting motor vehicle* is a motor vehicle which meets the requirements of Sections 46 or 47 below.

2. A motor vehicle of *environmental category I* is a motor vehicle in category N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> and M<sub>3</sub> the exhaust gas and particle emissions of which do not exceed the limit values of Section 48 and the sound level of which does not exceed the limit values of paragraph 2 of Section 54 (20 May 1996/338)

#### Section 27 a

##### *Vehicle intended for carriage of dangerous goods*

(18 June 1999/754) *A vehicle intended for carriage of dangerous goods* is a vehicle of category N or O, which complies with the European Parliament and Council Directive 98/91/EC on amending Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.

#### Section 28

##### *Rear window defrosting system*

1. *Rear window defrosting system* is a system which clears the frost and mist from an area, which is 70 per cent of the part of the rear window, which is the minimum visible area from an inside rear-view mirror referred to in paragraph 1 of Section 97. If the rear window defrosting system operates by means of electric resistor cables, its electric power is not less than 250 W/m<sup>2</sup> of the window surface in the visible area of 70 per cent referred to above.

2. An equipment, which does not comply with the requirements laid down in the paragraph 1, is deemed to be a rear window defrosting system if the device in a test which complies with ISO 5898 clears

the frost within 20 minutes from the start of the test sequence from an area of 60 per cent referred to in paragraph 1 or from a rectangular area 50 per cent of the area the base and height of which are the same as those of the above-mentioned area.

## Section 29

### *Headlamp cleaner*

1. *Headlamp cleaner* is a device which complies with the requirements of E Regulation No. 45/01 and is equipped with a liquid reservoir of volume category 50 which enables 50 cleaning cycles.

## Section 30

### *Systems for approval and verification*

1. *EC-approval and e-approval* mean the approval of vehicle construction, equipment, or part in accordance with the Regulation or Directive adopted by the Council of European Union or the Commission of the European Communities or the European Parliament and Council of European Union together. This type of approval shall be indicated by a certificate of conformity or an e-approval mark on vehicle, equipment or part of a vehicle consisting of the number of Regulation or Directive and a rectangle surrounding a letter "e" and the distinguishing symbol of the state which has granted the approval. (7 June 1995/849)

2. *E-approval* means the approval of a vehicle construction, equipment or part in accordance with a Regulation annexed to the Agreement concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts done in Geneva on 20 March 1958. E-approval shall be indicated by an approval mark affixed to a vehicle or an equipment or part of a vehicle consisting of the number of the regulation, a circle surrounding a letter "E" and the distinguishing symbol of the state which has granted the approval.

3. A component which *complies with the EC Directive or E Regulation* means a vehicle component which meets the requirements of the EC Directive or E Regulation referred to in paragraphs 1 and 2. A component used in a vehicle of category M<sub>1</sub> shall have either the EC-, e-, or E-approval. Such a component needs not to be EC-, e- or E-approved when used in a vehicle of some other category. (7 June 1995/849)

4. *Component which complies with the requirements of FMVSS standard* means a vehicle component which meets the Federal Motor Vehicle Safety Standard adopted in the United States of America.

5. A vehicle component and equipment is deemed to be accepted if it meets the requirements of a later version of an EC Directive or E Regulation imposed for it as a requirement.

6. Also a vehicle component and equipment is deemed to be accepted if it meets the requirements of a more lenient EC Directive than the E Regulation imposed for it on condition, that these requirements meet the level of the earlier E Regulation (18 June 1993/530).

## Chapter 5

### **General requirements applicable to all vehicles**

## Section 31

### *General requirements for construction and equipment*

1. Without prejudice to the chapters 6-16 below, a vehicle shall be fitted with the devices and equipment referred to in the Sections 83 and 83 b of the Road Traffic Act.

2. Further provisions concerning the devices and equipment of vehicles are laid down in this chapter and the chapters 6-16 below.

3. Such a mark or symbol, whose attachment to a certain vehicle or a group of vehicles has been regulated mandatory or permissible in regulations concerning separate vehicle groups, may not be installed to another vehicle.

4. A vehicle may not include anything that hinders the field of vision from the driver's seat to the road in the front and sides or disturbs the driving operation.

5. A vehicle, which was manufactured at least 25 years previous to the current year, shall comply with the regulations which were in force in Finland as the vehicle was manufactured instead of those laid

down in this Decree.

## Section 32

### *Vehicle identification number*

(25 August 1994/773) 1. A power-driven vehicle and its trailer shall be marked indelibly in an easily accessible place on the body, frame or equivalent construction on the right hand side of the vehicle, for example by forging, with a clearly visible identification number given by the vehicle manufacturer or by an authority.

2. An identification number on a motor vehicle and on its trailer shall conform to EC Council Directive 76/114/EEC on the approximation of the laws of the Member States relating to statutory plates and inscriptions for motor vehicles and their trailers, and their location and method of attachment, as amended by Directive 78/507/EEC.

3. In a motorcycle, moped or vehicle of category L<sub>5</sub> the manufacturer's number shall conform to EC Council Directive 93/34/EEC on statutory markings of two- and three-wheel motor vehicles. (8 March 1996/143)

4. In an agricultural tractor the manufacturer's number shall conform to EC Council Directive 89/173/EEC on the approximation of the laws of the Member Countries relating to certain components and characteristics of wheeled agricultural or forestry tractors.

## Section 32 a

### *Manufacturer's plate*

(30 September 1997/902) 1. A motor vehicle and its trailer, a two- or three-wheeled motor vehicle as well as an agricultural tractor shall be equipped with a manufacturer's plate attached firmly to a clearly visible and easily accessible place in a such part of the vehicle, which normally is not subject to replacement during the use.

2. If the vehicle is modified so that the information given in the plate changes, the required plate must be accompanied by another plate indicating the changed information and the fact that the new plate replaces the original one in this respect.

## Section 32 b

### *Requirements on the manufacturer's plate of a motor vehicle and a trailer*

(15 May 1998/337) 1. A plate of a motor vehicle and its trailer shall meet the requirements of the Directive referred to in paragraph 2 of Section 32 and in it shall contain clearly and indelibly at least the following information in the succession stated below:

- a) manufacturer's name;
- b) in the case of a vehicle of category M<sub>1</sub>, EC type-approval number ;
- c) identification number of the vehicle;
- d) maximum laden mass of the vehicle permitted in registration and use for a vehicle of category M<sub>1</sub> and N<sub>1</sub>;
- e) maximum laden mass of the vehicle combination permitted in registration and use, if the vehicle of category M<sub>1</sub> and N<sub>1</sub> is used as a towing vehicle;
- f) maximum laden mass permitted in registration and use for a vehicle of category M<sub>1</sub> or N<sub>1</sub> on axles to each axle separately, counted from front to rear of the vehicle; and
- g) in the case of a semitrailer, the maximum laden mass permitted in registration and use on the fifth wheel king pin.

2. The information referred to above in paragraph 1 may be marked to other than the manufacturer's plate of the vehicle referred to in the said paragraph.

## Section 32 c

### *Requirements on the manufacturer's plate of a two- or three-wheeled motor vehicle*

(30 September 1997/902) The plate of a motorcycle, a moped or a vehicle of category L<sub>5</sub> shall meet the requirements of the Directive referred to in paragraph 3 of Section 32 and in it shall contain clearly and indelibly at least the following information in the succession stated below:

- a) manufacturer's name;
- b) EC type-approval number;

- c) identification number of the vehicle; and
- d) static noise of the vehicle engine and the corresponding number of revolutions.

#### Section 32 d

##### *Plate or certificate relating to dimensions*

(30 September 1997/902) 1. In addition to the manufacturer's plate provided for in Sections 32 a and 32 b above, a vehicle of category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> and a trailer of category O<sub>3</sub> and O<sub>4</sub> shall be accompanied by one of the following plates or certificates:

- a) a manufacturer's plate and, next to it, a plate relating to dimensions, established and attached in accordance with the Directive referred to in paragraph 2 of Section 32;
- b) a single plate established and attached in accordance with the Directive referred to in paragraph 2 of Section 32 and containing the information on the two plates referred to in subparagraph a; or
- c) a certificate issued by the person performing the inspection which contains the same headings and information as the plates referred to in subparagraph a; the document shall be kept in a place easily accessible to inspection and it shall be protected adequately.

2. The plate relating to dimensions shall contain the following data:

- a) manufacturer's name;
- b) vehicle identification number;
- c) length of the motor vehicle or the trailer;
- d) width of the motor vehicle or the trailer; and
- e) data for measuring the length of vehicle combination.

3. The data referred to in subparagraph e of paragraph 2 is provided as follows:

- a) for a towing vehicle, the distance between the front and the centre of the coupling point (king pin or fifth wheel), whereas in the case of a movable fifth wheel the minimum and maximum dimension shall be indicated; and
- b) for a trailer, the distance from the centre of the coupling point (drawbar eye and fifth wheel king pin) to the rear of trailer, whereas in the case of a trailer equipped with several coupling points, a movable drawing device or a drawbar adjustable for length as well as in the case of a trailer adjustable for length, the minimum and maximum dimension shall be indicated; the dimension indicated for a dolly intended for drawing a semi-trailer is the dimension from drawbar eye to fifth wheel, and for a semi-trailer intended for drawing a trailer, the dimension from fifth wheel king pin to the coupling point of drawing device at the rear of trailer.

#### Section 32 e

##### *Attachment place of the rear registration plate*

(30 September 1997/902) 1. Attachment place of the rear registration plate on a motor vehicle shall conform to the requirements of Council Directive 70/222/EEC on the approximation of the laws of the Member States relating to the space for mounting and the fixing of the rear registration plates on motor vehicles and their trailers.

2. Attachment place of the rear registration plate on a motorcycle, moped or vehicle of category L<sub>5</sub> shall conform to the requirements of Council Directive 93/94/EEC relating to the space for mounting the rear registration plate of two- and three-wheel vehicles.

#### Section 33

##### *Axle systems*

1. The maximum combined mass on axle system shall not in case of a twin axle exceed 2.5 tonnes and in case of a tri axle 3.5 tonnes.

2. If the distance between the outermost axles of a two-axle bogie of a trailer exceeds 2.4 metres or the equivalent distance for a three-axle bogie of a trailer exceeds 2.8 metres, at least one of the axles of the bogie shall be self-steering or steered. In the case of a full trailer the rearmost axle of a two-axle bogie shall not, however, be self-steering.

3. In the case of a bogie with three or more axles the sum of the masses on the self-steering axles shall not be more than half of the sum of the masses on rigid or steered axles.

4. The self-steering axles shall be equipped with a locking device which is used from the driver's seat for locking the steering in dead ahead position.

#### Section 34

*Mounting of lamps and reflex reflectors*

1. No lamps or reflex reflectors may be mounted on a vehicle other than the mandatory or optional lamps and reflex reflectors laid down in the provisions below concerning the separate vehicle categories.
2. Without prejudice to the provisions below, the lamps shall be mounted symmetrically in relation to the longitudinal centre axis of the vehicle.

Section 35

*Warning triangle*

A warning triangle shall be E-approved in accordance with the Regulation No. 27/03.

Section 35 a

*Conformity of a vehicle complying with the standards of the USA*

(23 May 1997/450) A vehicle in the possession of a member of an embassy or diplomatic corps which is imported as removal goods and received as inheritance or under a will or acquired in customs auction or other auction arranged by the state shall be deemed to meet the requirements of Chapter 5, if it complies with all FMVSS-standards concerning the model year of motor vehicle and requirements of the USA on exhaust emissions.

Section 35 b

*Masses and dimensions of a vehicle of category M<sub>1</sub>*

(11 July 1997/671) A vehicle of category M<sub>1</sub> shall be EC-approved in accordance with Directive 92/21/EEC, as last amended by Directive 95/48/EC.

Section 35 c

*Exemptions for certain vehicle groups*

(25 September 1998/703) The requirement of Section 30, paragraph 3 concerning EC, e or E approval of parts of a vehicle of category M<sub>1</sub>, and the requirement of Section 32 b concerning the EC type approval number of a vehicle shall not apply to:

- a) invalid taxi, rescue vehicle, ambulance, camping vehicle, hearse, maintenance vehicle and armoured vehicle of category M<sub>1</sub>;
- b) a constructed vehicle referred to in the Decision (167/1997) of the Ministry of Transport and Communications on repairing a damaged vehicle or assembling a vehicle from parts;
- c) a vehicle which is to enter a modification inspection after being converted from a used vehicle to a vehicle of category M<sub>1</sub>;
- d) a vehicle that enters the country as removal goods;
- e) a vehicle to be registered for export;
- f) a vehicle in possession of a member of a foreign representation or diplomatic corps;
- g) a vehicle received as an inheritance or under a will;
- h) a vehicle acquired from an auction organised by the customs authority or some other state body;
- i) a vehicle intended for the use of a handicapped driver;
- j) a vehicle intended for the management of official duties of the rescue services of the police;
- k) a vehicle of category M<sub>1</sub> which is intended to be used for speed racing and whose engine in accordance with the rules of speed contest may be tuned when used during the race and when driving to or returning from the race or place of inspection;
- l) a vehicle of category M<sub>1</sub> of model that is type inspected as belonging to small series
- m) a vehicle of category M<sub>1</sub> which is individually equipped in Finland derogating from an EC type approved vehicle of category M<sub>1</sub> by changing at least the seats at the back of the seat row beside the driver's seat, their anchorage and the placing of safety belts from the original EC or E approved solutions;
- n) a vehicle of category M1 whose interior is individually equipped in Finland from an unfinished vehicle intended to be of category M1 by adding the equipment of a passenger compartment including seats and safety belts; or
- o) a vehicle of category M1 which is individually equipped in Finland converting it from a vehicle of

category N by adding the equipment of passenger compartment including seats and safety belts.

## Chapter 6

### Motor vehicle

#### Section 36

##### *Tyres*

1. Vehicle tyres, with the exception of retreaded tyres, shall be e-approved in accordance with Council Directive 92/23/EEC relating to tyres for motor vehicles and their trailers and to their fitting or E-approved in accordance with Regulation No. 30/02, 54 or 64. Tyres with DOT marking that are in accordance with the US standard shall be approved for tyres of a vehicle other than that belonging to the EC type approved category M<sub>1</sub>. (18 June 1999/754)

2. A retreaded tyre shall bear a marking indicating the size of the tyre and the load index and on each side of the tyre an indelible marking "pinnoitettu -regummerad".

3. It is not permissible to increase the number of the grooves of a passenger car tyre or to make them deeper. In the case of other tyres, additional grooves may be made so as to improve adhesion, provided that their depth does not exceed that of the original grooves or, in the case of steel cord tyres, the depth permitted by the tyre manufacturer.

#### Section 37

##### *Number and mounting of studs*

1. A studded tyre of a motor vehicle with a rim diameter less than or equal to 13" may have no more than 90 studs, in the case of a tyre with a rim diameter less than or equal to 15" no more than 110 studs. Passenger automobile tyres installed on greater rim diameters may have no more than 130 studs and in the case of other tyres the amount may not exceed 150 studs. (26 April 1996/304)

2. The studs shall be mounted on the tyre in such a way that in the middle of the tread at least one third of the width of the tread is unstudded.

3. In the case of new studded tyres or when mounting new studs on a used tyre, the average protrusion of the tips of studs shall not exceed 1.20 mm in passenger automobile tyres and 1.50 mm in lorry tyres. (26 April 1996/304)

#### Section 38

##### *Approval of studs*

1. The studs used on a studded tyre of a motor vehicle shall be of an approved type. A stud may have only one tip which shall not be sharp or tubular. Application for the approval of a stud shall be made for the Vehicle Administration.

2. The precondition for the type-approval of a stud is that in the case of a passenger automobile tyre, the static stud force measured with a protrusion of 1.20 mm does not exceed 120 N and that the mass of a stud does not exceed 1.1 g. In the case of tyres of light commercial vehicles, the above-mentioned stud force shall not exceed 180 N and the mass 2.3 g. In the case of truck tyres the corresponding values are 340 N and 3.0 g with a protrusion of 1.50 mm. Vehicle Administration can also approve a studded tyre equipped with studs other than those referred to herein, provided that the wear caused by it on the road surface is not greater than that caused by a studded tyre equipped with a stud which meets the requirements of this paragraph. (26 April 1996/304)

3. The Ministry adopts more specific provisions on measuring the stud force.

#### Section 39

##### *Steering device*

(30 September 1997/902) 1. The steering device shall be situated on the left-hand side of the motor vehicle. In the case of a vehicle specially constructed and equipped for construction and road maintenance and a motor vehicle used for delivering and gathering postal articles and for collecting and transporting waste, the steering device may be situated on the right-hand side; the placing of the steering device needs not be changed if the use of the vehicle later changes. The steering device may be



situated on the right-hand side also in the case of a motor vehicle imported as removal goods or received as an inheritance or under a will from a country having a left-hand traffic or acquired in a customs auction or other auction organized by the state and in a motor vehicle, which was manufactured at least 25 years prior to current year.

2. In the case of a tri axle bogie, at least one axle shall be steering.

3. The steering device of a motor vehicle shall conform to the requirements of Council Directive 70/311/EEC on the approximation of the laws of the Member States relating to the steering equipment for motor vehicles and their trailers, as amended by Commission Directives 92/62/EEC and 99/7/EC, or those of E Regulation No. 79/01. (18 June 1999/754)

#### Section 39 a

##### *Behaviour of the steering device in the event of an impact*

(30 September 1997/902) 1. In the case of a vehicle of category  $M_1$  and a motor vehicle of category  $N_1$  having a total mass of less than 1.5 tonnes, the steering device shall be EC-approved in accordance with Council Directive 74/297/EEC on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (the behaviour of the steering mechanism in the event of an impact), as amended by Commission Directive 91/662/EEC, or E-approved in accordance with Regulation No. 12/03.

2. A vehicle which has been EC-approved in accordance with the Directive referred to in Section 58 a shall be deemed to meet the requirements of paragraph 1.

#### Section 40

##### *Device to prevent unauthorized use and alarm device*

(30 September 1997/902) 1. The requirement referred to in Section 83 b of the Road Traffic Act on equipping a motor vehicle with a device to prevent unauthorized use shall be deemed to be met, if the motor vehicle is EC-approved in accordance with Council Directive 74/61/EEC on the approximation of the laws of the Member States relating to devices to prevent the unauthorized use of motor vehicles, as amended by Commission Directive 95/56/EC, or E-approved in accordance with Regulation No. 18/02. In addition, a vehicle of category  $M_1$  shall have an immobilizer approved in accordance with the said Directive or E Regulation No. 97. If a vehicle of another category has an immobilizer, it shall be approved in accordance with the said Directive or the E Regulation.

2. For other vehicles than those of categories  $M_1$  and  $N_1$ , an ignition lock is accepted as a device to prevent unauthorized use. If such a vehicle has a steering lock or a gear-shift lock, it has to meet the requirements referred to in paragraph 1.

3. If the motor vehicle has an alarm device, the vehicle has to be type-approved or the alarm device has to be EC-approved in accordance with the Directive or E Regulation referred to in paragraph 1.

#### Section 41

##### *Brakes*

(30 September 1997/902) 1. The brakes of a motor vehicle shall meet the requirements of Council Directive 71/320/EEC on the approximation of the laws of Member States relating to the braking devices of certain categories of motor vehicles and of their trailers, as amended by Commission Directives 74/132/EEC, 75/524/EEC, 79/489/EEC, 85/647/EEC, 88/194/EEC and 91/422/EEC, the requirements of E Regulation No. 13/08 or 13/09 or those of the Ministry Decision (631/1990) on motor vehicles equipped with pneumatic brakes and braking devices of trailers to coupled thereto.

2. Only devices which were originally installed by the vehicle manufacturer or which meet their functioning requirements or which were approved to be installed as an optional equipment on the conditions set out by the manufacturer may be used as adjustment and safety devices in the brakes provided that these do not endanger the proper functioning of the brakes.

3. A parking brake functioning by mechanical power transmission may be replaced by a parking brake functioning by hydraulic power transmission intended for speed racing use by the manufacturer in the case of a motor vehicle used for speed racing and whose engine may be tuned in accordance with the rules of speed contest, when the motor vehicle is used in contest and travelling to or from a contest or an inspection.

4. A motor vehicle in category  $N_3$  having a total mass exceeding 16 tonnes and authorized to tow a trailer of category  $O_4$  and a motor vehicle in category  $M_3$  having a total mass exceeding 12 tonnes shall be fitted with anti-locking brakes of category 1 complying with the Directive or E Regulation referred to in

paragraph 1. A tank lorry of category N<sub>3</sub> designed for the transport of dangerous goods and a tractor for such a tank trailer with a total mass exceeding 6 tonnes shall be fitted with anti-locking brakes even if the total mass of the motor vehicle does not exceed 16 tonnes.

#### Section 41 a

##### *Engine power/mass ratio*

(11 July 1997/671) Motor vehicles must provide an engine power output of at least 5 KW/t of the registration/in-service maximum permissible mass of the combination. The engine power is measured according to the provisions of Council Directive 80/1269/EEC on the approximation of the laws of the Member States relating to the engine power of motor vehicles, as last amended by Commission Directives 88/195/EEC and 89/491/EEC, or in accordance with E Regulation No. 85.

#### Section 41 b

##### *Mass on driving axle(s)*

(11 July 1997/671) At least 25 % of the mass of a vehicle of category M<sub>2</sub>, M<sub>3</sub> and N shall be exerted on driving axle(s).

#### Section 41 c

##### *Manoeuvrability*

(11 July 1997/671) A motor vehicle shall be able to turn within a swept circle having an outer radius of 12.50 m and an inner radius of 5.30 m. More than 13.00 m long rigid bus and coach (of category M<sub>2</sub> and M<sub>3</sub>) must be able to turn within a swept circle having an outer radius of 15.00 m and inner radius of 6.00.

#### Section 41 d

##### *Sideward movement of rear corner*

(11 July 1997/671) 1. The dimensions of vehicle body shall be such that when the vehicle moves forward and the swept circle has a radius of 12.50 m, or if the minimum swept circle is larger than that the steered wheels shall be so directed that its outermost forward point would describe as small a swept circle as possible, the outermost rear angle must not move outside the longitudinal vertical plane tangential to the side of the vehicle by more than 0.80 m, or in the case of an articulated bus by more than 1,20 m.

2. For vehicles with an axle-lift device the requirement of paragraph 1 also applies to the axle(s) in the lifted position. For vehicles of category N with retractable axles in the lifted position or loadable axles in the unladen condition, the figure of 0.80 m is replaced by 1.00 m.

#### Section 42

##### *Exhaust system*

1. The exhaust pipe shall be situated in such a way that none of its parts has a dangerous position close to the fuel tank or the fuel pipe. The exhaust manifold and the exhaust pipe shall be equipped with an appropriate shield if there are devices of the fuel system or fuel pipe connections situated above the exhaust manifold or the exhaust pipe in such a way that, in the event of leak fuel can drip or flow down on the exhaust manifold or on the exhaust system or if there is otherwise an evident risk that the fuel may catch fire.

2. The outlet of the exhaust system shall be placed and directed in such a way that the exhaust gas does not cause unnecessary discomfort to the passengers of the motor vehicle, pedestrians or other road users. The outlet of the exhaust pipe shall extend to the edge or to the rear end of the body. The outlet of the exhaust pipe shall point backwards or to the left. If the exhaust pipe on the left-hand side or at the rear on the left is pointed more than 45° to the left, the outlet shall also be turned in such a way that the exhaust gases are directed downwards at least at an angle of 45° with the horizontal plane. In the case of a motor vehicle in category N<sub>2</sub> and N<sub>3</sub> the exhaust pipe may point upwards; it shall in this case extend at least to the highest point of the cab. The outer diameter of the exhaust pipe shall not exceed 120 mm or, in case of a particular reason, 150 mm.

3. There must be at least 50 mm of free space around the outlet of the exhaust pipe, measured at the

distance of 50 mm from the outlet.

### Section 43

#### *Towing devices*

(30 September 1997/902) 1. A motor vehicle shall be equipped at the front with a towing device or an attachment point for a tow-bar or a tow-rope. A motor vehicle of category M<sub>1</sub>, with the exception of a vehicle unsuitable for towing loads, shall be fitted with a towing device or an attachment point also at the rear.

2. The towing device and attachment point above shall withstand a tractive and compressive force corresponding to half of the maximum permissible technical mass of the vehicle.

3. The attachment point of a towing device or towbar shall be deemed to meet the requirements of paragraph 2, if it complies with the provisions of Council Directive 77/389/EEC on the approximation of the laws of the Member States relating to motor-vehicle towing-devices, as amended by Commission Directive 96/64/EC.

### Section 43 a

#### *Mass on coupling point*

(11 July 1997/671) 1. The technically permissible maximum mass on the coupling point of a motor vehicle designed to tow a centre-axle trailer and with a technically permissible maximum towable mass exceeding 3.5 tonnes must be at least 10 % of the maximum technically permissible total mass of towed vehicle or 1000 kg, whichever is the lesser, plus, for motor vehicles other than towing vehicles, the mass of the coupling device if fitted by the manufacturer, or the maximum permissible mass of the coupling device if not fitted by the manufacturer.

2. The technically permissible maximum mass on the coupling point of a motor vehicle designed to tow a centre-axle trailer and with a technically permissible maximum towable mass not exceeding 3.5 tonnes must be at least 4 % of its technically permissible maximum laden mass, or 25 kg, whichever is the greater, plus, for motor vehicle other than towing vehicles, the mass of the coupling device if fitted by the manufacturer, or the maximum permissible mass of the coupling device if not fitted by the manufacturer.

### Section 43 b

#### *Mechanical coupling devices*

(11 July 1997/671) 1. A motor vehicle of category N<sub>3</sub>, which is not equipped with a towing fork coupling for a trailer or with a fifth wheel, shall be equipped at the rear with a towing beam in order to attach a towing hook. The cross member shall have a perforation which complies with standard ISO 3584. The towing beam is not required in the case of a motor vehicle equipped with a back tail lift nor in the case of a motor vehicle equipped with a device preventing the attachment of a towing hook.

2. A towing fork coupling designed for towing a full trailer shall be situated on the longitudinal axis of the vehicle. The dead centre of the fifth wheel of a semi-trailer tractor shall be situated on the longitudinal axis of the vehicle, on or in front of the rear axle or the loading point of the bogie.

3. The towing device for a trailer shall be attached reliably to the chassis of the motor vehicle or to the structures or devices fixed thereto. Towing hook for a centre-axle trailer of category O<sub>1</sub> and O<sub>2</sub> may, however, be fixed to the body in the points stated by the manufacturer. Placement of support and towing devices on the loading platform is permitted only in the case of a temporary local transport of construction irons or equivalent long items, in which case the attachment point may be situated at the rear of the rear axle(s).

4. A towing fork coupling or fifth wheel intended for towing a trailer of category O<sub>3</sub> or O<sub>4</sub> shall comply with the requirements of European Parliament and Council Directive 94/20/EC relating to the mechanical coupling devices of motor vehicles and their trailers and their attachment to those vehicles or E Regulation No. 55 and, in the case of a close-coupling device, those of E Regulation No. 102. The Ministry adopts more specific provisions, where applicable, on the strength and approval of a towing beam intended for attaching a towing fork coupling. (18 June 1999/754)

### Section 44

#### *Underrun protection*

(30 September 1997/902) 1. A motor vehicle shall be equipped with a rear bumper or an equivalent device to protect especially vehicles of categories  $M_1$  and  $N_1$  against underrunning from the rear. The underrun protection shall comply with Council Directive 70/221/EEC on the approximation of the laws of the Member States relating to liquid fuel tanks and rear protective devices for motor vehicles and their trailers, as amended by Commission Directives 74/490/EEC, 81/333/EEC and 97/19/EC, or with the requirements of the E Regulation No. 58/01.

2. However, the underrun protection is not required:

- a) for a motor vehicle having such a body, chassis or a part or device fixed to the motor vehicle as by virtue of its construction and placing meets the requirements made upon the underrun protection;
- b) for vehicles of categories  $M_1$ ,  $M_2$ ,  $M_3$  and  $N_1$  if the ground clearance of the rear part of the unladen vehicle does not exceed 0.55 metres over a width which is not more than 0.20 m narrower than the width of the motor vehicle and at the distance of not more than 0.45 metres from the rear of the vehicle;
- c) for a semi-trailer tractor;
- d) for a motor vehicle of category N, intended for a specific purpose, which may be used on the road only for the purpose of moving the vehicle from one workplace to another;
- e) for a motor vehicle which is designed for the carriage of timber or long items and which has no bodywork;
- f) for a motor vehicle of categories  $N_2G$  and  $N_3G$ , when all of its wheels are driven;
- g) for a motor vehicle equipped with other type of demountable body equipment than for a demountable body with legs; and
- h) for other motor vehicle where the underrun protection is incompatible with the use of it or its equipment.

#### Section 45

##### *Lateral protection*

1. A motor vehicle in category  $N_2$  and  $N_3$  shall be so constructed or equipped as to offer as good protection as possible to unprotected road users against the risk of falling under the sides of the motor vehicle and being caught under the wheels. Lateral protection shall comply with the requirements of Directive 89/297/EEC or E Regulation No. 73.

2. If the sides of the vehicle are constructed or equipped in such a way that by the combination of their shape and the characteristics of components meet the requirements of the Directive or E Regulation referred to in paragraph 1, the construction of the vehicle can be regarded as replacing the lateral protection.

3. A special lateral protection is not required:

- a) for a tractor for semi-trailer;
- b) for a motor vehicle of category  $N_2G$  and  $N_3G$ , when all of its wheels are driven; and
- c) for a motor vehicle which is designed and constructed for a specific purpose and when installation of a lateral protection is not possible in practice.

#### Section 46

##### *Exhaust, evaporative and particulate emissions from a passenger car, light commercial vehicle or a vehicle equipped with a positive ignition engine and their control systems*

1. A vehicle of category  $M_1$  or  $N_1$  and other vehicle equipped with a positive ignition engine shall be EC approved in accordance with the Council Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles as it is valid in the case of each vehicle category, as amended by Council Directives 74/290/EEC, 83/351/EEC, 88/76/EC, 88/436/EEC, 89/458/EEC, 91/441/EEC and 93/59/EEC and European Parliament and Council Directives 94/12/EC, 96/69/EC and 98/69/EC and Commission Directives 77/102/EEC, 78/665/EEC, 89/491/EEC, 96/44/EC and 98/77/EC, or E approved in accordance with E Regulation No 49 or No 83 of corresponding requirement level. (18 June 1999/754)

2. A vehicle of category  $M_1$  or  $N_1$  shall also be deemed to comply with the requirements of paragraph 1, if the vehicle engine is EC approved in accordance with the Council Directive 88/77/EEC on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles as it is valid in the case of each vehicle category, as amended by Council Directive 91/542/EEC and European Parliament and Council Directive 96/1/EC, or E-approved in accordance with E Regulation No. 49 of corresponding requirement level. (18 June 1999/754)

#### Section 47

*Exhaust, evaporative and particulate emissions from a light commercial vehicle*

1. (20 December 1996/1372) The exhaust emissions from the positive-ignition and compression-ignition engine or the particulate emissions from the compression-ignition engine of a motor vehicle of category N<sub>1</sub> and such a motor vehicle of category M which is intended for the transport of more than six persons, including driver, and which has a total mass of greater than 2.5 tonnes, shall comply with the following limit values when the mass categories are defined in accordance with the reference mass referred to in the Directive 70/220/EEC:

mass category	reference mass RM (kg)	carbon monoxide L <sub>1</sub> (g/km)		hydrocarbons and nitrogen oxides L <sub>2</sub> (g/km)		particles L <sub>3</sub> (g/km)
		positive-ignition	compression-ignition	positive-ignition	compression-ignition	compression-ignition
I	RM ≤ 1250	2,2	1.0	0.5	0.7	0.08
II	1250 < RM ≤ 1700	4.0	1,25	0.6	1.0	0.12
III	1700 < RM	5.0	1.5	0.7	1,2	0.17

2. If the compression-ignition engine of the vehicle is equipped with a fuel injection system, the limit values of hydrocarbons, nitrogen oxides and particulates shall, however, be as follows for the vehicles which were initially entered into service before 1 October 1999:

	L <sub>2</sub>	L <sub>3</sub>
mass category I	0.9	0.10
mass category II	1.3	0.14
mass category III	1.6	0,20

3. The crankcase and its ventilation in a positive-ignition engine of a motor vehicle shall be so designed, constructed and maintainable that they do not emit harmful gases into the ambient air. The limit value for the mass of hydrocarbons evaporating from the fuel system is 2.0 g/test.

4. A vehicle meets the requirements of paragraphs 1 to 3, if it has been EC-approved in accordance with the Directive 70/220/EEC, as last amended by Council Directive 93/59/EEC and Commission Directive 96/44/EC as well as European Parliament and Council Directive 96/69/EC, or if its engine has been EC-approved in accordance with the Directive referred to in paragraph 3 of Section 48.

5. (18 December 1998/1037) A vehicle referred to above in paragraph 1 that uses liquid gas or natural gas as fuel or uses both petrol and liquid or natural gas shall regarding air contaminating emissions be EC approved in accordance with the Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles as amended by Council Directive 93/59/EEC and Commission Directive 96/44/EC and European Parliament and Council Directive 96/69/EC and Commission Directive 98/77/EC, or E approved in accordance with the regulation No 83 B/03 or No 83 D/03 or E regulation No 49B/02, supplement No 2.

Section 48

*Exhaust and particulate emissions from heavy compression-ignition engines*

(30 September 1997/902) 1. A compression ignition engine of a vehicle of category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> or N<sub>3</sub> shall be EC approved in accordance with the limit values of the Directive 88/77/EEC, annex I, diagram of paragraph 8.3.1.1, line B, as amended by Council Directive 91/542/EEC and European Parliament and Council Directive 96/1/EC, or E approved in accordance with the limit values of Regulation No 49/02, diagram of paragraph 7.4.2.1, line B. (18 June 1999/754)

2. A vehicle of category N<sub>2</sub> and M<sub>2</sub> is also deemed to meet the limit values referred to in paragraph 1, if the vehicle has been type-approved in accordance with Section 46.

3. If an engine of a work machine built on a motor vehicle chassis has not been type approved in accordance with paragraph 1, the engine shall be EC approved in accordance with the European Parliament and Council Directive 97/68/EC on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery. (18 June 1999/754)

## Section 49

*Smoke emissions from compression-ignition engine*

(30 September 1997/902) As concerns visible smoke, a motor vehicle's compression-ignition engine shall comply with the requirements of Council Directive 72/306/EEC on the approximation of the laws of the Member States relating to the measures to be taken against emission of pollutants from diesel engines for use in vehicles as amended by Commission Directives 89/491/EEC and 97/20/EC, or the requirements of E Regulation No. 24/03. These requirements shall not apply to a motor vehicle which has been EC-approved in accordance with Directive 88/436/EEC, a subsequent Directive referred to in paragraph 1 of Section 46, or E Regulation No. 83, neither to a motor vehicle with an engine EC-approved in accordance with Directive 91/542/EEC, a subsequent Directive referred to in paragraph 3 of Section 48 or E Regulation No. 49/01. (18 June 1999/754)

## Section 50

*Spare catalytic converter*

1. A spare catalytic converter intended for a vehicle of category M<sub>1</sub> or N1 not equipped with an internal monitoring system (OBD) shall be EC approved in accordance with a Council Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles as amended by the Commission Directive 98/77/EC or E approved in accordance with regulation No 103. (18 December 1998/1037)

2. A spare catalytic converter of a motor vehicle used in speed racing and whose engine in accordance with the rules of the speed contest may be tuned shall not need to meet the requirements of paragraph 1 when used during the race and when driving to and returning from the race or place of inspection. (18 December 1998/1037)

**Sections 51 and 52 are repealed by Decree 20 May 1996/338**

## Section 53

*Exemptions from exhaust emission limitations for certain motor vehicle groups*

(5 December 1996/965) 1. The requirements of Sections 46 to 49 shall not apply to:

- a) a motor vehicle to be registered for export, in the case when it has been intended to be registered in a state other than those belonging to the European Economic Area (EEA Member State); nor to
- b) a passenger car used for speed racing, whose engine in accordance with the rules of speed contest may be tuned, when used during the race and when going to or returning from the race or inspection.

## Section 53 a

*Carbon dioxide emissions and fuel consumption*

(30 September 1997/902) If an advertisement intended for consumers or other corresponding issue of a motor vehicle of category M<sub>1</sub> or the technical information of the motor vehicle contains reports on the carbon dioxide emissions or fuel consumption, at least the combined value of urban traffic and highway traffic shall be given. Emission values (g/km) and consumption values (litres/100 km) shall be reported as measured in accordance with Council Directive 80/1268/EEC on the approximation of the laws of the Member States relating to the carbon dioxide emissions and fuel consumption of motor vehicles, as amended by Commission Directives 89/491/EEC and 93/116/EC, or in accordance with E Regulation No. 101.

## Section 53 b

*Reporting the power*

(30 September 1997/902) If an advertisement intended for consumers or other corresponding issue of a motor vehicle equipped with internal combustion engine or in the technical information of a motor vehicle contains reports on the power of the engine, net power of the engine shall be reported as

measured in accordance with Council Directive 80/1269/EEC on the approximation of the laws of the Member States relating to the engine power of motor vehicles, as amended by Commission Directives 88/195/EEC, 89/491/EEC and 97/21/EC, or in accordance with E Regulation No. 85.

#### Section 54

##### *Noise reduction*

(18 June 1993/530) 1. A motor vehicle equipped with an internal combustion engine shall be equipped with such silencers that the noise of exhaust or intake does not disturbingly exceed other noise caused by the motor vehicle in normal use. The noise level, measured as defined in Directive or E Regulation referred to in paragraph 4, of a motor vehicle shall not exceed the following values:

a) in the case of a motor vehicle of category M <sub>1</sub> , whose total mass does not exceed 3.5 tonnes .....	77 dBA
b) in the case of a motor vehicle of category M <sub>1</sub> , M <sub>2</sub> and M <sub>3</sub> , the maximum permissible total mass of which exceeds 3.5 tonnes and which has an engine power of:	
- less than 150 kW .....	80 dBA
- 150 kW or greater .....	83 dBA
c) in the case of a motor vehicle of category N <sub>1</sub> and M <sub>2</sub> , the maximum permissible total mass of which is:	
- not greater than 2 tonnes .....	78 dBA
- greater than 2 tonnes, but not greater than 3.5 tonnes .....	79 dBA
d) in the case of a motor vehicle of category N <sub>2</sub> and N <sub>3</sub> , the engine power of which is:	
- not greater than 75 kW .....	81 dBA
- greater than 75 kW, but less than 150 kW .....	83 dBA
- 150 kW or greater.....	84 dBA

2. Instead of the limit values referred to in paragraph 1, the following limit values shall be applied to motor vehicles to be type-approved on or after 1 October 1995 and vehicles to be initially entered into service on or after 1 October 1996:

a) in the case of a motor vehicle of category M <sub>3</sub> , whose total mass does not exceed 3.5 tonnes	74 dBA
b) in the case of a motor vehicle of category M <sub>1</sub> , M <sub>2</sub> and M <sub>3</sub> , the maximum permissible mass of which exceeds 3.5 tonnes and which has an engine power of:	
- less than 150 kW .....	78 dBA
- 150 kW or greater .....	80 dBA
c) in the case of a motor vehicle of category N <sub>1</sub> and M <sub>2</sub> , the maximum permissible mass of which is:	
- not greater than 2 tonnes ...	76 dBA
- greater than 2 tonnes, but not greater than 3.5 tonnes .....	77 dBA
d) in the case of a motor vehicle of category N <sub>2</sub> and N <sub>3</sub> , the engine power of which is:	
- not greater than 75 kW .....	77 dBA
- at least 75 kW but less than 150 kW .....	78 dBA
- 150 kW or greater .....	80 dBA

3. In the case of a motor vehicle equipped with a compression-ignition engine having a direct ignition, the noise level may exceed the values referred to in subparagraphs a and b of paragraphs 1 and 2 by 1 dBA. In the case of off road motor vehicles (category G) the total mass of which exceeds 2 tonnes, the noise level may exceed the values of subparagraphs a-d of paragraph 1 by 1 dBA, if the engine power is less than 150 kW, and by 2 dBA, if the engine power is equal to 150 kW or greater.

4. A motor vehicle is deemed to meet the requirements of paragraph 1, if it is EC-approved in accordance with Council Directive 70/157/EEC on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles, as amended by Commission Directives 73/350/EEC, 81/334/EEC, 84/372/EEC and 89/491/EEC as well as Council Directives 77/212/EEC and 84/424/EEC, or E-approved in accordance with E Regulation No. 51/01. A motor vehicle shall be deemed to meet the requirements of paragraph 2 if it is of a model meeting the requirements of the said Directive 70/157/EEC, as amended by Council Directive 92/97/EEC and Commission Directive 96/20/EC, or E-approved in accordance with E Regulation No. 51/02. (5 December 1996/965)

## Section 55

*Speed limitation device*

1. A motor vehicle of category M<sub>3</sub>, whose total mass is greater than 10 tonnes, and a motor vehicle of category N<sub>3</sub> shall be equipped with a speed limitation device, which in the case of a motor vehicle of category M<sub>3</sub> is set to limit the speed to 100 km/h and in the case of a motor vehicle of category N<sub>3</sub> to 85 km/h. A speed limitation device shall comply with the requirements of Directive 92/24/EEC or E Regulation No. 89.

2. A speed limitation device is not required in case of:

- a) a military vehicle;
- b) a rescue vehicle;
- c) a police car;
- d) a motor vehicle of category M<sub>3</sub> used only for urban transportation; and
- e) a motor vehicle the speed of which by virtue of its construction cannot exceed the values referred to in paragraph 1.

3. Provisions on installation and service of speed limitation device shall be laid down separately.

## Section 56

*Radio interference and electromagnetic compatibility*

(30 September 1997/902) A motor vehicle equipped with a positive-ignition engine or a compression-ignition engine shall meet the requirements of Council Directive 72/245/EEC concerning radio interference and electromagnetic compatibility of vehicles, as amended by Commission Directives 89/491/EEC and 95/54/EC, or those of E Regulation No. 10/02.

## Section 57

*Fuel tank*

(30 September 1997/902) 1. The fuel tank of a motor vehicle and its placing shall comply with the requirements of Directive 70/221/EEC, as amended by Commission Directive 97/19/EC, or, in the case of the fuel tank of a vehicle of category M<sub>1</sub>, those of E Regulation No. 34/01. In the case of a camping vehicle, ambulance or a hearse, the direction and length of filling pipe of the fuel tank and the place of a built-in tank may be changed. (25 September 1998/703)

2. When the volume of a fuel tank exceeds 800 litres, provisions on the tanks used for the transport of dangerous goods shall be applicable.

## Section 58

*Wheelguards and spray suppression devices*

1. A motor vehicle shall be equipped with wheelguards on each wheel. A special wheelguard is not mandatory if the lower part of the vehicle bodywork or platform, equipped with necessary accessories, offers such protection against projection of spray as corresponds to the provisions of this Section below.

2. The wheelguards for a motor vehicle of category M<sub>1</sub> shall meet the requirements of Council Directive 78/549/EEC, as amended by Commission Directive 94/78/EEC. The wheelguards for motor vehicles other than those of category M<sub>1</sub> shall meet the requirements of paragraphs 3 through 5. (7 June 1995/849)

3. The overall width of wheelguards shall be at least sufficient to cover the tyre width or the total width of a twin tyre covering the wheel(s) in the part formed by radial planes at an angle of at least 30° to the front of the vertical plane passing through the axle of the wheel and to the rear, in the case of a motor vehicle of category N<sub>1</sub>, an angle of at least 50° of the vertical plane, and an angle of 90° in the case of other motor vehicles. The wheelguards shall extend to the rear of the vertical plane passing through the axle of a wheel in such a way that when the motor vehicle is unladen the rear of the wheelguard shall not terminate above a horizontal plane 150 mm above the axle of the wheel. In addition the intersection of the edge of a wheelguard with this horizontal plane shall lie outside the median longitudinal plane of the tyre, or in the case of twin tyres the outermost tyre.

4. The projection of the wheelguard has to have a such concave curvature that when measured above the axle this curvature shall be at least 30 mm. This depth may be reduced progressively when approaching the angles referred to in paragraph 3.



5. The distance of a wheelguard from the axle shall not be greater than the diameter of the tyre between the angles referred to in paragraph 3.

6. In the case of a motor vehicle of category N<sub>2</sub> and N<sub>3</sub>, the wheelguards of rear wheels shall be equipped with spray-suppression devices, equal in width with the wheelguards, at the distance of not more than 1,2 metres from the axle of the wheel. The distance of their lower part from the ground, when the motor vehicle is in the unladen condition, shall not be less than one fourth of this distance, unless otherwise required by the construction of the motor vehicle or its suspension. A motor vehicle in category N<sub>2</sub> the unladen mass of which exceeds 7.5 tonnes and a motor vehicle of category N<sub>3</sub>, the spray-suppression devices of which comply with the requirements of Directive 91/226/EEC shall be deemed to satisfy the requirements of this paragraph.

#### Section 58 a

##### *Protection of driver and passenger in the event of a frontal impact*

(20 December 1996/1372) A vehicle of category M<sub>1</sub> having a total mass of not more than 2.5 tonnes shall comply with the provisions of European Parliament and Council Directive 96/79/EC on the protection of occupants of motor vehicles in the event of a frontal impact and it shall be EC-approved in accordance with the said Directive. This requirement does not, however, apply to multi-stage built vehicles produced in quantities not exceeding those fixed for a small series in the Annex XII of Directive 70/156/EEC.

#### Section 58 b

##### *Protection of passengers in the event of a side impact*

(20 December 1996/1372) A vehicle of category M<sub>1</sub> and N<sub>1</sub> where the 'R' point of the lowest seat is not more than 700 mm from ground level shall comply with the provisions of European Parliament and Council Directive 96/27/EC on the protection of occupants of motor vehicles in the event of a side impact and it shall be EC-approved in accordance with the said Directive. This requirement does not, however, apply to multi-stage built vehicles produced in quantities not exceeding those fixed for a small series in the Annex XII of the Directive 70/156/EEC.

#### Section 59

##### *Hinges and locks*

The side door hinges and locks of a motor vehicle of category M<sub>1</sub> shall be EC-approved in accordance with the requirements of Council Directive 70/387/EEC or E Regulation No. 11/02. (7 June 1995/849)

#### Section 60

##### *Anchorage for seats*

(30 September 1997/902) 1. In the case of the seats of a motor vehicle of category M and N, the anchorages and adjustment systems for seats shall be EC-approved in accordance with the requirements of Council Directive 74/408/EEC on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (strength of seats and of their anchorages), as amended by Commission Directives 81/577/EEC and 96/37/EC, or E-approved in accordance with Regulation No. 17/06, or, in the case of a vehicle of category M<sub>2</sub> or M<sub>3</sub>, in accordance with Regulation No. 80/01. At the request of the manufacturer, the seat anchorages and adjustment systems of the seats of a motor vehicle of category M<sub>2</sub> may be accepted in accordance with E Regulation No. 17/06. Foldable and side-facing or rear-facing seats need not meet the requirements of the said Directive or Regulation. (3 September 1999/882)

2. The anchorage and adjustment systems of other seats than that of the driver and those next to it of a vehicle converted from category N<sub>1</sub> to category M<sub>1</sub>, and of a vehicle of category M<sub>2</sub> or M<sub>3</sub> are deemed to meet the requirements referred to in paragraph 1, if the equipment in question meet the requirements of the Directive referred to in paragraph 1 or those of E Regulation. (3 September 1999/882)

#### Section 61

##### *Seating places*

1. When calculating the number of seating places in a motor vehicle, a seating area of 400 mm\*400 mm for each person and a shoulder space of at least 400 mm in width at the height of 500 mm from the seat shall be reserved. The width of a seat shall be measured at a distance of 100 mm and a space for shoulders at a distance of 50 mm from the corresponding point on the back of a seat.

2. By way of derogation from the provisions of paragraph 1, a rear seat is deemed to be sufficient for three persons, if the width of its seating area measured in accordance with paragraph 1 is at least 1100 mm and that of a space for shoulders at least 1200 mm.

3. The free height from the surface of a laden seat, measured parallel to the back of a seat at a distance of 100 mm from it, shall be at least 850 mm. The height of the back of a seat shall be at least 500 mm.

4. For the original seats of a motor vehicle, within the limits referred to in this Section, more seating places shall not be approved than the number originally intended by the motor vehicle manufacturer.

5. If the seats of a camping vehicle do not comply with the requirements of this Section, they must comply with provisions separately laid down for camping vehicles.

6. *Folding seat* means an auxiliary seat intended for occasional use and normally folded. (11 July 1997/671)

## Section 62

### *Spaces for passengers in the cabin of a motor vehicle of category N*

1. The cabin of a motor vehicle of category N is deemed to seat two passengers in addition to the driver, if the distance from the axis of steering axle to the front door or to the wall on the right-hand side is at least 1100 mm measured along the centre line of the seat.

2. The cab of a lorry used by a driving school may be equipped with additional seats for the carriage of not more than four pupils. The dimensioning of the seating places may deviate from the provisions of Section 61.

## Section 63

### *Seats in the goods compartment of a motor vehicle of category N*

1. The closed goods compartment of a motor vehicle of category N or the closed section of a goods compartment may be equipped with seats on the conditions of the Section 24 of Car Tax Act taking into consideration the limitations of paragraph 2, subparagraphs b through to d. The goods compartment of a dual-use motor vehicle of category N<sub>1</sub> may, derogating from the above mentioned, be equipped with seats if the requirements concerning their anchorages, safety belt equipment, safety belt anchorages and head restraints are in compliance with the requirements of a motor vehicle of category M<sub>1</sub>. (18 June 1999/754)

2. The closed goods compartment or the closed section of a goods compartment of a vehicle of category N<sub>2</sub> or N<sub>3</sub> may be equipped with seats on the following conditions:

a) seats may be mounted with a view to the limits of carrying capacity of the motor vehicle, and so that the motor vehicle shall not seat more than eight passengers in addition to the driver;

b) the thickness of seats and backs of seats shall not exceed 50 mm;

c) the seats shall be attached firmly with hinges from the rear part of the seat to the outer or to the separating wall and they must be capable of being turned and locked in the upright position in such a way that they do not essentially reduce the space intended for the carriage of goods; and

d) each compartment of the bodywork which is equipped with seats, shall have two separate doors capable of being opened from inside of the motor vehicle, or one door of this kind and either a roof hatch suitable as an emergency exit or a window which is easy to remove or break.

3. Firmly attached benches may be mounted on the loading platform or body of a motor vehicle in category N<sub>2</sub> and N<sub>3</sub> on the following conditions:

a) the number of seating places shall be determined with a view to the limits of the carrying capacity;

b) the thickness of seats and, if applicable, the backs of seats shall not exceed 50 mm;

c) a space of at least 400 mm x 700 mm shall be reserved for each person on the loading platform; and

d) when the loading space is open, it shall be equipped with railings, which are high enough and firm, and when the loading space is closed, it shall have appropriate emergency exits.

4. No permanent or temporary seats or devices for mounting seats other than those referred to in this Section may be mounted to the goods compartment of a motor vehicle of category N.

## Section 64

*Safety belts*

(30 September 1997/902) 1. All front- and rear-facing seats of the vehicles of category M and N shall be equipped with safety belts. However, safety belts are not required for:

- a) foldable seats;
- b) seats which are intended to be used only when vehicle is standing still; and
- c) vehicles of category M<sub>2</sub> and M<sub>3</sub> which are designed to be used in urban traffic and are fitted with places for standing passengers.

2. The anchorages for safety belts of each vehicle category and each seat shall conform to the provisions of Council Directive 77/541/EEC on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles, as amended by Council Directive 81/576/EEC and Commission Directives 82/319/EEC, 90/628/EEC and 96/36/EC. Safety belt of a vehicle shall comply with the requirements of the said Directive or those of E Regulation No. 16/04, or the restraint system of a vehicle shall be approved in accordance with the said Directive or Regulation.

## Section 64 a

*Anchorage for safety belts*

(30 September 1997/902) 1. The number of anchorages for safety belts required for each vehicle category and each seat shall conform to the provisions of Appendix 1 of Annex I of Council Directive 76/115/EEC on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts, as amended by Council Directive 81/575/EEC and Commission Directives 82/318/EEC, 90/629/EEC and 96/38/EC, or those of Annex 6 of E Regulation No. 14/04.

2. The anchorages for safety belts of a motor vehicle of category M<sub>1</sub> modified from a motor vehicle of category N<sub>1</sub> and a motor vehicle of category M<sub>2</sub> and M<sub>3</sub>, excluding anchorages other than those for safety belts of front seats, shall comply with the requirements of the Directive or the E Regulation referred to in paragraph 1.

## Section 64 b

*Airbag warning*

(30 September 1997/902) A passenger seat equipped with an airbag shall bear a warning about using a rearward-facing child restraint on the seat in question. The warning sign which may contain writing shall be fixed indelibly and it shall be so positioned that it is clearly visible when attaching a child restraint on the seat in question. If the warning sign is not visible when the door is closed, there must be a permanent marking indicating that there is an airbag positioned in front of the passenger. However, the warning sign is not required, if the vehicle is fitted with a mechanism which automatically recognises the attachment of a child restraint and prevents the airbag from being released when the child restraint has been attached.

## Section 65

*Safety devices for children*

1. A safety seat, safety cushion or other safety device which is approved in accordance with E Regulation No. 44 or by traffic safety authority of Sweden (Statens Trafiks kerhetsverk) shall be accepted as a safety seat or as other safety device for a child and other person with height under 150 cm as referred to in paragraphs 3 and 4 of Section 88 of the Road Traffic Act. (18 June 1999/757)

2. A safety device designed and equipped individually and manufactured as a unique sample so as to take into account the illness or disability of a person, as well as a safety device designed and equipped for the seating of two or more persons at the same time shall also be accepted as a safety seat or as a safety device.

## Section 66

*Head restraints*

(30 September 1997/902) In the case of a vehicle of category M<sub>1</sub>, a vehicle of category M<sub>2</sub> having a total mass of not more than 3.5 tonnes and a vehicle of category N<sub>1</sub>, the driver's seat and the outermost

front seat on the right-hand side shall be equipped with a head restraint, separate or as an integral part of the back of a seat. The vehicle shall be approved in accordance with the Directive or the E Regulation referred to in Section 60, or the seat shall be EC-approved in accordance with the said Directive or E-approved in accordance with Regulation No. 25/04, or the head restraints shall be EC-approved in accordance with Council Directive 78/932/EEC on the approximation of the laws of the Member States relating to head restraints of seats of motor vehicles, or E-approved in accordance with Regulation No. 25/04.

#### Section 67

##### *Interior fittings*

(7 June 1995/849) In the case of a motor vehicle of category M<sub>1</sub>, the layout of devices and the roundings and paddings of control equipments, switches and other interior fittings in the cabin and in the passenger compartment shall be approved in accordance with the requirements of Council Directive 74/60/EEC, as amended by Directive 78/632/EEC, or E-approved in accordance with Regulation No. 21/01.

#### Section 68

##### *Windscreen and other windows*

1. The windscreen of a motor vehicle shall be of laminated glass.
2. The windscreen and other windows shall be of safety glass or of such material that should the window break, the formation of cutting edges is reduced to a minimum. The safety glazing shall comply with the requirements of Directive 91/22/EEC, E Regulation No. 43 or standard SFS 2728. In the case of a motor vehicle, which is not available from the manufacturing plant as being equipped with such glazing, an appropriately marked safety glazing which complies with ANSI-standard Z.26.1-1983, or its later version adopted in the United States of America, shall be approved.
3. If other windows than the windscreen of a camping vehicle do not comply with the requirements of this Section, they must comply with the provisions laid down separately for camping vehicles.

#### Section 68 a

##### *Heating device*

(25 August 1994/773) A vehicle of category M<sub>1</sub> shall have a heating device conforming to the requirements of Council Directive 78/548/EEC on the approximation of the laws of the Member States relating to heating systems for the passenger compartment of motor vehicles.

#### Section 69

##### *Defrosting and demisting systems*

(7 June 1995/849) A motor vehicle shall be equipped with a system for removing frost from the outer surface of the windscreen and mist from the interior surface of the windscreen. For a motor vehicle of category M<sub>1</sub>, the defrosting and demisting device shall be tested at the temperature of  $-18 \pm 3$  °C and be approved in accordance with the requirements of Council Directive 78/317/EEC.

#### Section 70

##### *Windscreen wiper and washing system*

(7 June 1995/849) A motor vehicle shall be equipped with a power driven windscreen wiper and windscreen washing system. In the case of a motor vehicle of category M<sub>1</sub>, the wiper and washing device shall comply with the requirements of Council Directive 78/318/EEC as amended by Commission Directive 94/68/EC. In the case of a motor vehicle of category M<sub>2</sub> and M<sub>3</sub>, the capacity of the reservoir containing the washing fluid shall be at least five litres.

#### Section 71

##### *Mandatory and optional lamps and reflex reflectors*

(30 September 1997/902) 1. A motor vehicle shall be equipped with the following lamps and reflex reflectors:

- a) driving lamps and passing lamps;
- b) direction indicator lamps and their connection as a hazard warning signal;
- c) stop lamps and, in the case of a vehicle of category M<sub>1</sub>, a centre stop lamp;
- d) a rear registration plate lamp;
- e) front and rear position lamps;
- f) red reflex reflectors at the rear;
- g) side reflex reflectors if the length of the vehicle exceeds 6.00 metres;
- h) side lamps if the length of the vehicle exceeds 6.00 metres;
- i) rear fog lamp(s);
- j) reversing lamp(s);
- k) an end-outline marker lamp, if the width of the motor vehicle exceeds 2.10 metres; in the case of a semi-trailer towing vehicle, an end-outline marker lamp visible towards the rear is not required;
- l) an identification lamp indicating the purpose of the motor vehicle in the case of a motor vehicle of category M<sub>1</sub> used for licensed charter transport of passengers;
- m) an illuminated plate indicating at least the destination of the route in the case of a motor vehicle of category M<sub>2</sub> and M<sub>3</sub> used for public transport services; in the case of a motor vehicle used for a local and short-distance transport, an illuminated plate indicating the number of the route shall be deemed sufficient; such a plate is in this case required also at the rear of the motor vehicle;
- n) a blinking amber warning lamp in the case of a breakdown vehicle, a road maintenance vehicle and such a vehicle used for the transport of milk as will be stopped on the left-hand side of the road;
- o) a blinking blue warning lamp in the case of an emergency vehicle; and
- p) amber reflex reflectors visible towards the sides, for the purpose of marking a structure or an equipment, which form a projection narrower than the motor vehicle and projecting beyond the front of the motor vehicle or over one metre beyond the rear of the motor vehicle.

2. In addition to the lamps and reflex reflectors provided for in paragraph 1, a motor vehicle may be equipped with the following lamps and reflex reflectors:

- a) additional driving lamps;
- b) additional passing and driving lamps, front position lamps and direction indicator lamps mounted on the upper part of a motor vehicle ploughing snow;
- c) front fog lamps;
- d) parking lamps, when the length of the motor vehicle does not exceed 6.00 metres and the width does not exceed 2.00 metres;
- e) side reflex reflectors if the length of the vehicle exceeds 6.00 metres;
- f) side lamps if the length of the vehicle exceeds 6.00 metres;
- g) front reflex reflectors;
- h) end-outline marker lamps in the case of a motor vehicle having a width of not less than 1.80 metres but not more than 2.10 metres, and in the case of a semi-trailer towing vehicle, behind the cab;
- i) an additional centre high mounted stop lamp;
- j) running lights;
- k) in the case of a police car and a motor vehicle used for the duties of the police, a blinking blue warning lamp and not more than one flashing forward-facing red stop signal lamp and an illuminated blue plate with the marking "POLIISI" or "POLIS" on the roof of the bodywork or passenger cabin;
- l) a blinking amber warning lamp in the case of a motor vehicle used as an emergency vehicle, a motor vehicle used for work on or beside a road, in the case of a road service motor vehicle referred to in Section 90 and also in the case of other motor vehicle for a particular reason and with permission of the Vehicle Administration Centre;
- m) an identification lamp indicating the purpose of the motor vehicle in the case of a motor vehicle used for road service;
- n) working lamps and auxiliary lamps necessary for loading, unloading or for other use in the case of a motor vehicle of category N, a motor vehicle of category M used for rescue, sick transport and maintenance as well as a motor vehicle used in official police duties;
- o) lamps illuminating the plates which indicate the name of the transport company, client of the transport or the name of the motor vehicle's owner or the names of the route terminals in the case of a motor vehicle of category N<sub>2</sub> and N<sub>3</sub> and lamps illuminating the plate which indicates on the side the route number and the plate which indicate at the front that the motor vehicle is full in the case of a motor vehicle of category M<sub>2</sub> and M<sub>3</sub> used for passenger transport requiring permit;
- p) in the case of a vehicle of category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>, retro-reflective side and rear markings with strips or contour markings and advertising; and (3 April 1998/258)
- q) separately regulated lamps and reflex reflectors on motor vehicles used for special transportation or on its load.

3. The requirements concerning the colour, type, number, position, geometric visibility, alignment, electrical connections and indication of operation of the lamps and reflex reflectors referred to in subparagraphs a—k of paragraph 1 and subparagraphs a—j of paragraph 2 with the exceptions referred

to in paragraph 4 below shall comply with the provisions of Council Directive 76/756/EEC on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers, as amended by Council Directive 83/276/EEC and by Commission Directives 80/233/EEC, 82/244/EEC, 84/8/EEC, 89/278/EEC, 91/663/EEC and 97/28/EC, or those of E Regulation No. 48/01. In specifying colour, position, geometric visibility and alignment of also other lamps and reflex reflectors, the provisions of the said Directive and E Regulation shall be applicable.

4. Additional passing and driving lamps, direction indicator and front position lamps may be fitted on a motor vehicle ploughing snow on such a height as the conditions require; passing lamps, however, shall be so directed that they do not cause unnecessary discomfort to the oncoming traffic. The circuit of the additional passing lamps shall be equipped with a switch in such a location that the mandatory passing lamps cannot be switched to additional passing lamps or vice versa during driving.

#### Section 72

##### *Passing and driving lamps*

(30 September 1997/902) Passing lamps shall be intended for the use in right-hand traffic. Passing and driving lamps shall be e-approved in accordance with Council Directive 76/761/EEC on the approximation of the laws of the Member States relating to motor-vehicle headlamps which function as main-beam and/or dipped-beam headlamps and to incandescent electric filament lamps for such headlamps, as amended by Commission Directive 89/517/EEC, or E-approved in accordance with either Regulation No. 1/01, 5/02, 8/04, 20/02, 31/02 or 98. The filament lamp used in passing and driving lamps shall be intended for this lamp and e-approved in accordance with the said Directive or E-approved in accordance with either Regulation No. 2/03, 8/04, 20/02, 37/03 or 99. Total illumination of driving lamps which can be switched on simultaneously shall not exceed 225,000 candela when the sum of the reference values marked in the driving lamps which can be switched on simultaneously does not exceed 75.

#### Section 73

##### *Direction indicator lamps*

(7 June 1995/849) A direction indicator lamp shall be e-approved in accordance with Council Directive 76/759/EEC, as amended by Directive 89/277/EEC, or E-approved in accordance with Regulation No. 6/01.

#### Section 74

##### *Stop lamps*

(30 September 1997/902) A stop lamp shall be e-approved in accordance with Council Directive 76/758/EEC on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers, as amended by Commission Directives 89/516/EEC and 97/30/EC, or E-approved in accordance with regulation No. 7/02.

#### Section 75

##### *Rear registration plate lamp*

(30 September 1997/902) A rear registration plate lamp shall be e-approved in accordance with Council Directive 76/760/EEC on the approximation of the laws of the Member States relating to the rear registration plate lamps for motor vehicles and their trailers, as amended by Commission Directive 97/31/EC, or E-approved in accordance with Regulation No. 4.

#### Section 76

##### *Front and rear position lamp*

For front and rear position lamps the requirements of Section 74 paragraph 1 shall apply.

## Section 77

*Reflex reflectors*

(30 September 1997/902) 1. A reflex reflector shall be e-approved in accordance with Council Directive 76/757/EEC on the approximation of the laws of the Member States relating to reflex reflectors for motor vehicles and their trailers, as amended by Commission Directive 97/29/EC, or E-approved in accordance with Regulation No. 3/02.

2. Forward-facing reflex reflectors shall be white, side-facing reflex reflectors shall be amber and rearward-facing reflex reflectors shall be red. The reflex reflectors shall not be triangular.

## Section 78

*Rear fog lamp*

A rear fog lamp shall be e-approved in accordance with Directive 77/538/EEC, as last amended by Directive 89/518/EEC, or E-approved in accordance with Regulation No. 38.

## Section 79

*Reversing lamp*

(30 September 1997/902) A reversing lamp shall be e-approved in accordance with Council Directive 77/539/EEC on the approximation of the laws of the Member States relating to reversing lamps for motor vehicles and their trailers, as amended by Commission Directive 97/32/EC, or E-approved in accordance with Regulation No. 23.

## Section 80

*End-outline marker lamps*

For an end-outline marker lamp the requirements of Section 74, paragraph 1 shall apply.

## Section 81

*Taxi lamp*

A motor vehicle which may be used for a passenger charter transport requiring permit without any specific restrictions on the purpose of the transport, shall be equipped on the roof with a lamp which emits yellow light in all directions and which is about 300 mm in width and 115 mm in height and which is marked at the front or both at the front and at the rear with a word "TAKSI" or "TAXI" by black letters. The lamp may be installed on the centre line of a motor vehicle or on the left hand side at a distance of not less than 0.15 metres from the side of the motor vehicle. The lamp may be marked by black markings with a taxi number, a symbol indicating the group number and the location the station of the motor vehicle. A device, which causes the lamp to blink as an emergency warning signal may be attached.

## Section 82

*Plate lamps*

1. The filament lamp or other light source of plate lamps shall not allow direct visibility towards the front, rear or side. However, the plate may be illuminated from the inside. The plate lamps or the plate, in the case of inner illumination of the plate, shall emit white or light yellow light which shall not flash. The power of the filament lamps or fluorescent tubes used shall not exceed 18 W per lamp or tube.

2. The minimum height of the text on a sign and registration plate of a motor vehicle of category M<sub>2</sub> shall be 100 millimetres if the text is marked on a single line, and 50 millimetres if the text is marked on two lines. In the case of a plate indicating the route number only, the minimum height of the numbers shall be 150 millimetres. In the case of a motor vehicle in category M<sub>3</sub>, the minimum heights shall be 150, 70 and 200 millimetres respectively.

## Section 83

*Blinking warning lamp*

1. A blinking warning lamp shall be E-approved in accordance with Regulation No. 65 or approved by Vehicle Administration Centre.

2. In order to ensure that the warning lamp is visible from different directions, several of these lamps may be installed. A tell-tale shall be fitted indicating for the driver that the lamp is on.

#### Section 84

##### *Front fog lamps*

A front fog lamp shall be e-approved in accordance with Directive 76/762/EEC or E-approved in accordance with Regulation No. 19/02.

#### Section 85

##### *Parking lamps*

A parking lamp shall be e-approved in accordance with Directive 77/540/EEC or E-approved in accordance with Regulation No. 77.

#### Section 86

##### *Daytime running lamps*

(30 September 1997/902) Daytime running lamps shall be e-approved in accordance with the Directive referred to in Section 74 or E-approved in accordance with Regulation No. 87.

#### Section 87

##### *Side marker lamps*

(30 September 1997/902) Side marker lamps shall be e-approved in accordance with the Directive referred to in Section 74 or E-approved in accordance with Regulation No. 91.

#### Section 88

##### *Stop signalling lamp of the police*

Stop signalling lamp shall be installed on the longitudinal median plane or on the left-hand side of the motor vehicle on the roof, behind the windscreen or above the bumper. It shall blink 1-2 times per second. The luminous intensity of a stop signalling lamp in the direction of the reference axis and in the direction deviating at least 5° therefrom shall be not less than 500 cd.

#### Section 89

##### *Identification lamps of a towing motor vehicle*

The identification lamps of a towing vehicle shall be symmetrically placed and they shall not be more than 100 mm apart. The power of each filament lamp shall not exceed 20 W.

#### Section 90

##### *Identification lamp of a motor vehicle used for road service*

1. In the case of a motor vehicle which is registered for private use and equipped with sufficient first aid devices, repairing outfit and spare parts as well as communication devices and which is used in the road service operation organized by a registered association in the road service Section with at least 15 members participating in the voluntary rescue cooperation, a lamp of not more than 650 mm in width and 120 mm in height, equipped with filament lamps having a power of not more than 10 W per filament lamp emitting yellow light in every direction and marked by black letters at the front and rear with "TIEPALVE-LU", "VÄGSERVICE" or "ROAD SERVICE" or with a combination of these and, when necessary, with



the name and the symbol of the road service association, may be installed on the front part of the roof.

2. On the provisions referred to in paragraph 1, excluding the requirements for repairing outfit and spare parts, a motor vehicle used primarily for first aid operation may be installed with a lamp emitting white lamp and marked by black letters at the front and rear with "ENSIAPU", "FÖRSTA HJÄLP" or "FIRST AID" or with a combination of these and the symbol of the first aid organization.

3. A certificate, issued not more than one year earlier by the organization in the road service or first aid sector, on the sufficient skills in first aid and, in the case of road service, on the repairing skills and on the use of motor vehicle for this purpose, shall always be carried with when driving and be presented on request by a traffic warden. The identification lamp shall be covered or removed when the motor vehicle is driven on the road without the purpose of road service or first aid operation.

#### Section 91

##### *Lighting device of a breakdown vehicle*

A breakdown vehicle shall have a separate device comprising rear position lamps, stop lamps and direction indicator lamps to be installed at the rear of the towed vehicle when towing in conditions under which the lights should be used and the lamps of the towed vehicle are not capable of being used in such a way as laid down in the traffic rules. Alternatively, a breakdown vehicle may be equipped with doubled rear position lamps, stop lamps and direction indicator lamps up behind the cabin. These lamps may be used only during towing.

#### Section 92

##### *Rear marking plate of a heavy lorry*

(30 September 1997/902) A motor vehicle of category N<sub>2</sub> and N<sub>3</sub> may be equipped with marking plates which meet the requirements of E Regulation No. 70/01 and which are marked with alternate, oblique stripes of red fluorescent and yellow retroreflective materials.

#### Section 92 a

##### *Reflective contour markings and advertising in vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>*

(3 April 1998/258) 1. If a motor vehicle has retro-reflective side or rear markings with strips or contour markings and reflective advertising placed inside them, the markings shall be made with reflective materials E-approved in accordance with E Regulation No. 104.

2. Materials which reflect white light towards the rear may not be used in reflective markings. A towing vehicle shall not have reflective markings or advertising, if the trailer has no such markings.

3. Retro-reflective markings with strips or contour markings shall be 50-60 mm wide and indicate at least 80 per cent of the length and the width of the vehicle. If the marking is not continuous, the spaces between the reflective strips may not be more than half of the length of the shortest strip section. The lower edge of the markings with strips or of the contour marking should be at the height of not less than 0.25 metres and not more than 1.50 metres or, if this is not possible due to the vehicle structure, not more than 2.10 metres.

4. Retro-reflective advertising shall be placed on the side of the vehicle inside contour markings, and advertising shall not impair the proper functioning of contour markings, lamps and reflex reflectors. A commercial marking may include a maximum of 15 characters. The height of the characters shall be at least 0.30 metres and not more than 1.00 metre. A commercial marking made with class "D" reflective materials referred to in the E Regulation mentioned in paragraph 1 above may cover a maximum area of 2.00 m<sup>2</sup>.

#### Section 93

##### *Speedometer*

(30 September 1997/902) 1. A motor vehicle which is not equipped with a tachograph shall be fitted with a speedometer installed in the cabin in such a way that the display is clearly legible to the driver.

2. A speedometer shall meet the requirements of Council Directive 75/443/EEC on the approximation of the laws of the Member States relating to the reverse and speedometer equipment of motor vehicles, as amended by Commission Directive 97/39/EC, or those of E Regulation No. 39.

## Section 94

*Tachograph*

(22 December 1993/1569) 1. A tachograph is mandatory for vehicles of categories N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> and M<sub>3</sub>. A tachograph is not, however, required in a motor vehicle to which the provisions on driving and rest periods are not applicable in accordance with article 4 of Council Regulation (EEC) No. 3820/85 or where a duty roster system is applied pursuant to paragraph 1 of article 14 of the said Regulation. A tachograph is also not mandatory for a motor vehicle for which the said Regulation is not applicable in accordance with Section 7 of Decree on Use of the Vehicles on Road. A motor vehicle of category N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> and M<sub>3</sub>, which is used for driving instruction shall, however, have a tachograph.

2. The tachograph must be e-approved in accordance with the Council Regulation (EEC) No. 3821/85, as amended by Commission Regulations (EEC) No. 3314/90 and No. 3688/92.

## Section 95

*Taximeter*

1. A motor vehicle of category M<sub>1</sub> used for passenger charter transport requiring permit shall be equipped with a taximeter, unless the permitting authority grants an exemption from this provision.

2. A taximeter shall be e-approved in accordance with Directive 77/95/EEC or conform to the model approved by Vehicle Administration Centre. An installation or repair company authorized by Vehicle Administration Centre or a vehicle inspection shall seal a taximeter. The sealing shall be such as to prevent the changing of the taximeter display without damaging the sealing.

3. A taximeter shall not be set for a higher tariff than that valid at the time. The seal or separate label shall bear a marking indicating the date of the tariff regulation.

## Section 95 a

*Illustrative markings of control devices, detectors and indicators*

(5 December 1996/965) Illustrative markings of control devices, detectors and indicators of a motor vehicle shall conform to the requirements of Council Directive 78/316/EEC on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (identification of controls, tell-tales and indicators), as amended by Commission Directives 93/91/EEC and 94/53/EC.

## Section 96

*Audible warning device*

(30 September 1997/902) 1. A motor vehicle shall be equipped with an audible warning device. It shall meet the requirements of Council Directive 70/388/EEC on the approximation of the laws of the Member States relating to audible warning devices for motor vehicles or those of E Regulation No. 28.

2. A motor vehicle used as an emergency vehicle shall be equipped with an audible warning device emitting sound which has variable pitch or is periodical and which has a volume, measured at the distance of seven meters from the front of the motor vehicle, exceeding 104 dBA. Such a device shall not be mounted in other motor vehicles.

3. A motor vehicle, with the exception of a motor vehicle of category M<sub>1</sub>, may be equipped with a warning device emitting periodical sound when reversing the motor vehicle or when the reversing gear has been engaged. The sound level of such a reverse movement warning device, measured at the distance of seven meters from the rear of the motor vehicle, shall not exceed 75 dBA.

## Section 97

*Rear-view mirrors*

1. A motor vehicle with the exception of a motor vehicle of category M<sub>1</sub> and N<sub>1</sub> shall be equipped with an exterior rear-view mirror fitted to both sides of the body. A motor vehicle of category M<sub>1</sub> and N<sub>1</sub> shall be equipped with a rear-view mirror fitted to the left-hand side of the body or, if there is no visibility through the rear window, to both sides of the body. For a motor vehicle of category M<sub>1</sub> and N<sub>1</sub>, an interior rear-view mirror shall in addition be mounted, however not for a motor vehicle providing no visibility through the rear window. The number, position, field of vision, surface area, strength and yielding of connection of rear-view mirrors shall comply with the requirements of Council Directive

71/127/EEC on the approximation of the laws of the Member States relating to the rear-view mirrors of motor vehicles, as amended by Commission Directives 79/795/EEC, 85/205/EEC, 86/562/EEC and 88/321/EEC, or those of E Regulation No. 46/01. The rear-view mirrors of a camping vehicle, ambulance or hearse whose total weight exceeds 2,500 kg may be accepted if they meet the requirements set for that vehicle category from which the motor vehicle intended for a special purpose has been equipped, or the requirements of a vehicle of category N that equals to the total mass of a vehicle intended for a special purpose. (25 September 1998/703)

2. The requirements concerning field of vision complying with the Directive and E Regulation referred to in paragraph 1 above shall not apply to additional rear-view mirrors in a motor vehicle of category M<sub>1</sub> and N<sub>1</sub> intended for towing a trailer or to a teacher's rear-view mirror required in a motor vehicle used by a driving school.

3. When the motor vehicle structure or a device or equipment attached to it unduly reduces the field of vision from the driver's seat to the sides, the motor vehicle shall be equipped with necessary additional mirrors enabling the driver to see to the sides of the motor vehicle and observe other traffic.

#### Section 98

##### *Speed label*

1. A motor vehicle of category N<sub>1</sub>, whose maximum permissible speed is 80 km/h, shall be equipped with a round label visible to the rear and having a black border on yellow background and a diameter of 240 millimetres and marked with a figure "80" by black numbers of 120 millimetres in height. A motor vehicle of category M<sub>2</sub> and M<sub>3</sub>, having a maximum permissible speed of 100 km/h, shall be equipped with an equivalent label marked with a figure "100".

2. A label indicating the maximum permissible speed in kilometres per hour, otherwise satisfying the requirements of paragraph 1, shall be attached to a motor vehicle the speed of which has separately been limited to less than 80 km/h.

#### Section 99

##### *Obstructions to the field of vision*

1. The windscreen of a motor vehicle and the side windows and lateral protection shall by virtue of their construction and condition be such that the driver has as clear visibility to the front and sides as possible. No marks, objects or devices which can reduce the field of vision other than those specially prescribed may be hung or attached to the outside or the inside of the motor vehicle. A parking disc complying with the provisions of the Ministry may, however, be attached to the right-hand side of the windscreen. Similarly a safety seat for a child may be mounted on the seat beside the driver provided that it does not excessively limit the field of vision.

1 a. In a motor vehicle of category M<sub>1</sub>, field of vision of the driver shall conform to the requirements of Council Directive 77/649/EEC on the approximation of the laws of the Member States relating to the field of vision of motor vehicle drivers, as amended by Commission Directives 81/643/EEC, 88/366/EEC and 90/630/EEC. (5 December 1996/965)

2. No marks or devices may be hung or attached to the rear window of a motor vehicle of category M<sub>1</sub> so as to reduce the field of vision, provided by an interior rear-view mirror to the rear, more than is allowed in the Directive and E Regulation referred to in Section 97.

#### Section 100

##### *Markings of a motor vehicle used for transport requiring permit*

A motor vehicle of category N used for transport requiring permit shall be marked on both sides with a clear and indelible reference to the name and the place of domicile of the holder of the transport licence. The letters of the marking shall be at least 60 millimetres in height.

#### Section 101

##### *External projections*

(30 September 1997/902) 1. The body or platform of a motor vehicle shall not exhibit any forward-, sideways- or rearward-facing pointed devices or equipment nor other dangerous projections.

2. A motor vehicle of category M<sub>1</sub> shall conform to the requirements of Council Directive 74/483/EEC on the approximation of the laws of the Member States relating to the external projections of motor

vehicles, as amended by Commission Directive 79/488/EEC, or those of E Regulation No. 26/02. A motor vehicle of category N shall conform to the requirements of Council Directive 92/114/EEC relating to the external projections forward of the cab's rear panel of motor vehicles of category N or those of E Regulation No. 61.

3. An aerial installed to a motor vehicle shall not point lengthwise or broadwise beyond the external surface of the motor vehicle.

## Section 102

### *Specific provisions concerning buses*

1. A motor vehicle of category M<sub>2</sub> and M<sub>3</sub>, whose width does not exceed 2.5 metres and length does not exceed 12 metres or 18 metres in the case of an articulated construction, shall in addition to the provisions of this Decree comply with the requirements of E Regulation No. 36/01 or 52/01 or those of the Decision of the Ministry of Transport and Communications on the Construction and the Equipment of a Bus. (22 April 1996/267)

2. A motor vehicle of category M<sub>3</sub>, whose width exceeds 2.5 metres or length of other than articulated construction exceeds 12 metres shall comply with the requirements of the Ministry Decision on the Construction and the Equipment of a Bus.

3. Fire safety of interior furnishing materials of a vehicle of category M<sub>3</sub> intended for transport of more than 22 passengers shall comply with the requirements of European Parliament and Council Directive 95/28/EEC relating to the burning behaviour of materials used in the interior construction of certain categories of motor vehicle. (22 April 1996/276)

## Section 103

### *Exceptions regarding an invalid taxi, a rescue vehicle, hearse and maintenance motor vehicle*

(8 December 1994/1122) 1. The following requirements or limit values shall not apply to an invalid taxi, rescue vehicle, ambulance, camping vehicle, hearse and maintenance motor vehicle:

- a) the provision on rear towing device as referred to in Section 43;
- b) the provision on measuring carbon dioxide emissions and fuel consumption as referred to in Section 53 a;
- c) the requirement on door hinges and locks of side doors as referred to in Section 59, in the cases when the doors lead to seats not in use during a drive are concerned;
- d) the requirement on seat anchorages as referred to in Section 60, on safety belts as referred to in Section 64, the requirement on anchorages of safety belts as referred to in Section 64 a, the requirement on head restraints as referred to in Section 66, in the cases when seats not in use during a drive are concerned;
- e) the requirement on safety of the interior as referred to in Section 67, in the cases when the area behind the back of the seat in use during a drive and located furthest back is concerned; nor
- f) the requirement as referred to in Section 71 on certain requirements concerning the colour, type, number, position, visibility, alignment, electrical connections and indication of operation of certain lamps and reflex reflectors should comply with the requirements of an EC Directive or E Regulation, if the specific purpose of use of the vehicle requires a minor exception from the requirement.

2. In addition to the requirements referred to in paragraph 1, the following requirements shall not apply to a vehicle referred to in paragraph 1, if it has been converted from a motor vehicle of category N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> or M<sub>3</sub>:

- a) the requirements for brakes as referred to in Section 41 in the cases when they concern a vehicle of category M<sub>1</sub>;
- b) the requirements on exhaust and particulate emissions as referred to in Section 46;
- c) the requirement on windscreen wiper and washing system as referred to in Section 70.

3. The category N corresponding in terms of total mass or that vehicle category, which the vehicle has been converted from as referred to in this Section, shall be applicable to the motor vehicles referred to in paragraphs 1 and 2 above concerning the requirements for brakes as referred to in Section 41, the requirements for exhaust and particulate emissions as referred to in Sections 46 to 48. The motor vehicle whose total mass exceeds 2,500 kg as referred to in this Section may be approved in terms of noise emission, if the motor vehicle meets the requirements concerning that ready or unfinished motor vehicle from which the vehicle intended for a special purpose has been converted; or the requirements that concern a motor vehicle manufactured in terms of total mass for a special purpose and that corresponds a vehicle of category N. An approval issued for the most representative basic vehicle will stay valid even if the reference mass changed. In addition, after the latest silencer and catalyst installation the maximum length of two meters of the exhaust pipe may be changed without an additional test.

4. The following shall not apply to a camping vehicle, ambulance or hearse:

- a) the requirement on the steering device complying with the requirements of EC Directive, or E Regulation or as referred to in Section 39, if the vehicle has been converted from a vehicle of category N or its total mass exceeds 2,500 kg;
- b) the requirement on the safety of the driver and passengers in case of a front collision as referred to in Section 58 a;
- c) the requirement on the protection of the passengers in case of a side impact as referred to in Section 58 b;
- d) the requirement on safety glass as referred to in Section 68 concerning other windows than windscreen and front rear windows; other windows may be of rigid plastic material;
- e) the requirement as referred to in Section 69 on windscreen defrosting and demisting systems complying with the approval and test requirements of EC Directive, if the total mass of the motor vehicle exceeds 2,500 kg;
- f) the requirement on windscreen wiper and washing system complying with the approval requirements of Directive as referred to in Section 70, if the total mass of the car exceeds 2,500 kg;
- g) the requirement on field of vision complying with the requirement of EC Directive if the total mass of the car exceeds 2,500 kg as referred to in Section 99; light transmission through windscreen and front side windows shall, however, comply with the requirements on windscreen and front side windows; or
- h) the requirement on the external projections of the vehicle complying with the requirements of EC Directive or E Regulation as referred to in Section 101, if the specific purpose of use of the vehicle requires a minor exception from the requirements.

#### Section 103 a

##### *Exceptions regarding an armoured vehicle*

1. The following shall not apply to an armoured vehicle of category M<sub>1</sub>:
  - a) the requirement on tyres being e or E approved as referred to in Section 36;
  - b) the requirement that a steering device shall meet the requirements of EC Directive or E regulation;
  - c) the requirement on towing device complying with the EC Directive as referred to in Section 43, if the specific purpose of use of the vehicle requires a minor exception from the requirement;
  - d) the requirements on exhaust, evaporation or particulate emissions as referred to in Section 46, if the specific purpose of use of the vehicle requires a minor exception from the requirements;
  - e) the provision on measuring the carbon dioxide emissions and fuel consumption as referred to in Section 53 a;
  - f) the requirement on protection of the driver and passengers in the case of a frontal impact as referred to in Section 58 a;
  - g) the requirement on protection of the passengers in the case of a side impact as referred to in Section 58 b;
  - h) the requirements on safety belts and their anchorages complying with the requirements of EC Directive or E regulation as referred to in Sections 64 and 64 a, if the specific purpose of use of the vehicle requires a minor exception from the requirement;
  - i) the requirement on safety of the interior as referred to in Section 67, if the specific purpose of use of the vehicle requires a minor exception from the requirement;
  - j) the requirement on safety glass used in car windows complying with the requirements of EC Directive, E Regulation or Finnish or US standard as referred to in Section 68;
  - k) the requirement on windscreen defrosting and demisting systems complying with the approval and test requirements of EC Directive as referred to in Section 69, if the specific purpose of use of the vehicle requires a minor exception from the requirement;
  - l) the requirement on windscreen wiper and washing system complying with the approval requirements of EC Directive as referred to in Section 70, if the specific purpose of use of the vehicle requires a minor exception from the requirement;
  - m) the requirement on certain requirements concerning the colour, type, number, position, geometric visibility, alignment, electrical connections and indication of operation of the lamps and reflex reflectors complying with the requirements of Directive or E Regulation as referred to in Section 71, if the specific purpose of use of the vehicle requires a minor exception from the requirements;
  - n) the requirement on the audible warning device complying with the requirements of EC Directive or E Regulation as referred to in Section 96, if the specific purpose of use of the vehicle requires a minor exception from the requirements;
  - o) the reference in the requirement on rear-view mirrors on light transmission factor as referred to in Section 97; the light transmission factor shall, however, be at least 60%;
  - p) the requirement on field of vision complying with the requirement of EC Directive as referred to in

Section 99; light transmission through windscreen and front side windows shall, however, be at least 60% and the field of vision to the front and sides shall not be too limited; nor

q) the requirement on the external projections of the vehicle complying with the requirements of EC Directive or E Regulation as referred to in Section 101, if the specific purpose of use of the vehicle requires a minor exception from the requirements.

#### Section 103 b

##### *Requirements on vehicles for specific purposes*

The following vehicles and their parts shall meet the requirements valid in Finland at the time the vehicle is taken into use:

- a) an invalid taxi, a rescue vehicle, an ambulance, a camping vehicle, a hearse, a maintenance vehicle and an armoured vehicle of category M<sub>1</sub>;
- b) a constructed vehicle as referred to in the Decision (167/1997) of the Ministry of Transport and Communications on repairing and assembling a damaged vehicle from parts;
- c) a used vehicle to be converted to a vehicle of category M<sub>1</sub> by modification inspection;
- d) a vehicle intended to be used by a handicapped driver excluding the parts equipped for the special purposes of the handicapped driver;
- e) a vehicle intended for the official duties of rescue authorities or the police excluding the parts equipped for the special purposes of rescue authorities or the police;
- f) a vehicle of category M<sub>1</sub>, which is intended to be used for speed racing and whose engine in accordance with the rules of speed contest may be tuned when used during the race and when driving to or returning from the race or place of inspection;
- g) a vehicle of category M<sub>1</sub> of a model that has been type-inspected as belonging to small series;
- h) a vehicle of category M<sub>1</sub> which is individually equipped in Finland derogating from an EC type approved vehicle of category M<sub>1</sub> by changing at least the seats at the back of the seat row beside the driver's seat, their anchorage and the placing of safety belts from the original EC or E approved solutions;
- i) a vehicle of category M1 whose interior is individually equipped in Finland from an unfinished vehicle intended to be of category M1 by adding the equipment of a passenger compartment including seats and safety belts; or
- j) a vehicle of category M1 which is individually equipped in Finland converting it from a vehicle of category N by adding the equipment of passenger compartment including seats and safety belts.

#### Section 104

##### *Conformity of provisions of an EC type-approved motor vehicle*

(5 December 1996/965) A motor vehicle of category M<sub>1</sub> is deemed to comply with the requirements of Chapter 6, if it is of a type-approved model in accordance with Directive 70/156/EEC, as amended by Council Directives 78/315/EEC, 78/547/EEC, 80/1267/EEC, 87/358/EEC, 87/403/EEC and 92/53/EEC as well as European Parliament and Council Directives 96/277EC, 96/79/EC and 97/27/EC and Commission Directives 93/81/EEC, 95/54/EC and 98/14/EC, and meets the requirements referred to in paragraph 4 (b) of Section 280. (25 September 1998/703)

#### Section 104 a

##### *Conformity of a vehicle complying with the standards of the USA*

(30 September 1997/902) 1. A vehicle of category M<sub>1</sub>, imported as removal goods, in the possession of a member of an embassy or diplomatic corps, received as inheritance or under a will or acquired in customs auction or other auction arranged by the state shall be deemed to meet the requirements on EC- or E-approval of Chapter 6, if it complies with all FMVSS standards concerning the model year of motor vehicle and requirements of the USA on exhaust emissions.

2. The number of lamps of a motor vehicle referred to in this Section shall meet the requirements of the Directive referred to in paragraph 3 of Section 71. The passing and driving lamps shall meet the requirements of Section 72 or they shall be indicated with the symbol DOT and equipped with lamps of type HB1-HB5 or HB7. The front lamps of a motor vehicle shall by virtue of their colour and the front direction indicator lamps shall by virtue of their colour and visibility meet the requirements of Section 73.

*Conformity of provisions of a vehicle intended for a special purpose*

(25 September 1998/703) A construction, part or feature of a camping vehicle, an ambulance, a hearse or an armoured vehicle of category M<sub>1</sub> is deemed to comply, without a separate checking, with the requirements of Sections 103 through 103 b, if the construction, part or feature is in accordance with the requirements of the Annex XI of the Directive 70/156/EEC.

(24 April 1998/290) Chapter 7

**Motorcycle and vehicle of category L<sub>5</sub>**

Section 105

*Tyres*

1. The tyres of a motorcycle and a vehicle of category L<sub>5</sub> shall be e-approved in accordance with Chapter 1 on tyres for two or three-wheel motor vehicles and their fitting of Directive 97/24/EC on certain components and characteristics of two or three-wheel vehicles or E approved in accordance with Regulation No 75.

2. Tyres for vehicles approved in accordance with Directive or E Regulation referred to in paragraph 1 of Section 36 may be used in vehicles of category L<sub>4</sub> and L<sub>5</sub>.

3. The tread grooves of a motorcycle tyre shall not be deepened.

Section 105 a

*Studs*

The provisions on the studs of a passenger car tyres, as referred to in Sections 37 and 38, shall be applicable to the protrusion, stud force, mass and approval of the studs of tyres of motorcycle or a vehicle of category L<sub>5</sub>. However, in the middle of the tread one third of the width of the tread may be studded.

Section 106

*Passenger hand-holds*

The passenger hand-holds of a two-wheel motorcycle (category L<sub>3</sub>) shall conform to the requirements of Council Directive 93/32/EEC on passenger hand-holds on two-wheel motor vehicles. However, a vehicle not meant for passenger carriage is not required to have hand-holds.

Section 107

*Device to prevent unauthorized use*

A motorcycle and a vehicle of category L<sub>5</sub> shall have a fixed steering lock or other device to prevent unauthorized use of the vehicle. The locking device shall be EC-approved in accordance with the requirements of Council Directive 93/33/EEC on protective devices intended to prevent the unauthorized use of two- or three-wheel motor vehicles or E-approved in accordance with Regulation No. 62.

Section 108

*Stand*

A two-wheel motorcycle (category L<sub>3</sub>) shall have a stand. The stand shall be EC-approved in accordance with the requirements of Council Directive 93/31/EEC on stands for two-wheel motor vehicles.

Section 109

*Brakes*

1. The brakes of a motorcycle and a vehicle of category L<sub>5</sub> shall be EC-approved in accordance with

the requirements of Council Directive 93/14/EEC on the braking of two- or three-wheel motor vehicles or E-approved in accordance with Regulation No. 78/02.

2. Only such adjustment and safety devices, which were originally installed by the vehicle manufacturer or which meet their functioning requirements or which were approved to be installed as an optional device on the conditions set out by the manufacturer, may be used in the brakes provided that they do not endanger the proper functioning of the brakes.

#### Section 110

##### *Towing device*

The towing device of a trailer of a motorcycle and a vehicle of category L<sub>5</sub> shall be EC-approved in accordance with Chapter 10 on trailer coupling devices of two or three-wheel motor vehicles of Directive referred to in paragraph 1 of Section 105.

#### Section 111

##### *Fuel system*

The fuel tank of a motorcycle and a vehicle of category L<sub>5</sub> shall be EC- approved and fitted in accordance with Chapter 6 on fuel tanks of two or three-wheel motor vehicles of Directive referred to in paragraph 1 of Section 105.

#### Section 111 a

##### *Exhaust emissions*

A motorcycle and a vehicle of category L<sub>5</sub> shall on account of exhaust emissions be EC approved in accordance with Chapter 5 on the specifications for measures to be taken against air pollution caused by two or three-wheel motor vehicles of Directive referred to in paragraph 1 of Section 105.

#### Section 112

##### *Power, torque and maximum speed*

1. If an advertisement or other such notification of a motorcycle equipped with a positive-ignition engine or a vehicle of category L<sub>5</sub>, which is directed to the consumers, or technical information of a motorcycle, notifies the power of the engine, torque or maximum speed, they shall be notified as measured in accordance with Directive 95/1/EC of the European Parliament and of the Council on maximum design speed, maximum torque and maximum net engine power of two or three-wheel motor vehicles.

2. A motorcycle with a cylinder capacity of not more than 125 cm<sup>3</sup> and power of not more than 11 kW shall be EC approved in accordance with Chapter 7 on anti-tampering measures for two-wheel mopeds and motor-cycles of Directive referred to in paragraph 1 of Section 105.

3. For a vehicle referred to above in paragraph 2 the interchangeability of the following components or of a set of the following components between that vehicle and any other vehicle from the same manufacturer is not permitted if such interchangeability results in the vehicle's maximum design speed increasing by more than 10 per cent or exceeding 11 kW:

- a) for two-stroke engines: cylinder/piston combination, carburettor, intake pipe, exhaust system; and
- b) for four-stroke engines in addition to components referred to in subparagraph a: cylinder head and camshaft. However, the maximum net engine power may not be exceeded by changing the design of the vehicle.

#### Section 113

##### *Noise reduction*

1. A motorcycle propelled by a combustion engine shall be equipped with such silencers that the noises produced by engine exhaust or intake do not unduly exceed other noise of the motorcycle in normal use.



2. A motorcycle and a vehicle of category L<sub>5</sub> shall be EC approved on account of sound level in accordance with Chapter 9 on permissible sound level and exhaust system of two or three-wheel motor vehicles of Directive referred to in paragraph 1 of Section 105.

3. A vehicle of category L<sub>3</sub> is deemed to meet the requirements of paragraph 2 if it is E-approved in accordance with Regulation No. 41/02.

4. A vehicle of category L<sub>5</sub> is deemed to meet the requirements of paragraph 2 if it is E-approved in accordance with Regulation No. 9/06.

#### Section 114

##### *Electromagnetic compatibility of electrical or electronic technical units*

A motorcycle and a vehicle of category L<sub>5</sub> shall on account of electromagnetic compatibility be EC-approved in accordance with Chapter 8 on electromagnetic compatibility of two or three-wheel motor vehicles and electrical or electronic separate technical units of Directive referred to in paragraph 1 of Section 105. The same applies to such an electrical or electronic technical unit which is to be fitted separately and which is designed exclusively for two or three-wheel motor vehicles.

#### Section 115

##### *Safety-belts and safety-belt anchorages*

1. A vehicle of category L<sub>5</sub> equipped with a bodywork and with unladen mass more than 250 kg shall be equipped with safety-belts.

2. A vehicle of category L<sub>5</sub> equipped with a bodywork shall on account of safety-belts and safety-belt anchorages be EC-approved in accordance with Chapter 11 on safety-belt anchorages and safety-belts of three-wheel mopeds, tricycles and quadricycles equipped with bodywork of Directive referred to in paragraph 1 of Section 105. The same applies also to safety-belts and safety-belt anchorages of vehicles other than those of category L<sub>5</sub> referred to in paragraph 1.

3. The safety-belt type used in a vehicle of category L<sub>5</sub> equipped with a bodywork shall be e- or E-approved in accordance with Directive or E Regulation on safety-belts of vehicles of category M<sub>1</sub> referred to in paragraph 2 of Section 64.

#### Section 116

##### *Windscreen*

1. A vehicle of category L<sub>5</sub> equipped with an enclosed bodywork shall be equipped with a windscreen.

2. A vehicle of category L<sub>5</sub> equipped with an enclosed bodywork shall on account of glazing and visibility be EC-approved in accordance with Chapter 12 on glazing, windscreen wipers, washers, de-icers and de-misters of three-wheel mopeds, tricycles and quadricycles equipped with bodywork of Directive referred to in paragraph 1 of Section 105.

#### Section 116 a

##### *Windscreen devices*

1. A vehicle of category L<sub>5</sub> equipped with an enclosed bodywork shall be equipped with a windscreen wiper and washer as well as de-froster and de-mister devices.

2. The windscreen wipers, washers and de-froster and de-mister devices of a vehicle of category L<sub>5</sub> equipped with an enclosed bodywork shall be EC-approved in accordance with Chapter of Directive referred to in paragraph 2 of Section 116.

3. The capacity of the washing liquid tank of the washers shall be at least one litre.

#### Section 117

##### *Mandatory and optional lamps and reflex reflectors*

1. A motorcycle and a vehicle of category L<sub>5</sub> shall be equipped with the following lamps and reflex reflectors:

- a) driving lamp or lamps and passing lamp or lamps;
- b) direction indicator lamps;
- c) stop lamp or lamps;
- d) rear registration plate lamp;
- e) front and rear position lamp or lamps;
- f) red reflex reflector or reflectors at the rear;
- g) connection of direction indicator lamps to a hazard warning signal in a vehicle of category L<sub>5</sub>; and
- h) blue blinking warning lamp in the case of a police motorcycle.

2. In addition to the lamps provided for in paragraph 1, a motorcycle and a vehicle of category L<sub>5</sub> may be equipped with the following lamps and reflex reflectors:

- a) additional driving lamp or lamps;
- b) front fog lamp or lamps;
- c) rear fog lamp or lamps;
- d) connection of direction indicator lamps to a hazard warning signal in a vehicle other than those of category L<sub>5</sub>;
- e) backing lamp or lamps in a vehicle of category L<sub>5</sub>;
- f) side reflex reflectors; and
- g) one flashing forward-facing red stop-signalling lamp in the case of a police motorcycle.

3. The lamps and reflex reflectors of a motorcycle and a vehicle of category L<sub>5</sub> referred to in paragraphs 1 and 2 shall be e or E approved in accordance with a Directive or Regulation referred to in Sections 118 to 120, 123 a, 124 or 125 or approved for a four-wheel vehicle of category M<sub>1</sub> or N<sub>1</sub> in accordance with a Directive or Regulation referred to in Sections 72 to 75, 77 to 79 or 84.

4. The requirements concerning the colour, type, number, position, geometric visibility, alignment, indicators of electrical connections and operation of the lamps and reflex reflectors shall be in accordance with the Council Directive 93/92/EEC on the installation of lighting and light-signalling devices on two- or three-wheel motor vehicles or E Regulation No. 53. However, these provisions shall not apply to lamps to be fitted to a police motorcycle referred to in subparagraph h of paragraph 1 and in subparagraph g of paragraph 2.

5. The bulbs used in the lamps of a motorcycle or a vehicle of category L<sub>5</sub> shall be meant for the lamp in question and e or E approved in accordance with Directive applicable to the lamp in question or with Regulation No 37/03 or with the requirements for the bulbs of type-approved lamps of vehicles of category M<sub>1</sub> and N<sub>1</sub> referred to in paragraph 3.

## Section 118

### *Passing and driving lamps*

The passing and driving lamps of a motorcycle and a vehicle of category L<sub>5</sub> shall be e-approved in accordance with Chapter 2 on lighting and light signalling devices of two or three-wheel motor vehicles of Directive referred to in paragraph 1 of Section 105 or E-approved in accordance with Regulation No 57/01 or 72.

## Section 119

### *Direction indicator lamps*

1. The direction indicator lamps of a motorcycle and a vehicle of category L<sub>5</sub> shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with Regulation No. 50.

2. The emergency flasher switch of the direction indication lamps shall meet the requirements of Directive or Regulation referred to in paragraph 4 of Section 117.

## Section 120

### *Stop, front and rear position lamps*

The stop, front and rear position lamp of a motorcycle and a vehicle of a category L<sub>5</sub> shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with Regulation referred to in paragraph 1 of Section 119.

## Section 121

*Rear registration plate illuminating device*

The rear registration plate illuminating device shall be e-approved in accordance with Chapter of Directive referred to in section 118 or E-approved in accordance with E Regulation referred to in paragraph 1 of section 119.

## Section 122

*Reflex reflectors*

1. The reflex reflectors of a motorcycle and a vehicle of a category L<sub>5</sub> shall be EC or E-approved in accordance with Directive or Regulation referred to in section 77.

2. The forward-facing reflex reflectors shall be white, the side-facing reflex reflectors shall be amber and the rearward-facing reflex reflector shall be red. The reflex reflectors shall not be triangular.

## Section 123

*Front fog lamp*

The front fog lamp of a motorcycle and a vehicle of a category L<sub>5</sub> shall be e- or E-approved in accordance with Directive or Regulation referred to in Section 84.

## Section 123 a

*Rear fog lamp*

The rear fog lamp of a motorcycle and a vehicle of a category L<sub>5</sub> shall be e- or E-approved in accordance with Directive or Regulation referred to in Section 78.

## Section 124

*Reversing lamps*

The reversing lamp of a vehicle of category L<sub>5</sub> shall be e- or E-approved in accordance with Directive or Regulation referred to in Section 79.

## Section 125

*Blinking warning lamp*

1. The blue blinking warning lamp of a police motorcycle shall be E-approved in accordance with Regulation No. 65 or approved by Vehicle Administration Centre.

2. In order to ensure that the warning lamp is visible from different directions, several of these lamps may be installed.

## Section 125 a

*Stop signalling lamp of the police*

The stop signalling lamp shall blink 1-2 times per second. The luminous intensity of the stop signalling lamp in the direction of the reference axis and in the direction deviating at least 5° therefrom shall be not less than 500 cd.

## Section 126

*Speedometer*

1. A motorcycle and a vehicle of a category L<sub>5</sub> shall be fitted with a speedometer in such a way that the display is clearly legible to the driver.

2. A speedometer shall be equipped with an illuminated speed-scale (km/h).

3. The display of a speedometer shall not show a lower speed value than the actual speed. The display may show a 10 per cent higher speed than the actual speed + 4 km/h.

4. A speedometer shall be deemed without a separate inspection to meet the requirement of paragraph 3 if it is e or E approved in accordance with Directive or Regulation on speedometer of automobiles referred to in paragraph 2 of section 93.

#### Section 126 a

##### *Identification of controls, tell-tales and indicators*

Identification of controls, tell-tales and indicators of a motorcycle and vehicle of category L<sub>5</sub> shall be EC-approved in accordance with the requirements of Council Directive 93/29/EEC on the identification of controls, tell-tales and indicators for two- or three-wheel motor vehicles or E-approved in accordance with Regulation No. 60.

#### Section 126 b

##### *Audible warning device*

1. A motorcycle and a vehicle of a category L<sub>5</sub> shall be equipped with an audible warning device. A motorcycle and a vehicle of a category L<sub>5</sub> or an audible warning device installed to the vehicle shall be EC- or E-approved in accordance with the requirements of Council Directive 93/30/EEC on audible warning devices for two- or three-wheel motor vehicles or in accordance with Regulation referred to in Section 96.

2. A police motorcycle used as an emergency vehicle shall be equipped with an audible warning device emitting sound which has a variable pitch or is periodical and is emitting more powerful sound than that of the device referred to in paragraph 1. Such device shall not be mounted in other motorcycles.

#### Section 127

##### *Rear-view mirrors*

1. A motorcycle and a vehicle of a category L<sub>5</sub> shall be equipped outside on the left-hand side and right-hand side with a rear-view mirror. A vehicle of category L<sub>5</sub> equipped with enclosed bodywork shall be equipped with a rear-view mirror on the left-hand side, and in addition, a rear-view mirror inside the driver's cab. However, a vehicle without any visibility backwards is not required to be equipped with a mirror inside, while the mirror inside shall be replaced with a rear-view mirror on the right-hand side of the vehicle.

2. The rear-view mirrors shall be e- or E-approved and fitted in accordance with Chapter 4 on rear-view mirrors for two or three-wheel motor vehicles of Directive referred to in paragraph 1 of section 105 or in accordance with Regulation No. 81.

3. A motorcycle or a vehicle of category L<sub>5</sub> may also be equipped with e- or E-approved rear-view mirrors meant for vehicles of maximum mass permissible in registration and use of no more than 3500 kg in accordance with Directive or E Regulation referred to in Section 97.

#### Section 127 a

##### *External projections*

1. A motorcycle or a vehicle of category L<sub>5</sub> may not be equipped with such pointed, sharp or protruding parts of such a shape, dimension, angle of direction or hardness that it increases the risk or seriousness of body injury suffered by any person in the event of an accident.

2. A motorcycle or a three-wheel vehicle of category L<sub>5</sub> shall on account of external projections be EC-approved in accordance with Chapter 3 on external projections from two or three-wheel motor vehicles of Directive referred to in paragraph 1 of section 105.

#### Section 128

##### *Specific provisions concerning motorcycle of category L<sub>4</sub>*

1. A side car may be attached only to a two-wheel motorcycle with an unladen mass of not less than 100 kg. A side car shall be attached to the right-hand side of the motorcycle.

2. When a side car is designed for the carriage of goods or more than one person, the side car shall

be equipped with brakes.

3. A side car designed for the carriage of persons may not have more than two seating places.

4. The direction indicator lamps on the right-hand side of a motorcycle shall be covered or removed. Equivalent direction indicator lamps shall be installed on the right-hand side of the side car.

#### Section 129

##### *Protective helmet for the driver of a motorcycle*

A protective helmet which has been approved in accordance with E Regulation No. 22/04 or which meets the requirements of FMVSS standard 218 shall be regarded as a type-approved protective helmet for the driver of a motorcycle as referred to in Section 89 of the Road Traffic Act.

#### Section 130

##### *Conformity of an EC type-approved motorcycle and vehicle of category L<sub>5</sub>*

A motorcycle and a vehicle of category L<sub>5</sub> shall be deemed to conform to the requirements of this Chapter, if it is of a model type-approved in accordance with Council Directive 92/61/EEC on type-approval of two- or three-wheel motor vehicles, and the manufacturer of the vehicle has issued it a certificate of conformity referred to in Article 7 of the said Directive.

#### Section 130 a

##### *Conformity of a motorcycle complying with the standards of the USA*

1. A motorcycle in the possession of a member of an embassy or diplomatic corps, imported as removal goods, received as inheritance or under a will or acquired in customs auction or other auction arranged by the state shall be deemed to meet the requirements on EC- or E-approval of this Chapter, if it complies with all FMVSS-standards concerning the model year of motorcycle and requirements of the USA on exhaust emissions.

2. A motorcycle referred to in this Section shall by virtue of the number of lamps and the colour of the front lamp meet the requirements of paragraph 4 of Section 117.

(24 April 1998/290) Chapter 8

### **Moped and light quadricycle**

#### Section 131

##### *Tyres*

1. The tyres of a moped or a light quadricycle shall be e- or E-approved in accordance with Chapter of Directive or Regulation referred to in paragraph 1 of Section 105. A vehicle of category L<sub>2</sub> and a light quadricycle may also be equipped with tyres meant for automobiles approved in accordance with Directive or Regulation referred to in paragraph 1 of Section 36.

2. The tread grooves of tyres of a moped and a light quadricycle shall not be deepened.

#### Section 131 a

##### *Studs*

The provisions on the studs of passenger car tyres, as referred to in Sections 37 and 38, shall be applicable to the protrusion, stud force, mass and approval of the studs of tyres of moped and a light quadricycle. However, in the middle of the tread one third of the width of the tread may be studded in the case of a moped.

#### Section 132

##### *Passenger hand-holds*

Passenger hand-holds of a vehicle of category L<sub>1</sub> shall be EC-approved in accordance with Directive referred to in Section 106. However, a vehicle not meant for carrying passengers is not required to be equipped with passenger hand-holds.

#### Section 133

##### *Device to prevent unauthorized use*

If a moped or a light quadricycle is equipped with a fixed steering lock or other device to prevent unauthorized use of the vehicle, it shall be EC- or E-approved in accordance with Directive or Regulation referred to in Section 107.

#### Section 134

##### *Stand*

A vehicle of category L<sub>1</sub> shall have a stand, which is EC-approved in accordance with the requirements of Directive referred to in Section 108.

#### Section 135

##### *Brakes*

1. The brakes of a moped and a light quadricycle shall be EC- or E-approved in accordance with the requirements of Directive or E Regulation referred to in Section 109.

2. Only such adjustment and safety devices, which were originally installed by the vehicle manufacturer or which meet their functioning requirements or which were approved to be installed as an optional device on the conditions set out by the manufacturer, may be used in the brakes provided that they do not endanger the proper functioning of the brakes.

#### Section 136

##### *Towing devices*

The towing devices of a trailer for a moped or a light quadricycle shall be EC-approved in accordance with Chapter of Directive referred to in Section 110.

#### Section 137

##### *Fuel system*

A moped or a light quadricycle equipped with a combustion engine shall on account of fuel tank be EC-approved in accordance with Chapter of Directive referred to in Section 111.

#### Section 137 a

##### *Exhaust emissions*

A moped or light quadricycle shall on account of exhaust emissions be EC-approved in accordance with Chapter of Directive referred to in Section 111 a.

#### Section 138

##### *Power, torque and maximum speed*

1. If an advertisement or other such notification of a moped or a light quadricycle equipped with a internal combustion engine, which is directed for consumers, or technical information of a moped or a light quadricycle, notifies the power of the engine, torque or maximum speed, they shall be notified as measured in accordance with Directive referred to in paragraph 1 of Section 112.

2. In order to prevent unauthorized modifications a moped and a light quadricycle shall be EC-

approved in accordance with Directive referred to in paragraph 2 of Section 112.

3. For a moped and a light quadricycle the interchangeability of the following components or of a set of the following components deviating from the original between that vehicle and any other vehicle from the same manufacturer is not permitted if such interchangeability results in the vehicle's maximum design speed increasing by more than 5 km/h:

- a) for two-stroke engines: cylinder/piston combination, carburettor, intake pipe, and exhaust system; and
- b) for four-stroke engines in addition to the components referred to in subparagraph a: cylinder head and camshaft. However, the maximum design speed of a moped and a light quadricycle may not be exceeded by changing the design of the vehicle.

#### Section 139

##### *Noise reduction*

1. A moped and a light quadricycle equipped with an internal combustion engine shall be equipped with such silencers that the noises produced by engine exhaust or intake do not unduly exceed other noise of the moped in normal use.

2. A moped and a light quadricycle shall on account of noise be EC-approved in accordance with Chapter of Directive referred to in paragraph 2 of Section 113.

3. A vehicle of category L<sub>1</sub> is deemed to meet the requirements of paragraph 2 if it is E-approved in accordance with Regulation No. 63/01.

4. A vehicle of category L<sub>2</sub> and a light quadricycle is deemed to meet the requirements of paragraph 2 if it is E-approved in accordance with Regulation referred to in paragraph 4 of Section 113.

#### Section 140

##### *Electromagnetic compatibility of electrical and electronic technical units*

A moped and a light quadricycle shall on account of electromagnetic compatibility be EC-approved in accordance with Chapter of Directive referred to in Section 114. The same applies to such an electrical or electronic technical unit which is to be fitted separately and which is designed exclusively for two or three-wheel motor vehicles.

#### Section 141

##### *Safety-belts and safety-belt anchorages*

1. A vehicle of category L<sub>2</sub> equipped with a bodywork and with unladen mass of more than 250 kg and a light quadricycle shall be equipped with safety-belts.

2. A vehicle of category L<sub>2</sub> equipped with a bodywork and a light quadricycle shall on account of safety-belt anchorages be EC-approved in accordance with Chapter of Directive referred to in paragraph 2 of Section 115. The same applies also to safety-belts and safety-belt anchorages to be fitted to vehicles other than of category L<sub>2</sub> referred to in paragraph 1.

3. The safety-belt type used in a vehicle of category L<sub>2</sub> equipped with a bodywork and a light quadricycle shall be e- or E-approved in accordance with Directive or E Regulation on safety-belts of vehicles of category M<sub>1</sub> referred to in paragraph 4 of Section 64.

#### Section 142

##### *Windscreen*

1. A vehicle of category L<sub>2</sub> equipped with an enclosed bodywork and a light quadricycle shall be equipped with a windscreen.

2. A vehicle of category L<sub>2</sub> equipped with an enclosed bodywork and a light quadricycle shall on account of glazing and visibility be EC-approved in accordance with Chapter of Directive referred to in paragraph 2 of Section 116.

#### Section 142 a

##### *Windscreen devices*

1. A vehicle of category L<sub>2</sub> equipped with an enclosed bodywork and a light quadricycle shall be equipped with a windscreen wiper and washers device as well as de-froster and de-mister devices.
2. The windscreen wipers, washers and de-froster and de-mister devices of a vehicle of category L<sub>2</sub> equipped with enclosed bodywork and a light quadricycle shall be EC-approved in accordance with Chapter of Directive referred to in paragraph 2 of Section 116.
3. However, a three-wheel vehicle of category L<sub>2</sub> having engine power of not more than 4 kW is not required to be equipped with de-froster and de-mister devices.
4. The capacity of the washing liquid tank of the washers shall be at least one litre.

#### Section 143

##### *Mandatory and optional lamps and reflex reflectors*

1. A moped and a light quadricycle shall be equipped with the following lamps and reflex reflectors:
  - a) passing lamp or lamps;
  - b) rear position lamp or lamps;
  - c) front lamp or lamps in a vehicle of category L<sub>2</sub> and a light quadricycle ;
  - d) stop lamp or lamps in a vehicle of category L<sub>1</sub> having motor power higher than 0.5 kW or maximum design speed higher than 25 km/h, as well as in a vehicle of category L<sub>2</sub> and a light quadricycle;
  - e) direction indicator lamps in a vehicle of category L<sub>2</sub> equipped with an enclosed bodywork, and a light quadricycle;
  - f) rear reflex reflector or reflectors;
  - g) side reflex reflector in a vehicle of category L<sub>1</sub>; and
  - h) pedal reflex reflectors in a vehicle of category L<sub>1</sub> not having folding pedals.
2. In addition to the lamps provided for in paragraph 1, a moped and a light quadricycle may be equipped with the following lamps and reflex reflectors:
  - a) driving lamp or lamps;
  - b) front position lamp in a vehicle of category L<sub>1</sub>;
  - c) stop lamp in a vehicle of category L<sub>1</sub> having motor power less than or equal to 0.5 kW and maximum design speed less than or equal to 25 km/h;
  - d) direction indicator lamps in a vehicle other than of category L<sub>2</sub> equipped with an enclosed bodywork, and a light quadricycle;
  - e) rear registration plate lamp;
  - f) front reflex reflectors in a vehicle of category L<sub>1</sub>; and
  - g) side reflex reflectors in a vehicle of category L<sub>2</sub> and a light quadricycle.
3. The lamps and reflex reflectors referred to in paragraphs 1 and 2 of a moped and a light quadricycle shall be e- or E-approved in accordance with a Directive or Regulation referred to in Sections 144 to 148 or approved for a motorcycle in accordance with a Directive or E Regulation referred to in Sections 118 to 123, 123 a, 124 or 125.
4. The provisions concerning the colour, type, number, position, geometric visibility, alignment, indicators of electrical connections and operation of the lamps and reflex reflectors of a moped and a light quadricycle shall comply with the requirements of Directive referred to in paragraph 4 of Section 117 or with E Regulation No. 74.
5. The bulbs used in the lamps of a moped or a light quadricycle shall be meant for the lamp in question and e- or E-approved in accordance with Directive applicable to the lamp in question or with E Regulation No. 37/03 or with a requirement referred to in paragraph 3 for the bulbs of type approved lamps for motorcycles.

#### Section 144

##### *Passing and driving lamps*

The passing and driving lamps of a moped and a light quadricycle shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with Regulation No. 56 or 82.

#### Section 145

##### *Direction indicator lamps*



The direction indicator lamps of a moped and a light quadricycle shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with Regulation referred to in paragraph 1 of Section 119.

#### Section 146

##### *Stop, front and rear position lamp*

The stop, front and rear position lamp of a moped and a light quadricycle shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with E Regulation referred to in paragraph 1 of Section 119.

#### Section 147

##### *Rear registration plate illuminating device*

The rear registration plate illuminating device of a moped and a light quadricycle shall be e-approved in accordance with Chapter of Directive referred to in Section 118 or E-approved in accordance with E Regulation referred to in paragraph 1 of Section 119.

#### Section 148

##### *Reflex reflectors*

1. The reflex reflectors of a moped and a light quadricycle shall be e- or E-approved in accordance with Directive referred to in Section 77 or in accordance with E Regulation.
2. Forward-facing reflex reflector shall be white, side-facing reflex reflectors shall be amber and rearward-facing reflex reflector shall be red. Pedal reflex reflectors of a vehicle of category L<sub>1</sub> shall, however, be amber. The reflex reflectors shall not be triangular.
3. The pedal reflex reflectors shall, in addition, be of such shape that they can be fitted in a rectangle with a relation of side dimensions of not more than eight. The reflecting area of each reflex reflector pedal shall be at least 8 cm<sup>2</sup>.

#### Section 149

##### *Identification of controls, tell-tales and indicators*

Identification of controls, tell-tales and indicators of a moped and a light quadricycle shall be EC- or E-approved in accordance with Directive or Regulation referred to in Section 126 a.

#### Section 149 a

##### *Audible warning device*

A moped and a light quadricycle shall have an audible warning device. An audible warning device adjusted to a moped or a light quadricycle shall be EC- or E-approved in accordance with Directive or E Regulation referred to in paragraph 1 of Section 126 b.

#### Section 150

##### *Rear-view mirrors*

1. A moped and a light quadricycle shall be equipped with a rear-view mirror on the left-hand side. A vehicle of category L<sub>2</sub> equipped with an enclosed bodywork, and a light quadricycle shall, in addition, be equipped with a rear-view mirror inside the driver's cab. A vehicle without any visibility outside at the rear, the inner rear-view mirror shall be replaced with a rear-view mirror on the right-hand side of the vehicle.
2. The rear-view mirrors shall be e- or E-approved and fitted in accordance with Directive or E Regulation referred to in paragraph 2 of Section 127.

3. A moped and a light quadricycle may also in accordance with Directive or Regulation referred to in Section 97 be equipped with e- or E-approved rear-view mirrors for vehicles with a maximum permissible mass in registration and use of not more than 3500 kg.

#### Section 150 a

##### *External projections*

1. A moped and a light quadricycle may not be equipped with such pointed, sharp or protruding parts of such a shape, dimension, angle of direction or hardness that it increases the risk or seriousness of body injury suffered by any person in the event of an accident.

2. A moped and a vehicle of category L<sub>2</sub> shall on account of external projections be EC-approved in accordance with Chapter of Directive referred to in Section 127 a.

#### Section 151

##### *Protective helmet for the driver of a moped*

Protective helmets referred to in Section 89 of the Road Traffic Act of approved model are protective helmets approved in accordance with the said E Regulation referred to in Section 129 and protective helmets meeting the requirements of the standard referred to in the said Section.

#### Section 152

##### *Conformity of a low-power moped*

A low-power two-wheel moped equipped with pedals with a maximum power of 1 kW and maximum design speed of not more than 25 km/h may deviate from the requirements on account of tyres, passenger hand-holds, devices preventing unauthorized use, power and torque, lamps and reflex reflectors as well as identification of controls, tell-tales and indicators as separately enacted in Directives referred to in paragraph 1 of Section 131, Sections 132 and 133, paragraph 2 of Section 138, paragraph 4 of Section 143 and Section 149.

#### Section 152 a

##### *Conformity of an EC type-approved moped*

A moped and a light quadricycle shall be deemed to conform to the requirements of this Chapter if it is of a model type-approved in accordance with Directive on type-approval of two or three-wheel motor vehicles referred to in Section 130, and the manufacturer of the vehicle has issued it a certificate of conformity referred to in Article 7 of the said Directive.

### Chapter 9

#### **Agricultural tractor and a power-driven work machine**

#### Section 153

##### *Tyres and tracks*

An agricultural tractor and a power-driven work machine shall be fitted with pneumatic tyres or rubber-sheathed tracks. An agricultural tractor and a power-driven work machine having a maximum design speed of not more than 10 km/h may be equipped with solid tyres or track chains of metal.

#### Section 154

##### *Steering device*

1. The steering device and driver's seat of an agricultural tractor and a power-driven work machine shall be situated so as to provide for the driver as clear visibility towards the front and rear as the circumstances require.

2. The steering gear of an agricultural tractor and a power-driven work machine may be operated by means of hydraulic pressure produced by a separate pump provided that a certain position of the steering wheel corresponds to a certain alignment of the steered wheels, and that when the engine stops the vehicle can be steered satisfactorily.

3. An agricultural tractor and a power-driven work machine may be fitted with a device which steers the vehicle by changing the rotational speed of the tyres or the tracks on different sides of the vehicle. In this case the steering gear of an agricultural tractor and a power-driven work machine may be operated by means of hydraulic pressure controlled by a valve which is connected to a control lever.

4. The steering device of an agricultural tractor shall comply with the requirements of Directive 75/321/EEC on the approximation of the laws of the Member States relating to the steering equipment of wheeled agricultural or forestry tractors, as amended by Directives 88/411/EEC and 98/39/EC. (22 April 1999/510)

## Section 155

### *Brakes*

(30 September 1997/902) 1. An agricultural tractor and a power-driven work machine shall be fitted with an efficient service brake and parking brake or retaining device of a service brake. The brakes of an agricultural tractor shall comply with the requirements of Council Directive 76/432/EEC on the approximation of the laws of the Member States relating to the braking devices of wheeled agricultural or forestry tractors, as amended by Commission Directive 96/63/EC.

2. By way of derogation from the requirement of paragraph 1, the service brake of a traffic tractor shall be so efficient that the deceleration on application of it shall be not less than 3.5 m/s<sup>2</sup> while the coefficient of friction between tyre and road is 0.8. The parking brake of a traffic tractor shall comply with the requirement on braking power of the Directive referred to in paragraph 1 when laden or coupled to a laden trailer, if the traffic tractor can be connected to a trailer.

3. In the case of an agricultural tractor and a power-driven work machine equipped with a hydrostatic transmission, a proper service brake shall not be required if sufficient deceleration can be achieved by means of transmission. In that case the vehicle shall remain stationary when the engine stops.

4. Only such adjustment and safety devices, which were originally installed by the vehicle manufacturer or which meet their functioning requirements or which were approved to be installed as an optional device on the conditions set out by the manufacturer, may be used in the brakes provided that they do not endanger the proper functioning of the brakes.

## Section 156

### *Exhaust piping*

1. The exhaust pipe shall be situated in such a way that none of its parts has a dangerous position close to the fuel tank or the fuel pipe. The exhaust manifold and the exhaust system shall be equipped with an appropriate shield if there are devices of the fuel system or fuel pipe connections situated above the exhaust manifold or the exhaust pipe in such a way that, in the event of leak, fuel can drip or flow down on the exhaust manifold or on the exhaust piping.

2. The alignment of the head of the exhaust piping shall meet the requirements of Directive 98/38/EC (22 April 1999/510).

## Section 157

### *Towing device*

1. An agricultural tractor shall be fitted with a towing device or an attachment for a tow-bar or a tow-rope, which complies with the requirements of Directive 79/533/EEC.

2. When an agricultural tractor is equipped at the rear with a coupling device for the purpose of coupling a towed vehicle, the coupling device shall comply with the requirements of Directive 89/173/EEC.

## Section 158

### *Particle emissions*

(30 September 1997/902) The limit values for particle emissions from the compression-ignition engine of an agricultural tractor shall not exceed the values provided for in Council Directive 77/537/EEC on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in wheeled agricultural or forestry tractors or in E Regulation No. 96.

#### Section 159

##### *Noise reduction*

1. An agricultural tractor and a power-driven work machine propelled by an internal combustion engine shall have such silencers that the noise produced by engine exhaust or intake do not unduly exceed other noise of the vehicle in normal use. The noise level, measured as defined in Directive referred to in paragraph 2, of an engine of an agricultural tractor shall not exceed 89 dBA when the unladen mass of the tractor exceeds 1.5 tonnes, and 85 dBA when the unladen mass of the tractor is not more than 1.5 tonnes.

2. An agricultural tractor is deemed to meet the requirements of paragraph 1 if it represents a model which complies with the requirements of Directive 74/151/EEC, as amended by Directive 88/410/EEC.

3. The silencers shall not be removed or modified or the engine modified in such a way that the sound level dependent on them exceeds the permitted value. In addition, a vehicle shall not be equipped with devices which enable the disconnection of silencers while the engine is running.

#### Section 160

##### *Suppression of radio interference*

An agricultural tractor equipped with a positive-ignition engine shall be equipped with a radio interference suppression system which complies with the requirements of Directive 75/322/EEC.

#### Section 161

##### *Avoidance of the risk of fire*

The structure and position of the fuel tank of an agricultural tractor shall comply with the requirements of Directive referred to in Section 159, as amended by Directives 88/410/EEC and 98/38/EC (22 April 1999/510).

#### Section 162

##### *Wheelguards*

1. A traffic tractor shall be equipped with wheelguards on each wheel. A special wheelguard is not required if the lower part of the vehicle bodywork or platform, equipped with necessary accessories, provides such projection against projection of spray as corresponds to the provisions of this Section below.

2. The wheelguards, having a width which is sufficient to cover at least the tyre width or the combined width of a twin tyre, shall extend to the radial planes at an angle of at least 30° to the front of the vertical plane passing through the axle of the wheel and an angle of at least 50° to the rear of the vertical plane.

3. The projection of the wheelguard has to have such a concave curvature that when measured above the axle this curvature shall be at least 30 mm. This depth may be reduced progressively when approaching the angles referred to in paragraph 2.

4. The distance of a wheelguard from the axle shall not be greater than the diameter of the tyre between the angles referred to in paragraph 2.

#### Section 163

##### *Windscreen and other windows*

Windscreen and other windows, if any, of an agricultural tractor shall comply with the requirements of Directive 89/173/EEC, E Regulation No. 43 or standard SFS 2728.

## Section 164

*Defrosting and demisting systems*

An agricultural tractor and a power-driven work machine with an enclosed cabin shall be equipped with a system for removing frost from the outer surface of the windscreen and mist from the interior surface of the windscreen. The driver shall be able to adjust the defrosting and demisting systems.

## Section 165

*Windscreen wiper and washing system*

1. An agricultural tractor and a power-driven work machine shall be equipped with a power driven windscreen wiper and washing system.
2. The wiper of an agricultural tractor shall comply with the requirements of Directive 74/347/EEC, as amended by Directive 79/1073/EEC, or those of standard SFS 4420.
3. The capacity of the reservoir containing the washing fluid shall be at least one litre.

## Section 166

*Mandatory and optional lamps and reflex reflectors*

1. An agricultural tractor and a power-driven work machine shall be equipped with the following lamps and reflex reflectors:
  - a) passing lamps;
  - b) direction indicator lamps and their connection to hazard warning signal;
  - c) stop lamps in the case of a traffic tractor;
  - d) rear registration plate lamp, when the registration plate is intended to be attached to the rear of the vehicle;
  - e) front and rear position lamps;
  - f) red reflex reflectors at the rear;
  - g) blinking amber warning lamp in the case of an agricultural tractor and a power-driven work machine used for work on a road or beside a road; and
  - h) amber reflex reflectors visible towards the sides, to mark a structure or an equipment forming a projection narrower than the vehicle structure and projecting more than one meter beyond the front or the rear of the vehicle.
2. An agricultural tractor and a power-driven work machine having an unladen mass exceeding 0.5 tonnes shall be equipped at the rear with a plate indicating a slow moving vehicle. The plate is not mandatory when the agricultural tractor or a power-driven work machine is coupled to a towed vehicle which is equipped with this kind of a plate.
3. In addition to the lamps and reflex reflectors provided for in paragraphs 1 and 2, an agricultural tractor and a power-driven work machine may be equipped with:
  - a) driving lamps;
  - b) stop lamps;
  - c) front fog lamps;
  - d) rear fog lamps;
  - e) parking lamps;
  - f) reversing lamps;
  - g) side marker lamps;
  - h) front reflex reflectors and side reflex reflectors;
  - i) end-outline marker lamps in the case of an agricultural tractor and a power-driven work machine having a width exceeding 2.10 metres;
  - j) working lamps and auxiliary lamps necessary for loading, unloading or for other use; and
  - k) separately regulated lamps and reflex reflectors for an agricultural tractor or power-driven work machine or on its load, when used for special transportation.
4. The requirements concerning the colour, type, number, position, geometric visibility, alignment, electrical connections and indication of operation of the lamps and reflex reflectors referred to in subparagraphs a—f of paragraph 1 and in paragraph 3, with the exception of position of the rear registration plate lamp, shall meet the requirements of Directive 78/933/EEC or E Regulation No. 86. The provisions of the above-mentioned Directive and E Regulation shall also apply to the colour, position, geometric visibility and alignment of other lamps and reflex reflectors of an agricultural tractor.

## Section 167

*Passing and driving lamps*

Passing lamps shall be intended for the use in right-hand traffic. Passing and driving lamps of an agricultural tractor shall be e-approved in accordance with Directive 79/532/EEC or No. 76/761/EEC or alternatively E-approved in accordance with Regulation No. 1/01, 5/01, 8/02, 20/02 or 31/02. The filament lamp used in a passing and driving lamp shall be intended for this purpose and E-approved alternatively in accordance with Regulation No. 2/03, 8/02, 20/02, 37/03.

## Section 168

*Direction indicator lamps*

(22 April 1996/267) Direction indicator lamps of an agricultural tractor shall be e-approved in accordance with Directive 76/759/EEC, as amended by Directive 89/277/EEC, or E-approved in accordance with Regulation No. 6/01.

## Section 169

*Stop, front and rear position lamps*

(30 September 1997/902) The stop, front and rear position lamp of an agricultural tractor shall be approved in accordance with the Directive or the E Regulation referred to in Section 74.

## Section 170

*Rear registration plate anchorages and lamps*

(30 September 1997/902) 1. The anchorage of the rear registration plate shall meet the requirements of the Directive referred to in Section 159, as amended by Directive 98/38/EC. (22 April 1999/510)

2. The rear registration plate lamp shall illuminate the rear registration plate and be approved in accordance with the Directive or the E Regulation referred to in Section 75. (22 April 1999/510)

## Section 171

*Reflex reflectors*

(30 September 1997/902) 1. Reflex reflectors of an agricultural tractor shall be approved in accordance with the Directive or the E Regulation referred to in Section 77.

2. Forward-facing reflex reflectors shall be white, side-facing reflex reflectors shall be amber and rearward-facing reflex reflectors shall be red. Reflex reflectors shall not be triangular.

## Section 172

*Blinking warning lamp*

1. The blinking warning lamp shall be E-approved in accordance with Regulation No. 65 or approved by Vehicle Administration Centre.

2. In order to ensure that a blinking warning lamp is visible from different directions, several of these lamps may be installed. A tell-tale on indication of operation of the warning lamp shall be fitted.

## Section 173

*Plate indicating slow moving vehicle*

(30 September 1997/902) The plate indicating a slow moving vehicle shall be attached at the rear in the middle or to the left-hand side directed straight towards the rear with a tolerance of not more than 10° at the height of not more than 2.40 metres. The plate indicating slow moving vehicle shall be E-approved in accordance with Regulation No. 69/01.

## Section 174

*Front fog lamps*

The front fog lamp of an agricultural tractor shall be e-approved in accordance with Directive 76/762/EEC or E-approved in accordance with Regulation No. 19/02.

## Section 175

*Rear fog lamp*

The rear fog lamp of an agricultural tractor shall be e-approved in accordance with Directive 77/538/EEC, as amended by Directive 89/518/EEC, or E-approved in accordance with Regulation No. 38.

## Section 176

*Parking lamp*

The parking lamp of an agricultural tractor shall be e-approved in accordance with Directive 77/540/EEC or E-approved in accordance with Regulation No. 77.

## Section 177

*Reversing lamp*

(30 September 1997/902) The reversing lamp of an agricultural tractor shall be approved in accordance with the Directive or the E Regulation referred to in Section 79.

## Section 178

*Side marker lamps*

(30 September 1997/902) 1. When the length of an agricultural tractor or a power-driven work machine exceeds 6.00 metres, at least two side marker lamps, if installed, shall be situated on each side of the vehicle. In addition, the number of side marker lamps shall be such that the lamps are not less than 2.00 metres apart and not more than 6.00 metres apart. When at least two lamps have been installed on each side of the vehicle, the lamps shall be installed in such a way that the distance between the foremost lamp and the front of the vehicle is not more than 2.00 metres, and the distance between the rearmost lamp and the rear of the vehicle is not more than 1 metre.

2. The lamps shall be installed at the height of not less than 0.35 metres and not more than 1.50 metres. When more than one lamp has been installed on each side, they shall be approximately at the same height.

3. A side marker lamp shall be visible at least at an angle of 15° upwards and downwards and 45° towards the front and rear.

4. Side marker lamps shall be directed to the sides and be of amber colour.

5. Side marker lamps shall be approved in accordance with the Directive or the E Regulation referred to in Section 87.

6. The electrical connection of side marker lamps shall be such that they operate simultaneously with the front position lamps, passing lamps and driving lamps.

## Section 179

*Tachograph*

(22 Dec 1993/1569) 1. A traffic tractor shall be equipped with a tachograph. A tachograph is not, however, required in a traffic tractor to which the Council Regulation (EEC) No. 3820/85 is not applicable pursuant to Decree on the Use of Vehicles on the Road or to which the provisions of Article 4 of the said Regulation on driving and rest periods are not applicable.

2. A tachograph must be e-approved in accordance with the Council Regulation (EEC) No. 3821/85, as amended by Commission Regulations (EEC) No. 3314/90 and No. 3688/92.

## Section 180

*Audible warning device*

1. An agricultural tractor and a power-driven work machine shall be equipped with an audible warning device.
2. The sound level of the audible warning device of an agricultural tractor measured at the distance of seven metres from the front of the vehicle shall be more than 93 dBA and not more than 112 dBA. The emitted sound shall be continuous and it shall on account of its pitch be uniform. The audible warning device is deemed to meet the above-mentioned requirements if the vehicle or its audible warning device has been e-approved in accordance with Directive 70/388/EEC on the approximation of the laws of the Member States relating to audible warning devices for motor vehicles, or E-approved in accordance with Regulation No. 28 and in terms of sound level the device meets the requirements of the Directive referred to in Section 159 as amended by Directive 98/38/EC. (22 April 1999/510)
3. An agricultural tractor and a power-driven work machine may be equipped with a reversing warning device, whose sound level measured at the distance of seven metres from the rear of the vehicle shall not exceed 75 dBA, emitting periodical sound when reversing the vehicle or the reversing gear has been engaged. (22 April 1999/510)

#### Section 181

##### *Rear-view mirror*

1. An agricultural tractor and a power-driven work machine shall be equipped with a rear-view mirror, not, however, in the case of an agricultural tractor having an unladen mass of not more than 0.5 tonnes.
2. The position, field of vision, surface area, strength and yielding of connection of rear-view mirror of an agricultural tractor shall comply with the requirements of Directive 74/346/EEC on the approximation of the laws of the Member States relating to rear-view mirrors for wheeled agricultural or forestry tractors, as amended by Directive 98/40/EC. The rear-view mirror of an agricultural tractor or a power-driven work machine which has an enclosed cabin shall be visible through the portion of the windscreen that is swept by the windscreen wiper or through the side window. (22 April 1999/510)
3. When the structure or device or equipment of an agricultural tractor or a power-driven work machine unduly reduces the field of vision from the driver's seat to the sides, the vehicle shall be equipped with necessary additional mirrors enabling the driver to see to the sides of the vehicle and observe other traffic.

#### Section 182

##### *Obstructions to the field of vision*

The windscreen of an agricultural tractor and a power-driven work machine and the side windows or screens of a cabin shall by virtue of their construction and condition be such that the driver has as clear visibility to the front and sides as possible. No marks, objects or devices, which can reduce the field of vision other than those specially prescribed, may be hung or attached to the outside or the inside of the vehicle.

#### Section 183

##### *Projecting parts and devices*

When an agricultural tractor or a power-driven work machine is coupled to an implement, which extends more than 0,20 metres beyond the longitudinal vertical plane corresponding to the greatest width of the vehicle or when the width of the vehicle or implement exceeds 2.60 metres, the projecting parts shall be marked both at the front and at the rear with alternate red and yellow stripes. The projecting parts shall in addition be equipped with e- or E-approved forward-facing white reflex reflectors and rearward-facing red reflex reflectors.

#### Section 183 a

##### *Additional weights*

(22 April 1999/510) The counterbalance weights and their anchorage method of an EC type approved agricultural tractor shall meet the requirements of Directive 98/38/EC.

#### Section 184



*An agricultural tractor and a power-driven work machine intended to be steered by a walking person*

1. An agricultural tractor or a power-driven work machine, which is intended to be steered by a walking person shall be equipped with a device which stops the vehicle when the driver loses the grip on the controls.

2. In the case of an agricultural tractor or a power-driven work machine, which is intended to be steered by a walking person the rear position lamps, direction indicator lamps, rear-view mirrors, reversing device and audible warning device are not required.

Section 184 a

*Conformity of an agricultural tractor, which has been EC type-approved*

(25 October 1996/760) An agricultural tractor shall be deemed to satisfy the requirements of this Chapter, if it is of a model type-approved in accordance with Council Directive 74/150/EEC, as amended by Directives 79/694/EEC, 82/890/EEC and 88/297/EEC and the vehicle manufacturer has granted it a certificate of conformity referred to in Article 5 of the said Directive.

Section 185

*Application of other provisions*

The provisions of Labour Protection Act (299/58) on construction and equipment of an agricultural tractor and a power-driven work machine shall apply to an agricultural tractor and a power-driven work machine in addition to the provisions of this Decree.

Chapter 10

**Off road vehicle**

Section 186

*Tyres and tracks*

An off road vehicle shall be fitted with pneumatic tyres or rubber-sheathed tracks. An off road vehicle having a maximum design speed less than or equal to 10 km/h may be equipped with solid tyres or track chains of metal.

Section 187

*Steering device*

1. The steering gear of an off road vehicle may be operated by means of hydraulic pressure produced by a separate pump provided that a certain position of the steering wheel corresponds to a certain alignment of the steered wheels, and that when the engine stops the vehicle can be steered satisfactorily.

2. An off road vehicle may be fitted with a device which steers the vehicle by changing the rotational speed of the tyres or tracks on different sides of the vehicle. In this case the steering gear of an off road vehicle may be operated by means of hydraulic pressure controlled by a valve which is connected to a control lever.

Section 188

*Brakes*

1. An off road vehicle shall be equipped with an efficient service brake and parking brake or a retaining device of a service brake.

2. At least half of the total mass of an off road vehicle shall be borne by the axles or by the tracks fitted with brakes.

3. The control of a brake may by virtue of its structure be such that it enables a separate braking of the wheels and tracks situated on the different sides of the vehicle, provided that the controls of the wheels situated on the different sides of the vehicle must enable a reliable joint connection unless the

structure includes a separate control device which operates all the braked wheels and tracks.

#### Section 189

##### *Exhaust system*

1. The exhaust pipe shall be situated in such a way that none of its parts has a dangerous position close to the fuel tank or the fuel pipe. The exhaust manifold and the exhaust system shall be equipped with an appropriate shield if there are devices of the fuel system or fuel pipe connections situated above the exhaust manifold or the exhaust pipe in such a way that in the event of leak fuel can drip or flow down on the exhaust manifold or on the exhaust system or if there is otherwise an evident risk of fire.

2. The outlet of an exhaust pipe shall be so positioned and directed that the exhaust gases do not cause unnecessary discomfort to the passengers of the vehicle or other road users.

#### Section 189 a

##### *Noise reduction*

(8 December 1994/1122) A snow mobile shall have an effective silencer. The noise level of a snow mobile, measured in accordance with standard SAE J192A, shall not exceed 78 dBA.

#### Section 190

##### *Windscreen and other windows*

1. The windscreen and other windows, if any, of an off road vehicle shall be of safety glass or of such material that should the window break the formation of cutting edges is reduced to a minimum. The window shall withstand satisfactorily the mechanical, meteorological and chemical strain and wear it is subjected to. It shall in addition have sufficient transparency and it shall not cause distortion of the object that is visible through it nor danger of confusing the colours used in the traffic control with each other.

2. A snowmobile may be equipped with a windshield provided that it does not reduce the driver's field of vision or his ability to control the snowmobile. A windshield shall be rigid enough and made of transparent plastic, usually with thickness of not less than 2.0 mm, or equivalent material which in the case of breaking does not form any sharp edges.

#### Section 191

##### *Defrosting and demisting system*

An off road vehicle with an enclosed cabin shall be equipped with a system for removing frost from the outer surface of a windscreen and mist from the interior surface of a windscreen. The driver shall be able to adjust the defrosting and demisting system.

#### Section 192

##### *Windscreen wiper and washing system*

1. An off road vehicle with an enclosed cabin shall be equipped with a power driven windscreen wiper and windscreen washing system. The wiper shall clean a wet windscreen at a sweep frequency of not less than 45 cycles/minute. The windscreen wiper system may operate intermittently provided that the frequency complies with the above-mentioned requirement.

2. The capacity of a reservoir of a washing system of an off road vehicle containing the washing fluid shall be at least one litre.

#### Section 193

##### *Mandatory and optional lamps and reflex reflectors*

1. An off road vehicle shall be equipped with the following lamps and reflex reflectors:

- a) passing lamps;
- b) direction indicator lamps, when the cabin of the vehicle is enclosed and the unladen mass of the vehicle exceeds 0.5 tonnes;

- c) rear position lamps;
- d) front, side and rear reflex reflectors;
- e) amber reflex reflectors visible towards the sides, to mark a structure or an equipment forming a projection narrower than the vehicle structure and projecting more than one metre beyond the front or the rear of the vehicle.

2. In addition to the lamps and reflex reflectors provided for in paragraph 1 an off road vehicle may be equipped with the following lamps and reflex reflectors:

- a) driving lamps;
- b) stop lamps;
- c) front position lamps; and
- d) necessary working lamps and auxiliary lamps.

3. The lamps and reflex reflectors shall be installed at the distance of not less than 0.40 metres from the side of the vehicle. The reflex reflectors shall be installed at the height of not more than 0.9 metres.

4. Only 1 lamp or reflex reflector, as referred to in paragraphs 1 and 2 with the exception of direction indicator lamps and side reflex reflectors, is required in a snowmobile

#### Section 194

##### *Passing and driving lamps*

The passing and driving lamps shall be e-approved in accordance with Directive 79/532/EEC or No. 76/761/EEC or E-approved in accordance with Regulation No. 1/01, 5/01, 8/02, 20/02 or 31/02. The filament lamp used in passing and driving lamps shall be intended for this lamp.

#### Section 195

##### *Direction indicator lamps*

1. The direction indicator lamps shall be not less than 0.6 metres apart at the front and at the rear. A direction indicator lamp shall emit blinking amber light and the power of its filament lamp shall be not less than 4 W.

2. In the case of an off road vehicle having a length of not more than 4.6 metres, the direction indicator lamps referred to in paragraph 1 above may be replaced on each side by one lamp which is visible towards the front and the rear.

3. A tell-tale shall be provided indicating for the driver that the direction indicator lamps are on.

#### Section 196

##### *Stop, front and rear position lamps*

1. The stop lamp shall operate when the service brake is actuated. The stop lamp shall emit red light towards the rear.

2. The front position lamp shall emit white light and the rear position lamp shall emit red light. The connection of the front position lamp shall ensure a simultaneous operation with a passing lamp and that of the rear position lamp with a passing lamp and front position lamp, if installed.

#### Section 197

##### *Reflex reflectors*

(30 September 1997/902) Reflex reflectors shall be approved in accordance with the Directive or the E Regulation referred to in Section 77. Forward-facing reflex reflectors shall be white, side-facing reflex reflectors shall be amber and rearward-facing reflex reflectors shall be red. The reflex reflectors shall not be triangular.

#### Section 198

##### *Audible warning device*

1. The audible warning device of an off road vehicle shall have a sound level exceeding 93 dBA but less than or equal to 104 dBA, measured at the distance of seven metres from the front of the vehicle, or in the case of a snowmobile exceeding 89 dBA and if not fitted with a battery not less than 76 dBA.

2. The sound shall be continuous and it shall on account of its pitch be uniform.

3. An off road vehicle may be equipped with a reverse warning device, whose sound level measured at the distance of seven metres from the rear of the vehicle shall not exceed 75 dBA, emitting periodical sound when reversing the vehicle or when the reversing gear has been engaged.

#### Section 199

##### *Rear-view mirrors*

1. An off road vehicle, with the exception of a snowmobile, shall be equipped with a rear-view mirror.
2. In the case of an off road vehicle with an enclosed cabin, the rear-view mirror shall be visible through the portion of the windscreen that is swept by the windscreen wiper or through the side window.

#### Section 200

##### *Obstructions to the field of vision*

The windscreen of an off road vehicle and the side windows and lateral protection of a cab shall by virtue of their construction and condition be such that the driver has as clear visibility to the front and sides as possible. No marks, objects or devices which can reduce the field of vision other than those specially prescribed may be hung or attached to the outside or to the inside of the vehicle.

#### Section 201

##### *Emergency switch*

A snowmobile shall be equipped with a device which stops the vehicle as the driver loses the grip on the control devices.

#### Section 202

##### *Protective helmet for the driver of a snowmobile*

(22 April 1996/267) Protective helmets which have been approved in accordance with E Regulation No. 22/04 and those which meet the requirements of FMVSS standard 218, shall be regarded as the approved model of a protective helmet for the driver of a snowmobile as referred to in Section 89 of the Road Traffic Act.

#### Section 203

##### *Derogations concerning air cushion vehicle*

The requirements on steering device, brakes, lamps, reflex reflectors and rear-view mirrors shall not apply to an air cushion vehicle.

### Chapter 11

#### **Vehicles without a motor**

#### Section 204

##### *Application of provisions concerning cycles*

The provisions of this Chapter shall apply to the cycle referred to in paragraph 1 of Section 11 having a seat height of 0.635 metres or more in its lowest position. The provisions of this Chapter are applied in applicable parts also to a kick-bike. (24 April 1998/290)

#### Section 205

##### *Brakes*

1. A cycle shall be equipped with at least one efficient braking device. A cycle designed for the carriage of goods or more than one person, a cycle coupled to a trailer and a cycle with more than two gears shall be equipped with two separate efficient braking devices.

2. The braking power and strength of brakes shall meet the requirements on brakes of standard SFS 5200 or ISO 4210.

#### Section 206

##### *Steering device*

When the support, which connects the handlebar to the front fork, can be adjusted it shall bear an indelible marking corresponding to the minimum depth for which the support may be set in the bearing tube of the front fork. The minimum depth is the outer diameter of the tube of front fork multiplied by 2.5 measured at the low end of the tube.

#### Section 207

##### *Reflex reflectors*

(30 September 1997/902) 1. A cycle shall be equipped with front, side and rear reflex reflectors and reflex reflectors in the pedals. The side reflex reflectors shall be mounted on each side both at the front part and at the rear part of the cycle. Each pedal shall be equipped with two reflex reflectors, one pointed to the rear and the other pointed to the front during pedalling. However, in the case of a cycle constructed for use in sports and racing events and designed to be driven on a road and having a total mass not less than or equal to 10 kg and equipped with not less than 12 gears, the front and side reflex reflectors and reflex reflectors in the pedals are not required when the cycle is driven in daylight.

2. Front reflex reflector shall be white, rear reflex reflector shall be red and side reflex reflectors and reflex reflectors in pedals shall be amber. Reflecting tyres which by virtue of their colour and reflectivity meet the requirements of E Regulation No. 88 are also approved as side reflex reflectors.

3. Front and rear reflex reflectors shall be at the height of at least 0.30 metres and not more than 1.20 metres measured from the road.

4. Front, side and rear reflex reflectors shall be E-approved into the category IV A in accordance with the Directive or E Regulation referred to in Section 77. Reflex reflectors in pedals shall meet the requirements concerning the reflectivity of red reflex reflectors of category I A as provided for in the said Directive or E Regulation.

5. A cycle may be equipped with reflex reflectors attached to the safety pin showing white or yellow forward and yellow or red backward. The safety pin may be turnable longitudinally to the side of the cycle.

6. A cycle may, in addition to the reflectors required in this Section, be equipped with reflectors showing white forward, yellow sideward and red backward. In addition to the reflectors required in this Section, the reflectors permitted forward and backward may be installed deviating from the centre line in width and not more than 1.30 metres from the road. (3 April 1998/258)

#### Section 208

##### *Lamps*

1. When a cycle is ridden under the conditions referred to in paragraph 2 of Section 36 of the Road Traffic Act, it shall be equipped at the front with a lamp emitting white or light yellow light. A cycle may be fitted with a lamp emitting red light at the rear. The lamps may be situated so that they deviate in width from the centre line of the cycle. (3 April 1998/258)

2. Lamps shall be at the height of more than 0.30 metres and not more than 1.3 metres measured from the road. (3 April 1998/258)

#### Section 209

##### *Audible warning device*

A cycle shall have a bell as an audible warning device.

#### Section 210

*Horse-drawn vehicle*

1. A horse-drawn vehicle shall be equipped at the front on the left-hand side in the direction of the movement with a white forward-facing reflex reflector and at the rear with an E-approved red rearward-facing reflex reflector.

2. When a horse-drawn vehicle is driven under the conditions referred to in paragraph 2 of Section 36 of the Road Traffic Act, it shall be equipped on the left-hand side in the direction of the movement with a lamp emitting white light towards the front and red light towards the rear.

Chapter 12

**Tram**

Section 211

*General requirements for structure*

1. A tram shall by virtue of its structure, equipment and condition be safe and suitable for the purpose.

2. A tram shall be fitted with efficient service and parking brakes and a track brake.

Section 212

*Lamps and reflex reflectors*

1. A tram shall be equipped at the front with:

a) one passing and driving lamp emitting white light installed on the centre axis, or two such lamps arranged symmetrically in relation to the centre axis;

b) a front position lamp either as a single lamp or combined with other lamps; and

c) a white lamp indicating the symbol or the number of the route.

2. A tram shall be equipped at the rear with:

a) one red rear position lamp installed on the centre axis or two red rear position lamps arranged symmetrically in relation to the centre axis; and

b) two red reflex reflectors arranged symmetrically in relation to the centre axis.

3. A tram shall be equipped on each side with at least one amber direction indicator lamp.

Section 213

*Other equipment*

A tram shall be equipped with:

a) windscreen, windscreen wiper and defrosting system;

b) audible warning device;

c) necessary rear-view mirrors;

d) lamps inside a tram, which are sufficient to illuminate the interior of a car and the stairs; and

e) signalling devices from the passenger compartment to the driver's cabin.

Section 214

*Trailer of tram*

The above-mentioned provisions on trams shall, if applicable, apply to the trailer of a tram.

Chapter 13

**Trailer intended to be coupled to a motor vehicle**

Section 215

*Structure*

A trailer intended to be coupled to a motor vehicle may on account of its length be adjusted to different dimensions provided that the adjusting structures and devices are suitable for the purpose and

durable.

## Section 216

### *Tyres*

1. The tyres of a trailer intended to be coupled to a motor vehicle, with the exception of retreaded tyres, shall be e-approved in accordance with Directive 92/23/EEC or E-approved in accordance with Regulation No. 30/02, 54 or 64. (7 June 1995/849)

2. A retreaded tyre shall bear a marking indicating the size of the tyre, the load index and on each side of the tyre an indelible marking "PINNOITETTU - REGUMMERAD". This type of marking is not required, if a retreaded tyre is E approved and bears a marking "Retread" in accordance with E Regulation No 108 or 109. (18 June 1999/754)

3. It is not permissible to increase the number of the grooves of a passenger car tyre used in a trailer or to make them deeper. In the case of other tyre categories, additional grooves may be made so as to improve adhesion, provided that their depth does not exceed that of the original grooves or, in the case of steel cord tyres, the depth permitted by the tyre manufacturer.

## Section 217

### *Studs*

The provisions of Sections 37 and 38 concerning the studded tyres of a motor vehicle shall apply to the number, attachment, protrusion, stud force, weight and approval of the studded tyres of a trailer intended to be coupled to a motor vehicle.

## Section 217 a

### *Steering device*

(30 September 1997/902) 1. Steering device of a trailer shall conform to the requirements of the Directive or the E Regulation referred to in Section 39.

2. If a slewing bearing is fitted under the fifth wheel of a dolly, it must be lockable in the central position. Slewing bearing must not rotate more than 30° in each direction.

## Section 218

### *Brakes*

(30 September 1997/902) 1. A trailer of a motor vehicle, with the exception of a trailer of category O<sub>1</sub>, shall be equipped with reliable and efficient braking devices. They shall comply with the requirements of the Directive, the E Regulation or the Ministry Decision on braking, referred to in paragraph 1 of Section 41. A trailer shall be fitted with a parking brake and a device which activates the brakes of the trailer if the connection with the towing vehicle breaks.

2. Only such devices which were originally installed by the trailer manufacturer or which meet their functioning requirements or which were approved to be installed as an optional equipment on the conditions set out by the manufacturer shall be used as adjustment and safety devices in the brakes provided that these do not endanger the proper functioning of the brakes.

3. A trailer of category O<sub>4</sub> and a trailer of category O<sub>3</sub> having a total mass exceeding 6 tonnes of a tank vehicle combination intended for the transport of dangerous goods shall be fitted with anti-locking brakes which comply with the Directive or E Regulation referred to in paragraph 1 of Section 41.

## Section 218 a

### *Manoeuvrability of semi-trailer*

1. A trailer must be able to turn within a swept circle having an outer radius of 12.50 m and an inner radius of 5.30 m. A semi-trailer is deemed to meet this requirement, if the dimensions from the fifth wheel king pin to the turning point of fixed bogie axles is not more than

where L is the width of

trailer. If one or more bogie

axle is equipped with an axle-lift device, it shall be taken into consideration when measuring the manoeuvrability.

2. At the request of the manufacturer the requirements of paragraph 1 can be checked with a corresponding applicable calculation or geometric demonstration. (11 July 1997/671)

#### Section 219

##### *Towing devices*

(11 July 1997/671) 1. The drawbar eye, the fifth wheel king pin, the fifth wheel or the drawbar coupling shall be situated on the longitudinal axis of the trailer.

2. The drawbar may by virtue of its length be adjustable and thus be fitted with reliable locking devices. It shall in all its adjustment positions be approved for the loads that it is applied to. When the adjustment is operated by means of hydraulic or equivalent device, its operation power shall be limited in such a way that a load which might entail a risk for safety cannot be applied to the towing devices.

3. The drawbar eye, drawbar and fifth wheel king pin of a trailer shall comply with the requirements of Directive 94/20/EC or E Regulation No. 55 or in the case of a short-coupling device with E Regulation No 102. The Ministry however adopts more specific provisions, where applicable, on the strength and approval of the drawbar when it is intended for use in a trailer equipped with a front bogie. (18 June 1999/754)

4. The provisions on the coupling devices of motor vehicle are applied, where relevant, to the coupling point, fifth wheel king pin, fifth wheel or towing beam of trailer.

#### Section 220

##### *Rear underrun protection*

1. A trailer intended to be coupled to a motor vehicle shall be equipped with a rear bumper or an equivalent device to offer protection against underrunning from the rear especially for vehicles in category M<sub>1</sub> and N<sub>1</sub>. The underrun protection shall comply with Directive or E Regulation referred to in paragraph 1 of Section 44. (5 December 1996/965)

2. An underrun protection is not, however, required:

- a) for a trailer having a body, chassis or a device fixed firmly on the trailer which by virtue of its construction and placing meets the requirements made upon the underrun protection;
  - b) for a trailer of categories O<sub>1</sub> and O<sub>2</sub> where the ground clearance of the rear part of an unladen trailer does not exceed 0.55 metres over a width which is not more than 0,2 metres less than the width of trailer at the distance of 0.45 m from the rear of vehicle;
  - c) for a trailer which is designed and constructed primarily for the carriage of indivisible long loads, such as timber and steel bars;
  - d) for a trailer coupled to a motor vehicle of category N<sub>2</sub>G and N<sub>3</sub>G, when all wheels of the towing vehicle are driven;
  - e) for a trailer where the underrun protection is incompatible with the use of the trailer or its devices;
- and
- f) for a dolly intended to be coupled to a semi-trailer. (11 July 1997/671)

#### Section 221

##### *Lateral protection*

1. A trailer of category O<sub>3</sub> and O<sub>4</sub> intended to be coupled to a motor vehicle shall be so constructed or equipped as to offer best possible protection to unprotected road users against the risk of falling under the sides of the trailer and being caught under the wheels. Lateral protection shall comply with the requirements of Directive 89/297/EEC or E Regulation No. 73.

2. If the sides of a trailer are constructed or equipped in such a way that their shape and the characteristics of components combined comply with the requirements of the Directive or Regulation referred to in paragraph 1, the construction of the trailer can be regarded as replacing the lateral protection.

3. A special lateral protection is not required:

- a) for a trailer which is designed and constructed primarily for the carriage of indivisible long loads, such as timber and steel bars;
- b) for a trailer coupled to a motor vehicle of category N<sub>2</sub>G and N<sub>3</sub>G, when all wheels of the towing vehicle are driven;
- c) for a trailer designed and constructed for a specific purpose and when installation of the lateral



protection is not possible in practice; and

d) for a dolly intended to be coupled to a semi-trailer. (11 July 1997/671)

#### Section 221 a

##### *Fuel tank*

(11 July 1997/671) A trailer shall not have other fuel tank than a tank with volume less than or equal to 200 litres for a device located in the trailer, such as a refrigerator. A dolly intended to be coupled to a semi-trailer must not be equipped with a fuel tank.

#### Section 222

##### *Wheelguards and spray-suppression devices*

1. A trailer intended to be coupled to a motor vehicle shall be equipped with wheelguards on each wheel. A special wheelguard is not required if the lower part of the trailer bodywork or platform, equipped with necessary accessories, offers such protection against projection of spray as corresponds to the provisions of this Section below.

2. The overall width of wheelguards shall be at least sufficient to cover the tyre width or the total width of a twin tyre covering the wheel(s) in the part formed by radial planes at an angle of at least 30° to the front of the vertical plane passing through the axle of the wheel and at least to the level of the axle to the rear, while the trailer is unladen.

3. The projection of the wheelguard has to have such a concave curvature that when measured above the axle this curvature shall be at least 30 mm. The distance of a wheelguard from the axle shall not be greater than the radius of the tyre multiplied by 1.5.

4. In the case of a trailer of category O<sub>3</sub> and O<sub>4</sub>, the wheelguards of rear wheels shall be equipped with spray-suppression devices, equal in width with the wheelguards, at the distance of not more than 1,2 metres from the axle of the wheel. The distance of their lower part from the ground, when the trailer is unladen, shall be not less than one fourth of this distance unless otherwise required by the construction of the trailer or its suspension.

5. In the case of a trailer in category O<sub>3</sub> and O<sub>4</sub>, the spray-suppression devices which meet the requirements of Directive 91/226/EEC are deemed to comply with the provisions of paragraph 4.

#### Section 223

##### *Mandatory and optional lamps and reflex reflectors*

(30 September 1997/902) 1. A trailer of a motor vehicle shall be equipped with the following lamps and reflex reflectors:

- a) direction indicator lamps;
- b) stop lamps;
- c) rear registration plate lamp;
- d) front position lamps in the case of a trailer having a width exceeding 1.60 metres, however, not for a dolly intended to be coupled to a semi-trailer;
- e) rear position lamps;
- f) triangular red reflex reflectors at the rear;
- g) front reflex reflectors;
- h) side reflex reflectors;
- i) side marker lamps, in the case of a trailer having a length exceeding 6.00 metres;
- j) rear fog lamp(s), however not for a dolly intended to be coupled to a semi-trailer;
- k) end-outline marker lamps in the case of a trailer having a width exceeding 2.10 metres, however not for a dolly intended to be coupled to a semi-trailer; and
- l) amber reflex reflectors visible towards the sides for the marking of structure or equipment forming a projection narrower than the trailer structure and projecting over one metre beyond the rear of the trailer.

2. In addition to the lamps provided for in paragraph 1, the trailer may be equipped with the following lamps:

- a) front position lamps in the case of a trailer having a width less than or equal to 1.6 metres;
- b) reversing lamp(s);
- c) side marker lamps in the case of a trailer having a length less than or equal to 6.00 metres;
- d) end-outline marker lamps in the case of a trailer having a width of not less than 1.80 metres but not more than 2.10 metres;
- e) an additional centre high mounted stop lamp;

- f) non-triangular red reflex reflectors at the rear grouped together with other rear position lamps;
- g) working lamps and auxiliary lamps necessary for loading and unloading;
- h) in the case of a vehicle of category O<sub>3</sub> and O<sub>4</sub>, side and rear markings with strips, contour markings and advertising; and
- i) separately regulated lamps and reflex reflectors on trailers used for special transportation or on its load.

3. The requirements concerning the colour, type, number, position, geometric visibility, alignment and electrical connections of the lamps and reflex reflectors referred to in subparagraphs a—k of paragraph 1 and subparagraphs a—f of paragraph 2 shall meet the provisions of the Directive of the E Regulation referred to in Section 72. The provisions of the said Directive or E Regulation shall also apply to the colour, position, geometric visibility and alignment of other lamps and reflex reflectors.

#### Section 224

##### *Direction indicator lamps*

(7 June 1995/849) Direction indicator lamps shall be e-approved in accordance with Directive 76/759/EEC, as amended by Directive 89/277/EEC or E-approved in accordance with Regulation No. 6/01.

#### Section 225

##### *Stop lamps*

(30 September 1997/902) 1. A stop lamp shall be approved in accordance with the Directive or the E Regulation referred to in Section 74.

#### Section 226

##### *Rear registration plate lamp*

(30 September 1997/902) A rear registration plate lamp shall illuminate the rear registration plate and it shall be approved in accordance with the Directive or the E Regulation referred to in Section 75.

#### Section 227

##### *Front and rear position lamp*

(30 September 1997/902) Front and rear position lamps shall be approved in accordance with the Directive or the E Regulation referred to in Section 74.

#### Section 228

##### *Reflex reflectors*

(30 September 1997/902) 1. Reflex reflectors shall be approved in accordance with the Directive or the E Regulation referred to in Section 77.

2. Forward-facing reflex reflectors shall be white, side-facing reflex reflectors shall be amber and rearward-facing reflex reflectors shall be red. Rearward-facing reflex reflectors shall be triangular. Other reflex reflectors shall not be triangular.

#### Section 229

##### *Rear fog lamp*

1. A rear fog lamp shall be e-approved in accordance with Directive 77/538/EEC, as amended by Directive 89/518/EEC, or E-approved in accordance with Regulation No. 38.

#### Section 230

##### *End-outline marker lamps*

(30 September 1997/902) End-outline marker lamps shall be approved in accordance with the Directive

or the E Regulation referred to in Section 74.

#### Section 231

##### *Reversing lamp*

(30 September 1997/902) A reversing lamp shall be approved in accordance with the Directive or the E Regulation referred to in Section 79.

#### Section 232

##### *Side marker lamps*

(30 September 1997/902) Side marker lamps shall be approved in accordance with the Directive or the E Regulation referred to in Section 87.

#### Section 233

##### *Speed label*

A trailer, whose towing speed has separately been limited to be less than 80 km/h, shall be equipped with a round label that can be seen from behind and that has a black border and a diameter of 240 millimetres and marked on a yellow background with a figure indicating the maximum permissible speed in kilometres per hour by black numbers of 120 millimetres in height.

#### Section 234

##### *Plate indicating long vehicle*

(30 September 1997/902) A vehicle combination having a maximum length exceeding 15.50 metres shall be equipped with a rearward-facing identification plates for a long vehicle, which plates comply with the requirements of E Regulation No. 70/01, or a black picture of the vehicle combination on a plate which has a 25 millimetres wide red border on a yellow reflecting background and a size of at least 0.30 m x 0.80 m. Below the picture, there may be a marking indicating the length of the vehicle.

#### Section 234 a

##### *Reflective contour markings and advertising in vehicles of categories O<sub>3</sub> and O<sub>4</sub>*

(30 September 1997/902) 1. If a trailer has retro-reflective side or rear markings with strips or contour markings and reflective advertising placed inside them, the markings shall be made with reflective materials E-approved in accordance with the E Regulation referred to in Section 92 a. (3 April 1998/258)

2. Materials which reflect white light towards the rear may not be used in reflective markings. A trailer shall not have reflective markings or advertising, if the towing vehicle has no such markings. (3 April 1998/258)

3. Retro-reflective markings or contour markings shall be 50-60 mm wide and indicate at least 80 per cent of the length and the width of the vehicle. If the marking is not continuous, the spaces between the reflective strips may not be more than half of the length of the shortest strip section. The lower edge of the markings with strips or of the contour marking should be at the height of not less than 0.25 metres and not more than 1.50 metres or, if this is not possible due to the vehicle structure, not more than 2.10 metres. (3 April 1998/258)

4. Retro-reflective advertising shall be placed on the side of the vehicle inside contour markings, and advertising shall not impair the proper functioning of contour markings, lamps and reflex reflectors. A commercial marking may include a maximum of 15 characters. The height of the characters shall be at least 0.30 metres and not more than 1.00 metre. A commercial marking made with class "D" reflective materials referred to the E Regulation mentioned in paragraph 1 of Section 92 a above may cover a maximum area of 2.0 m<sup>2</sup>. (3 April 1998/258)

#### Chapter 14

##### **Trailer coupled to a motorcycle, moped, cycle or off-road vehicle**

## Section 235

*Tyres*

1. A trailer coupled to a motorcycle, moped or cycle shall be fitted with pneumatic tyres. A trailer coupled to an off road vehicle may be fitted with runners or tracks.
2. The tyres of a trailer coupled to a motorcycle, with the exception of retreaded tyres, shall be e-approved in accordance with Directive 92/23/EEC or E-approved in accordance with Regulation No. 30/02 or 75 or comply with the requirements of standard FMVSS No. 109.

## Section 236

*Studs*

The provisions of Sections 37 and 38 concerning the studded tyres of a motor vehicle shall apply to the number, attachment, protrusion, stud force, weight and approval of the studded tyres of a trailer coupled to a motorcycle. However, in the middle of the tread one third of the width of the tread may be studded.

## Section 237

*Towing devices*

The towing devices of a trailer coupled to a motorcycle, moped, cycle or off-road vehicle shall be durable and suitable for their purpose. They shall be fitted with a device for preventing unintentional opening of the coupling.

## Section 238

*Mandatory lamps and reflex reflectors*

1. A trailer coupled to a moped or cycle and a trailer which has a total mass less than or equal to 200 kg and coupled to an off road vehicle shall be equipped with front, side and rear reflex reflectors. A trailer which is coupled to an off road vehicle and has a greater total mass shall in addition be equipped with direction indicator and rear position lamps. (24 May 1996/357)
2. In addition to the lamps and reflex reflectors referred to in paragraph 1 a trailer coupled to a motorcycle shall be equipped with stop lamps.
3. The lamps and reflex reflectors shall be installed on each side of the trailer. However, in the case of a trailer having a width less than or equal to 0.8 metres only one stop lamp, rear position lamp and rear reflex reflector is required.
4. Lamps and reflex reflectors, directed forward or rearward and constituting a pair shall be mounted in the case of a trailer coupled to a motorcycle, moped or cycle at the distance of not more than 0.1 metres and in the case of a trailer coupled to an off road vehicle not more than 0.40 metres from the side of the trailer and at the height of not less than 0.35 metres. The lamps may be mounted at the height of not more than 1,2 metres and the reflex reflectors at the height of not more than 0.9 metres. (24 May 1996/357)

## Section 239

*Direction indicator lamps*

1. The direction indicator lamps shall be amber and emit blinking light.
2. The distance of direction indicator lamps shall be, if possible, not less than 0.6 metres apart from each other.
3. The distance between the direction indicator lamps and the rear of the trailer shall not exceed 0.30 metres.

## Section 240

*Stop lamps*

1. The stop lamp of a trailer coupled to a motorcycle shall emit red light towards the rear. The lamp shall operate when either one of the motorcycle brakes are used. The power of the filament lamp used in the

stop lamp shall be not less than 5 W.

2. The distance between the stop lamps and the rear of the trailer shall not exceed 1.0 metres.

#### Section 241

##### *Rear position lamp*

1. The rear position lamps shall emit red light towards the rear. The electrical connection of the rear position lamps shall ensure a simultaneous operation with the front position lamps, passing and driving lamps of the towing vehicle.

2. In the case of a trailer coupled to an off road vehicle the rear position lamp shall be situated at the height of not more than 1.50 metres.

3. The distance between the rear position lamp and the rear of the trailer shall not exceed 1.0 metres.

#### Section 242

##### *Reflex reflectors*

1. A trailer intended to be coupled to a motorcycle, moped, cycle or off-road vehicle shall be equipped at both sides an amber reflex reflector and at the front on each side of the trailer with a white reflex reflector and at the rear with a triangular red reflex reflector.(24 May 1996/357)

2. Front and rear reflex reflectors shall be aligned straight towards the front or towards the rear with a tolerance of 10°.(24 May 1996/357)

3. The distance between the rear reflex reflectors and the rear of the trailer shall be not more than 1.0 metres.

4. The reflex reflectors shall be e-approved in accordance with Directive 76/757/EEC or E-approved in accordance with Regulation No. 3/02. Reflecting tyres which by virtue of their colour and reflectivity meet the requirements of E Regulation No. 88 are also approved as side reflex reflectors. (24 May 1996/357)

#### Section 243

##### *Wheelguards*

A trailer intended to be coupled to a motorcycle shall be equipped with appropriate wheelguards on each wheel. The overall width of wheelguards shall be at least sufficient to cover the tyre width and extend to cover the wheel(s) in the part formed by radial planes at an angle of at least 60° to the front of the vertical plane passing through the axle of the wheel and at an angle of at least 90° to the rear when the trailer is unladen. It is not deemed necessary for a wheelguard to cover the tyre as required above if the vehicle structure offers equivalent protection against the projection of spray.

#### Chapter 15

### **Trailer intended to be coupled to an agricultural tractor or power-driven work machine**

#### Section 244

##### *Tyres and studs*

1. A trailer intended to be coupled to an agricultural tractor or power-driven work machine shall be fitted with pneumatic tyres, runners or rubber-sheathed tracks.

2. Tyres and tracks may be equipped with studs, snow chains or other equivalent anti-skid devices which do not essentially damage the surface of a road.

#### Section 245

##### *Brakes*

1. A trailer intended to be coupled to a traffic tractor shall be equipped with reliable and efficient brakes. The deceleration on application of the service brake shall be not less than 3.5 m/s<sup>2</sup> while the coefficient of friction between tyre and road is 0.8. A trailer intended to be coupled to a traffic tractor shall be equipped with a parking brake and a device which activates the brakes of the trailer if the connection with the

towing vehicle breaks.

2. When a trailer intended to be coupled to other tractor is equipped with brakes, these shall comply with the requirements of Directive 89/173/EEC. In the case of a trailer with a bogie construction the brakes shall affect the wheels on the foremost axle.

#### Section 246

##### *Towing devices*

1. The towing devices of a trailer intended to be coupled to an agricultural tractor or a power-driven work machine shall be durable and suitable for their purpose. They shall be fitted with a device for preventing unintentional opening of the coupling.

2. The coupling device of a trailer intended to be coupled to an agricultural tractor shall be capable of being coupled to an agricultural tractor coupling device which complies with the requirements of Directive 89/173/EEC.

#### Section 247

##### *Agricultural trailer equipped with drawing axle*

If the axle of an agricultural trailer is a drawing axle, its power transmission shall be such that when this axle alone drives the combination, the road speed cannot exceed 40 km/h.

#### Section 248

##### *Wheelguards*

1. A trailer intended to be coupled to a traffic tractor shall be equipped with wheelguards on each wheel. A separate wheelguard is not required if the lower part of the trailer bodywork or platform, equipped with necessary accessories, offers such protection against projection of spray as corresponds to the provisions of this Section below.

2. The overall width of wheelguards shall be at least sufficient to cover the tyre width or the total width of a twin tyre covering the wheel in the part formed by radial planes at an angle of at least 30° to the front of the vertical plane passing through the axle of the wheel and at least to the level of the axle to the rear when the trailer is unladen.

3. The projection of the depth of the outer edge of the wheelguard, measured above the axle shall be at least 30 mm. The distance of the edge of the wheelguard from the axle shall not be more than the radius of the tyre multiplied by 1.5.

#### Section 249

##### *Mandatory and optional lamps and reflex reflectors*

1. A trailer intended to be coupled to an agricultural tractor or power-driven work machine shall be equipped with the following lamps and reflex reflectors:

- a) direction indicator lamps in the case when the direction indicator lamps of towing vehicle are not clearly visible;
- b) stop lamps in the case of a trailer intended to be coupled to a traffic tractor;
- c) front position lamps in the case of a trailer intended to be coupled to a traffic tractor;
- d) rear position lamps;
- e) side marker lamps when the body length of the trailer intended to be coupled to a traffic tractor exceeds 6.0 metres;
- f) red reflex reflectors at the rear;
- g) front reflex reflectors when the width of the trailer intended to be coupled to an agricultural tractor exceeds 2,2 metres or the width of the trailer intended to be coupled to a power-driven work machine exceeds 1.6 metres; and
- h) plate indicating a slow moving vehicle.

2. In addition to the lamps and reflex reflectors provided for in paragraph 1 a trailer intended to be coupled to an agricultural tractor or a power-driven work machine may be equipped with the following lamps:

- a) direction indicator lamps;
- b) stop lamps;
- c) front position lamps;

- d) rear fog lamps;
- e) reversing lamps;
- f) side marker lamps;
- g) front reflex reflectors;
- h) side reflex reflectors;
- i) working lamps and auxiliary lamps necessary for loading, unloading or for other purpose; and
- j) separately regulated lamps and reflex reflectors on a trailer or on its load, when the trailer is used for special transportation.

3. Lamps and reflex reflectors shall be mounted at the distance of not more than 0.40 metres from the side of the trailer and at the height of not less than 0.35 metres. Lamps may be mounted at the height of not more than 1.90 metres or 2.10 metres if special reasons due to the bodywork structure so require. Reflex reflectors may be mounted at the height of not more than 0.9 metres or 1.20 metres if special reasons due to the bodywork structure so require.

#### Section 250

##### *Direction indicator lamps*

1. Direction indicator lamps shall be amber and emit blinking light.
2. The direction indicator lamps shall be, if possible, not less than 0.6 metres apart.
3. Direction indicator lamps of a trailer intended to be coupled to an agricultural tractor shall be e-approved in accordance with Directive 76/759/EEC, as amended by Directive 89/277/EEC, or E-approved in accordance with Regulation No. 6/01.(22 April 1996/267)

#### Section 251

##### *Stop, front and rear position lamps*

- (30 September 1997/902) 1. Stop and rear position lamps shall be red and front position lamps shall be white. A stop lamp shall operate when the service brake of an agricultural tractor or a power-driven work machine is used. The front and rear position lamp shall operate when the front position lamps, passing lamps and driving lamps of an agricultural tractor or a power-driven work machine operate.
2. A stop lamp shall be visible at least at an angle of not less than 15° upwards and downwards, however not less than 5° downwards when the lamp is situated at the height of less than 0.75 metres, and 45° towards the sides.
  3. A stop, front and rear position lamp of a trailer intended to be coupled to an agricultural tractor shall be approved in accordance with the Directive or the E Regulation referred to in Section 74.

#### Section 252

##### *Side marker lamps*

- (30 September 1997/902) 1. When the length of the trailer exceeds 6.00 metres, at least two side marker lamps, if installed, shall be mounted on each side of the trailer. The number of side marker lamps shall in addition be such that the lamps are longitudinally not less than 2.00 metres and not more than 6.00 metres apart.
2. The side marker lamps may be situated at the height of not more than 1.20 metres. When more than one lamp has been mounted on each side of the trailer, they shall be approximately at the same height.
  3. The side marker lamps shall be directed to the sides and of amber colour.
  4. Side marker lamps shall be approved in accordance with the Directive or the E Regulation referred to in Section 87.
  5. The electrical connection of the side marker lamps shall ensure a simultaneous operation with the front position lamps, passing lamps and driving lamps of an agricultural tractor or a power-driven work machine.

#### Section 253

##### *Reflex reflectors*

- (30 September 1997/902) 1. The reflex reflectors shall be aligned straight towards the front or towards the rear with a tolerance of 10° as close to the corners of the body as possible.
2. Side-facing reflex reflectors shall be aligned towards the side. Their position shall comply with the provisions on side marker lamps.

3. Front reflex reflectors shall be white, rear reflex reflectors shall be red and side reflex reflectors shall be amber. Rear reflex reflectors shall be triangular. Other reflex reflectors shall not be triangular.
4. Reflex reflectors shall be e-approved in accordance with the Directive or the E Regulation referred to in Section 77.

## Section 254

*Plate indicating slow moving vehicle*

(30 September 1997/902) A plate indicating a slow moving vehicle shall be attached at the rear of the trailer in the middle or on the left-hand side at the distance of not more than 2.0 metres from the rear end and aligned straight towards the rear with a tolerance of not more than 10° at the height of not more than 1.80 metres. A plate indicating a slow moving vehicle shall be E-approved in accordance with the Regulation referred to in Section 173.

## Section 255

*Rear fog lamp*

1. A rear fog lamp shall be e-approved in accordance with Directive 77/538/EEC, as amended by Directive 89/518/EEC or E-approved in accordance with Regulation No. 38.

## Section 256

*Reversing lamp*

- (30 September 1997/902) 1. A reversing lamp may operate only when the trailer is being reversed or when the reversing gear of an agricultural tractor or a power-driven work machine has been engaged.
2. A reversing lamp shall be mounted at the height of not less than 0.25 metres and not more than 1.20 metres. When the trailer is equipped with one reversing lamp, its position may differ from the provision provided for in paragraph 2 of Section 34.
  3. A reversing lamp of a trailer of an agricultural tractor shall be approved in accordance with the Directive or the E Regulation referred to in Section 79.

## Section 257

*Trailer intended to be coupled to agricultural tractor designed to be steered by a walking person*

In the case of a trailer intended to be coupled to an agricultural tractor which is designed to be steered by a walking person, a rear position lamp is not required. It shall be equipped with front and rear reflex reflectors the position of which may differ from the dimensions provided for in this Chapter above.

## Chapter 16

**Towed devices**

## Section 258

*Tyres and studs*

1. A towed device shall be fitted with pneumatic tyres, solid tyres, runners or tracks.
2. The tyres and tracks may be equipped with studs, snow chains or other equivalent anti skid devices which do not essentially damage the surface of a road.

## Section 259

*Towing devices*

- (11 July 1997/671) 1. The towing devices of a towed device shall be durable and suitable for their purpose. A towing device of drawing vehicle shall be fitted with a device for preventing unintentional opening of the coupling.
2. The provisions on the towing devices of a power-driven towing vehicle and corresponding trailer shall



apply to the position, dimensioning and strength of coupling devices.

#### Section 259 a

##### *Fuel tank*

(25 August 1994/773) A towed device shall not have other fuel tank than that necessary for a fuel-consuming device located in the towed device. When volume of the fuel tank exceeds 800 litres, provisions on the tanks used for the transport of dangerous goods shall be applicable.

#### Section 260

##### *Mandatory and optional lamps and reflex reflectors*

1. A towed device shall be equipped with the following lamps and reflex reflectors:
  - a) direction indicator lamps, if the direction indicator lamps of the towing device are not clearly visible;
  - b) rear position lamps when a towed device is used under conditions which in accordance with traffic regulations require the use of lights;
  - c) red reflex reflectors at the rear; and
  - d) front reflex reflectors when the width of the towed device exceeds 1.6 metres.
2. A dolly intended to be placed beneath the front wheels of a towed vehicle coupled to a motor vehicle of category M<sub>1</sub> or N<sub>1</sub> shall be equipped with rear position, stop and direction indicator lamps and rear reflex reflectors either fixed to the device or mounted to a removable lamp stand which is attached to the rear of the towed motor vehicle during the towing. Other dolly and a carriage is not required to be equipped with lighting devices, but it shall be fitted with front and rear reflex reflectors.
3. In addition to the lamps provided for in paragraph 1, a towed device may be equipped with the following lamps:
  - a) direction indicator lamps;
  - b) stop lamps;
  - c) rear position lamps;
  - d) front position lamps;
  - e) rear fog lamps;
  - f) reversing lamp;
  - g) side marker lamps;
  - h) front reflex reflectors;
  - i) side reflex reflectors;
  - j) necessary working and auxiliary lamps; and
  - k) separately regulated lamps and reflex reflectors on a special wide towed device.
4. Lamps and reflex reflectors shall be mounted at the distance of not more than 0.40 metres from the side of a towed device and at the height of not less than 0.35 metres. Lamps may be mounted at the height of not more than 1.90 metres or 2.10 metres if special reasons due to the bodywork structure so require. Reflex reflectors may be mounted at the height of not more than 0.90 metres or 1.20 metres if special reasons due to the bodywork structure so require.

#### Section 261

##### *Direction indicator lamps*

1. Direction indicator lamps shall be amber and emit blinking light.
2. Direction indicator lamps shall be, if possible, not less than 0.6 metres apart.
3. Direction indicator lamps shall be e-approved in accordance with Directive 76/759/EEC, as amended by Directive 89/277/EEC or E-approved in accordance with Regulation No. 6/01.(22 April 1996/267)

#### Section 262

##### *Stop, front and rear position lamps*

- (30 September 1997/902) 1. Stop and rear position lamps shall be red and front position lamps shall be white. A stop lamp shall operate when the service brake of a towing vehicle is used. The front and rear position lamps shall operate as the front position lamps and the passing and driving lamps of the towed vehicle operate.
2. A stop lamp shall be visible at least at an angle of not less than 15° upwards and downwards, however not less than 5° when the lamp is situated at the height of less than 0.75 metres, and 45° towards the

sides.

3. A stop, front and rear position lamp shall be approved in accordance with the Directive or the E Regulation referred to in Section 74.

#### Section 263

##### *Side marker lamps*

(30 September 1997/902) 1. When the length of a towed vehicle exceeds 6.00 metres, at least two side marker lamps, if installed, shall be mounted on each side of the vehicle. The number of side marker lamps shall in addition be such that the lamps are longitudinally not less than 2.00 metres and not more than 6.00 metres apart.

2. The side marker lamps may be situated at the height of not more than 1.20 metres. When more than one lamp has been mounted on each side of the towed vehicle, they shall be approximately at the same height.

3. The side marker lamps shall be directed to the sides and they shall be of amber colour.

4. Side marker lamps shall be approved in accordance with the Directive or the E Regulation referred to in Section 87.

5. The electrical connection of side marker lamps shall ensure a simultaneous operation with the front position lamps, passing lamps and driving lamps of the towing vehicle.

#### Section 264

##### *Reflex reflectors*

(30 September 1997/902) 1. Reflex reflectors shall be aligned straight towards the front or towards the rear with a tolerance of 10° as close to the corners of the body as possible.

2. Side-facing reflex reflectors shall be aligned towards the side. Their position shall comply with the provisions on side marker lamps.

3. Front reflex reflectors shall be white, rear reflex reflectors shall be red and side reflex reflectors shall be amber. Rear reflex reflectors shall be triangular. Other reflex reflectors shall not be triangular.

4. Reflex reflectors shall be approved in accordance with the Directive or the E Regulation referred to in Section 77.

#### Section 265

##### *Rear fog lamp*

1. A rear fog lamp shall be e-approved in accordance with Directive 77/538/EEC, as amended by Directive 89/518/EEC or E-approved in accordance with Regulation No. 38.

#### Section 266

##### *Reversing lamp*

(30 September 1997/902) 1. A reversing lamp may operate only when the towed vehicle is being reversed or when the reversing gear of the towed vehicle has been engaged.

2. A reversing lamp shall be mounted at the height of not less than 0.25 metres and not more than 1.20 metres. When the towed vehicle is equipped with one reversing lamp, its position may differ from the provision provided for in paragraph 2 of Section 34.

3. A reversing lamp shall be e-approved in accordance with the Directive or the E Regulation referred to in Section 79.

#### Section 267

##### *Speed label*

A towed vehicle, whose towing speed has separately been limited to be less than 80 km/h, shall be equipped with a round label that can be seen from behind and that has a black border and a diameter of 240 millimetres and marked on a yellow background with a figure indicating the maximum permissible speed in kilometres per hour by black numbers of 120 millimetres in height.

## Miscellaneous provisions

### Section 268

#### *Chassis structure and equipment of vehicles*

(11 July 1997/671) The provisions of this Decree shall also apply to such vehicle chassis which are not yet equipped with a bodywork. However, during temporary transfers they are not required to be equipped with reflex reflectors, rear-view mirrors, wheelguards or spray-suppression devices, even when the chassis has been equipped with a cabin, nor towing device, rear underrun or lateral protection, device to prevent unauthorized use or tachograph.

### Section 269

#### *Minor derogations*

The Vehicle Administration Centre can grant minor derogations on the requirements of this Decree during the type-approval inspection of a vehicle model.

### Section 270

#### *Derogations concerning structure and equipments*

1. The Vehicle Administration Centre can in case of a particular reason grant a motor vehicle a derogation from the provisions of this Decree, as follows:

- a) requirements on the position of a steering wheel as provided for in paragraph 1 of Section 39 in the case of a motor vehicle used for delivering newspapers;
- b) requirements on the approval of brakes provided for in paragraph 1 of Section 41;
- c) requirements on the approval of window materials and of the devices of windscreen and rear window as provided for in Sections 68—70 in the case of a motor vehicle used in racing events or for other special purpose;
- d) requirements on the position, geometric visibility and colour of lamps and reflex reflectors as provided for in Sections 71 and 74 in the case of a motor vehicle in the possession of a member of a foreign embassy or diplomatic corps and in the case of a motor vehicle used in racing events or for other special purpose; and
- e) requirements on the obstructions to the field of vision as provided for in paragraph 1 of Section 99 in the case of a motor vehicle with a special structure or a motor vehicle used for work on a road.

2. The derogations referred to in paragraph 1 above may in addition to the motor vehicles referred to in the mentioned paragraph be granted for a motor vehicle which has been imported as removal goods or as an unique sample provided that safety of equivalent level is attained by other means than those referred to in this Decree.

3. The Ministry may grant a derogation from the provisions of Chapter 6 in so far as the granting of derogation does not fall pursuant to paragraph 1 within the jurisdiction of the Vehicle Administration Centre. Derogations may however not be granted to the provisions of special Directives on requirements of total harmonisation of a vehicle, its system or a separate technical unit, with an exception in the case of Article 8, item 2, subitems a and b, where E-approval has been used as an alternative to a Directive based on total harmonisation as a part of the type-approval. (25 October 1996/760)

### Section 271

#### *Derogations concerning motorcycle structure and equipments*

(24 April 1998/290) 1. Vehicle Administration Centre may, in case of a particular reason, grant a derogation from the requirements on the position, geometric visibility and colour of lamps and reflex reflectors as provided for in paragraph 4 of Section 117 in the case of a motorcycle used in racing events or for other special purpose.

2. The Ministry may grant a derogation from the provisions of Chapter 7 in so far as the granting of derogation does not fall pursuant to the paragraph 1 within the sphere of activities of Vehicle Administration Centre.

### Section 272

*Derogations concerning moped structure and equipments*

The Ministry can grant a derogation from the provisions of Chapter 8.

Section 273

*Derogations concerning agricultural tractor and power-driven work machine structure and equipments*

1. Vehicle Administration Centre can, in case of a particular reason, grant a single agricultural tractor or a power-driven work machine a derogation from the provisions of this Decree as follows:

- a) provisions on Section 32 and Chapter 9 in the case of a four-wheeled agricultural tractor to be used by a person with mobility handicap;
- b) requirements on the dimensions of the wheel guards of a traffic tractor as provided for in Section 162;
- c) approval requirements on window materials and the devices of windscreen as provided for in Sections 163 and 165 in the case of an agricultural tractor used for a special purpose;
- d) requirements on the position, geometric visibility and colour of lamps and reflex reflectors as provided for in Section 166; and
- e) provisions on the obstructions to the field of vision and protruding parts as provided for in Sections 182 and 183 in the case of an agricultural tractor and a power-driven work machine having a special structure or for the purpose of working on a road (18 June 1993/530).

2. The Ministry can grant a derogation from the provisions of Chapter 9 in so far as the granting of derogation does not pursuant to the paragraph 1 fall within the sphere of activities of Vehicle Administration Centre.

Section 274

*Derogations concerning off road vehicle and cycle structure and equipments*

The Ministry can grant a derogation from the provisions of Chapter 10 and Sections 204 - 207 of Chapter 11.

Section 275

*Derogations concerning trailer and towed vehicle structure and equipments*

1. Vehicle Administration Centre can, in case of a particular reason, grant a single trailer a derogation from the provisions of this Decree as follows:

- a) approval requirements on brakes as provided for in paragraph 1 of Section 218; and
- b) requirements on the position, geometric visibility and colour of lamps and reflex reflectors as provided for in Sections 223, 225, 238, 249 and 260 in the case of a trailer and a towed vehicle used for a special purpose.

2. The Ministry can grant a derogation from the provisions of Chapters 12-16 in so far as the granting of derogation does not pursuant to paragraph 1 fall within the sphere of activities of Vehicle Administration Centre.

Section 274

*Appeal*

1. The law on the Appeal in Administrative Matters (154/50) shall apply to the decision on appeal adopted by an administrative authority pursuant to this Decree.

2. The decision or provision adopted pursuant to this Decree shall be observed even if it has not become legally valid, if the authority to which the complaint is made does not deem otherwise.

Section 277

*Punishments*

A person who violates this Decree shall be punished as provided for in the Road Traffic Act.

Section 278

### *Implementation*

1. This Decree shall enter into force on 1 January 1993 and it shall apply to a vehicle and a separate equipment which has the initial entry into service on the date of implementation or thereafter. (5 December 1996/965)
2. Notwithstanding the provision of paragraph 2 of Section 38 a studded tyre of a passenger car can enter into service before 20 April 1993, if it complies with the provisions in force, when this Decree enters into force.
3. Notwithstanding the provisions of Section 47 an off road passenger car can initially enter into service in Finland before 1 October 1993, if it complies with the provisions in force, when this Decree enters into force.
4. Notwithstanding the provisions of paragraphs 1 and 2 of Section 48 a lorry and bus equipped with a compression-ignition engine can enter into service before 1 October 1993, if it complies with the provisions in force, when this Decree enters into force.
5. Requirement of Section 55 on speed limitation device concerns a motor vehicle initially entered into service on or after 1 January 1995. Requirement shall be applied since 1 January 1995 to a motor vehicle used in international transport and since 1 January 1996 to other motor vehicle initially entered into service on or after 1 January 1988 (18 June 1993/530).
6. The requirements of Section 64 shall apply to safety belts and their anchorages in a vehicle of category N<sub>2</sub> and N<sub>3</sub> which enters into service on 1 July 1997 or thereafter.
7. Notwithstanding the provision of paragraph 3 of Section 71 a motor vehicle may be approved in type-inspection until 31 December 1993 and entered into service until 31 December 1994 despite it not having an elevation adjusting device for passing lamps (18 June 1993/530).
8. The protective helmet other than that referred to in Sections 133, 152 or 202, which has the initial entry into service in Finland prior to the implementation of this Decree may, however, be used, sold or otherwise ceded until 31 December 1996.
9. Notwithstanding the provisions of Section 223 a trailer intended to be coupled to a motor vehicle can enter into service before 1 October 1994, if it complies with the provisions in force, when this Decree enters into force.
10. Notwithstanding the provisions of Section 249 a trailer intended to be coupled to an agricultural tractor or power-driven work machine can enter into service before 1 January 1994, if it complies with the provisions in force, when this Decree enters into force.
11. Notwithstanding the provisions of Section 260 a towed device can enter into service before 1 January 1994, if it complies with the provisions in force, when this Decree enters into force.

### Section 279

#### *Repeal of previous provisions*

1. This Decree repeals the Vehicle Act (233/1982) of 26 March 1982 and the amendments thereof and the decision adopted pursuant to the Vehicle Act by the Ministry of Transport and Communications on the Implementation of the Vehicle Act (150/1983).
2. In addition, the following decisions by the Ministry of Transport and Communications are repealed:
  - a) the Decision on Trailers Coupled to a Passenger Car and Light Commercial Vehicle (861/1977) and the amendments thereof,
  - b) the Decision on museum vehicles (93/1980),
  - c) the Decision on Cycles (304/1986) and the amendments thereof,
  - d) the Decision on Safety Devices for Children (729/1987) and the amendments thereof,
  - e) the Decision on cross-coupling or lorries and their trailers (247/1990) and
  - f) the Decision on Protective Helmet for the Driver of a Motorcycle, Snowmobile and Moped (985/1991).
3. With the exception of those Decisions mentioned above in paragraphs 1 and 2 above, the decisions by the Ministry of Transport and Communications adopted pursuant to the Road Traffic Act remain in force until further provisions are adopted pursuant to this Decree or the Decree on the Use of Vehicles on the Road.
4. From 1 January 1995 this Decree repeals the derogations granted pursuant to the Vehicle Act.

### Section 280

#### *Vehicles having entered into service prior to implementation of this Decree*

1. A vehicle which has been approved to enter into service prior to the implementation of this Decree may still be used in the traffic, if it complies with the provisions in force prior to the implementation of this Decree. A vehicle which has been approved to enter into service prior to the implementation of this

Decree is however not required to have a headlamp cleaner or a rear window defrosting system nor a passenger car a rear view mirror on the right-hand side.

2. The definition of a vehicle having entered into service prior to the implementation of this Decree shall not be altered, if the owner of the vehicle does not require such an alteration.
3. If the structure or devices of a vehicle are modified after implementation of this Decree, the modification shall be made in accordance with the provisions of this Decree.
4. A vehicle which has entered into service in other country may be taken into use in Finland if the vehicle complies with
  - a) the requirements concerning vehicles of the same age taken first time into use in Finland,
  - b) the requirements of the latest versions of E Regulations or Directives which Contracting Parties or Member States were allowed to apply. However, the exhaust emissions and safety belt anchorages of M<sub>1</sub> and N<sub>1</sub> motor vehicles shall meet the requirements concerning vehicles of the same age taken first time into use in Finland,
  - c) other requirements concerning safety and environment than those of a or b, applied in an EEA State corresponding at least the requirements under a or b. (5 December 1996/965)

The implementing provisions of Decree 25 August 1994/773 shall read as follows:

1. *This Decree shall enter into force on 1 January 1995 and it shall apply to a vehicle and traffic equipment entered into service on or after that date.*
2. *However, paragraphs 4 and 6 of Section 131, paragraphs 1 to 5 of Section 132 and paragraphs 1 to 5 of Section 151 of the Decree shall be repealed on 1 November 1995.*
3. *Entry into force of the amendments of paragraph 1 of Section 3 as well as Sections 4 and 5 as well as Sections 133 a and 152 a shall be enacted separately.*
4. *In the case of vehicle of category M<sub>1</sub>, repeal of paragraph 4 of Section 71 shall enter into force and paragraph 2 of Section 32 a, paragraph 1 of Section 32 b, paragraph 5 of Section 39, Sections 53 a, 53 b, 68 a and 95 a, paragraph 1 a of Section 99 and paragraph 1 a of Section 101 shall apply to vehicles which will be granted an EC type-approval or which will be type-inspected as belonging to a new model series on or after 1 January 1996 or which will initially enter into service on or after 1 January 1998. (1 December 1995/1348)*
5. *In the case of vehicles other than those of category M<sub>1</sub>, repeal of paragraph 4 of Section 71 and entry into force of paragraph 2 of Section 32 a, paragraph 1 of Section 32 b, paragraph 5 of Section 39, Sections 53 b, 95 a, paragraph 1 a of Section 101 and Section 217 a shall be enacted separately.*
6. *Notwithstanding the provisions of paragraph 1 of Section 109 and paragraph 1 of Section 138, a motorcycle, moped and a vehicle of category L<sub>2</sub> and L<sub>5</sub> may be approved in type-inspection before 5 April 1995, if it meets the requirements in force prior to entry into force of this Decree. (22 November 1994/989)*
7. *Notwithstanding the provisions of paragraph 3 of Section 32, paragraphs 1 and 3 of Section 32 a, Sections 107 a, 108, 108 a, and 127 a and paragraph 1 of Section 128, Sections 136 a, 137, 137 a, 148 a and 149, a motorcycle, moped and a vehicle of category L<sub>2</sub> and L<sub>5</sub> may be approved in type-inspection before 14 June 1995, if it meets the requirements in force prior to entry into force of this Decree. (22 November 1994/989)*
8. *Notwithstanding the provisions of paragraph 2 of Section 32 b, Sections 116 and 144, a motorcycle, moped and a vehicle of category L<sub>2</sub> and L<sub>5</sub> may be approved in type-inspection before 1 November 1995, if it meets the requirements in force prior to entry into force of this Decree. (22 November 1994/989)*
- 8 a. *Notwithstanding the provisions of paragraph 3 of Section 32, paragraphs 1 and 3 of Section 32 a, paragraph 2 of Section 32 b, Sections 107 a, 108, 108 a, paragraph 1 of Section 109, Sections 116 and 127 a, paragraph 1 of Section 128, Sections 136 a, 137, 137 a, paragraph 1 of Section 138, as well as Sections 144, 148 a and 149 a motorcycle, moped and a vehicle of category L<sub>2</sub> and L<sub>5</sub> may be entered into service before 1 January 1999, if it meets the requirements in force prior to entry into force of this Decree. (22 November 1994/989)*
9. *Sections 221 a and 259 a of this Decree shall enter into force on 1 January 1996 and shall apply to all trailers of motor vehicles and towed devices.*

The implementing provisions of Decree 8 December 1994/1122 shall read as follows:

1. *This Decree shall enter into force on 1 January 1995, and it shall apply to vehicles entered into service on or after the date of entry into force.*
2. *Paragraph 2 a of Section 41 of this Decree may also be applicable to a vehicle in service.*
3. *Notwithstanding the provisions of paragraph 1 of Section 109 and paragraph 1 of Section 138, a motorcycle, moped and a vehicle of category L<sub>2</sub> and L<sub>5</sub> may be approved in type-inspection before 5 April 1995 and entered into service before 1 January 1999, if it satisfies the requirements in force during the entry into force of this Decree.*

4. Section 189 a of this Decree applies to a snow mobile entered into service on 1 June 1995 or thereafter.

The implementing provisions of Decree 20 December 1996/1372 shall read as follows:

1. This decree enters into force on 1 January 1997.
2. Notwithstanding the provisions of the Directive 96/69/EC referred to in Section 47, a vehicle of mass category I may initially be entered into service before 1 October 1997, if it meets the requirements in force as this decree enters into force. A vehicle of mass category II or III may be granted a type-approval or type-inspected as belonging to a new model series before 1 January 1998, or such a vehicle may initially be entered into service before 1 October 1998, if it meets the requirements in force as this Decree enters into force. A type-approval which was granted for a vehicle before 1 January 1997 in accordance with the Directive 93/59/EEC, or a type-inspection carried out before that date in accordance with the said Directive need not be renewed so as to comply with the provisions of the Directive 96/44/EC.
3. The provisions of Sections 58 a and 58 b of this Decree apply to a vehicle which is granted an EC type-approval or which is type-inspected as belonging to a new model series on 1 October 1998 or thereafter. However, in this case the provision of Section 58 a does not apply to a vehicle which has been granted a type-approval in accordance with the Directive 74/297/EEC, and the provision of Section 58 b does not apply to a vehicle which has been granted a type-approval in accordance with two of the following Directives: 70/387/EEC, 74/483/EEC and 76/115/EEC. The provisions of Sections 58 a and 58 b apply to a vehicle that is initially entered into service on 1 October 2003 or thereafter.
4. Notwithstanding the provisions of Section 60, paragraphs 1-4 of Section 64 and Section 66, if the vehicle meets the requirements in force as this Decree enters into force:
  - a) a vehicle of category M or N, excluding a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes, may be granted an EC type-approval or type-inspected as belonging to a new model series before 1 October 1997, and
  - b) a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes may be granted an EC type-approval or type-inspected as belonging to a new model series before 1 October 1999.
5. Notwithstanding the provisions of Sections 60 and 66, if the vehicle meets the requirements in force as this Decree enters into force:
  - a) a vehicle of category M, excluding a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes, may initially be entered into service before 1 October 1999, and
  - b) a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes may initially be entered into service before 1 October 2001.
6. Notwithstanding the provisions of paragraphs 1-4 of Section 64, if a vehicle meets the requirements in force as this Decree enters into force:
  - a) a vehicle of category M or N, excluding a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes, may initially be entered into service before 1 October 1999, and
  - b) a vehicle of category M<sub>2</sub> having a maximum mass of 3.5 tonnes may initially be entered into service before 1 October 2001.
7. Paragraph 4 of Section 64 applies to a safety belt which is initially entered into service as a separate technical unit on 1 October 1999 or thereafter and intended to be mounted on a vehicle being initially entered into service at the said date or thereafter.
8. Paragraph 5 of Section 64 applies to a vehicle which is initially entered into service on 1 October 1997 or thereafter.

The implementing provisions of Decree 11 July 1997/671 shall read as follows:

1. This Decree enters into force on 1 August 1997. However, paragraph 1 of Section 3 enters into force on 1 December 1998.
2. This Decree repeals paragraph 1 of Section 3 of Decree 773/1994 on the amendment of the Decree on vehicle construction and equipment.
3. This Decree applies to a vehicle or transport equipment introduced on the date of entry into force of the Decree or thereafter. A vehicle approved for circulation in traffic before this Decree enters into force may still be used in traffic, if it complies with the provisions applicable when this Decree enters into force.
4. The definition of a vehicle entered into service before this Decree enters into force is not changed unless so required by the owner of vehicle.
5. Section 25 a on the definition of the mass of a motor-caravan in running order and Section 35 b apply to a vehicle which is type-inspected as belonging to a new type referred to in Directive 92/21/EEC or type-approved on the date of entry into force of this Decree or thereafter (28 November 1997/1051).
6. Section 41 a, 41 b and 41 d apply to a vehicle which is type-inspected as belonging to a new type referred to in Directive 97/27/EC or type-approved on 21 May 1999 or thereafter.

7. The requirement concerning the conformity of a close-coupling device with an E Regulation provided for in paragraph 4 of Section 43 b and paragraph 3 of Section 219 shall apply from 1 January 1999.

The implementing provisions of Decree 30 September 1997/902 shall read as follows:

1. This Decree enters into force on 1 October 1997. Unless otherwise provided below, this Decree shall be applied to a motor vehicle or transport equipment which is type-inspected as belonging to a new type or type-approved or initially entered into service on the date of entry into force or thereafter. If the provisions below relate to the entry into force concerning type-inspection or type-approval only, a motor vehicle which conforms to the requirements in force when this Decree comes into force may be entered into service after this Decree has entered into force.

2. The requirements on the introduction of a vehicle of category  $M_1$  which enter into force on 1 January 1998 shall apply to a vehicle of category  $M_1$  or L to be multi-stage type-approved or to a vehicle of category N which has been type-inspected in a EEA country and is to be converted into a vehicle of category  $M_1$  in type-inspection as belonging to a new type or in type-approval from 1 January 1998 and in entry into service from 1 January 2000.

3. Provisions on towing devices of a motor vehicle (Section 43, paragraph 3), protection against underrunning from the rear of a motor vehicle (Section 44, paragraph 1), smoke emissions from diesel engine (Section 49), reporting the engine power of a motor vehicle (Section 53 b) and fuel tanks (Section 57), and as regards vehicles of category N, safety belts (Section 64, paragraph 2) and anchorages of safety belts (Section 64 a) shall apply only to the type-inspection of a vehicle as belonging to a new type and to type-approval.

4. If a vehicle meets the requirements which were in force on 30 September 1997 (27 November 1998/871):

a) a vehicle of category  $M_1$  may be entered into service before 1 January 1998 notwithstanding the provisions of Section 32 b on the manufacturer's plate of a motor vehicle or a trailer and a vehicle of other M, N and O categories may be type-inspected as belonging to a new type or type-approved and entered into service before 21 May 1998,

b) a motorcycle, a moped or a vehicle of category  $L_5$  may be entered into service before 1 November 1999 notwithstanding the provisions of Section 32 e, paragraph 2 on the attachment plate of the rear registration plate, or before 14 June 1999 notwithstanding Section 32 c on the manufacturer's plate, or before 17 June 2003 notwithstanding Section 32 c, subparagraph b on the manufacturer's plate of a vehicle that has been type inspected before 17 June 1999 (27 November 1998/871);

c) a vehicle of category  $M_1$  may be entered into service before 1 January 1998 notwithstanding the provisions of Section 32 e, paragraph 1 on the attachment place of the rear registration plate and a vehicle of other M, N and O categories may be entered into service before 1 January 1999,

d) a semi-trailer towing vehicle and a vehicle of category  $M_1$  may be entered into service before 1 January 1998 notwithstanding the provisions of Section 39, paragraph 3 on the steering device of a motor vehicle and other motor vehicles may be type-inspected as belonging to a new type or type-approved before 1 January 2000,

e) a vehicle may be entered into service before 1 October 1998 notwithstanding the provisions of Section 40, paragraphs 1 and 3 on the device to prevent unauthorized use and alarm device and Section 93, paragraph 2 on speedometers,

f) a vehicle may be entered into service before 1 January 1998 notwithstanding the provisions of Section 53 a on carbon dioxide emissions and fuel consumption,

g) a vehicle may be type-inspected as belonging to a new type before 1 January 1998 and entered into service before 1 January 2002 notwithstanding the provisions of Section 56 on radio interference and electromagnetic compatibility; however, the requirement on type-approval or type-inspection in accordance with Directive 95/54/EC and Regulation 10/02 does not concern a vehicle type which is type-approved or type-inspected in accordance with Directive 72/306/EEC or E Regulation No. 24 before 1 January 1996,

h) a vehicle of category  $M_2$  with a registration/in-service maximum permissible mass of not more than 3.5 tonnes may be type-inspected as belonging to a new type or type-approved before 1 October 1999 notwithstanding the provision of Section 60 on anchorages for seats of a motor vehicle, Section 64, paragraph 2 on safety belts of a motor vehicle, Section 64 a on anchorages for safety belts and Section 66 on head restraints of seats.

i) notwithstanding the provisions of Sections 60 and 66, a vehicle of category M or  $N_1$  may be entered into service before 1 October 2001, if the vehicle belongs to category  $M_2$  and has a registration/in-service maximum permissible mass of not more than 3.5 tonnes, and before 1 October 1999, if the vehicle belongs to other M category or category  $N_1$ ,

j) notwithstanding the provisions of Section 64, paragraph 2 and Section 64 a, a vehicle of category M may be entered into service before 1 October 2001, if the vehicle belongs to category  $M_2$  and has a registration/in-service maximum permissible mass of not more than 3.5 tonnes, and before 1 October



1999, if the vehicle belongs to other M category,

k) a vehicle may be type-inspected as belonging to a new type or type-approved before 1 October 1998 and entered into service before 1 October 2000 notwithstanding the provisions of Section 71, paragraphs 1-3 on mandatory and optional lamps and reflex reflectors,

l) a vehicle may be type-inspected as belonging to a new type or type-approved before 1 October 1998 notwithstanding the provisions of Sections 74, 169, 225, 227, 251 and 262 on stop, front position and rear position lamps, Sections 75, 170 and 226 on rear registration plate lamps, Sections 77, 171, 197, 207, 228, 253 and 264 on reflex reflectors, Sections 79, 177, 231, 256 and 266 on reversing lamps, Section 86 on daytime running lamps and Sections 87, 178, 232, 252 and 263 on side marker lamps,

m) a vehicle of category M<sub>1</sub> may be type-inspected as belonging to a new type or type-approved before 1 January 1999 notwithstanding the provisions of Section 101, paragraph 2 on external projections,

n) an agricultural tractor may be type-inspected as belonging to a new type or type-approved before 1 March 1998 notwithstanding the provisions of Section 155, paragraph 1 on brakes, and

o) a trailer may be entered into service before 1 January 2000 notwithstanding the provisions of Section 217 a on steering device.

5. If a part of a vehicle or transport equipment meets the requirements which were in force when this Decree came into force:

a) notwithstanding the provisions of Section 64, paragraph 2, a safety belt may be initially entered into service as a separate technical unit before 1 October 1999 in a vehicle which is initially entered into service before the said date,

b) notwithstanding the provisions of paragraph 4, subparagraph 1, a lamp may be initially entered into service as a separate technical unit before 1 October 1999 and type-approved and entered into service even after the said date, if the lamp is intended for a vehicle already in service and meets the requirements which were in force when the said vehicle was registered, and

c) a plate may be type-approved before 1 January 1999 and entered into service before 1 January 2000, notwithstanding the provisions of Section 92 on the rear marking plate of a heavy lorry, Sections 173 and 254 on the plate indicating slow moving vehicle or Section 234 on the plate indicating long vehicle.

6. The following provisions of this Decree may be applied to vehicles which were entered into service before this Decree entered into force: Section 39, paragraph 1 on the position of steering device; Section 40, paragraph 2 according to which an ignition lock is accepted as a device to prevent unauthorized use in vehicles other than those of categories M<sub>1</sub> and N<sub>1</sub>; Section 71, paragraph 2, subparagraph p, Section 92 a, Section 223, paragraph 2, subparagraph h and Section 234 a on reflective contour markings and advertising; Section 72 on gas discharge lamps referred to in E Regulations No. 98 and 99; Section 104, paragraph 2 on the approval of lamps equipped with lamps of type HB7; Section 223, paragraph 2, subparagraph f on non-triangular reflex reflectors of a trailer and Section 234 on the marking indicating the length of a vehicle combination.

The implementing provisions of Decree 3 April 1998/258 shall read as follows:

1. This Decree enters into force on 15 April 1998.

2. A vehicle of categories M, N and O, excluding a vehicle of category M<sub>1</sub>, may Section 32 b on Requirements on the manufacturer's plate of a motor vehicle and a trailer notwithstanding, be type inspected as of the new type or type approved and taken into use before 21 May 1998.

3. A vehicle converted from category N to category M that has as such converted been type inspected before 1 January 1998, may subparagraph b of Section 32 b notwithstanding be taken into use before 1 January 2000.

The implementing provisions of Decree 24 April 1998/290 shall read as follows:

1. This Decree enters into force on 1 May 1998.

2. This Decree repeals section 4 of Decree (773/1994) given on 25 August 1994 on the amendment of the Decree on Vehicle Construction and Equipment.

3. This Decree applies to a vehicle or transport equipment introduced on the date of entry into force of the Decree or thereafter. A vehicle approved for circulation in traffic before this Decree enters into force may still be used in traffic, if it complies with the provisions applicable when this Decree enters into force.

4. The definition of a vehicle entered into service before this Decree enters into force is not changed unless so required by the owner of vehicle.

5. A motorcycle and a moped, excluding a low-power moped, as well as a three-wheel vehicle of category L<sub>5</sub> may be type-inspected as belonging to a new type before 17 June 1999 and entered into service before 17 June 2003, if the vehicle meets the requirements in force as this Decree enters into force notwithstanding the provisions of paragraph 1 of Section 105, Sections 110, 111 and 111 a, paragraph 2 of Section 112, paragraph 2 of Section 113, Section 114, paragraph 2 of Section 115,

paragraph 2 of Section 116, paragraph 2 of Section 116 a, Section 118, paragraph 1 of Section 119, Sections 120 and 121, paragraph 2 of Section 127, paragraph 2 of Section 127 a, paragraph 1 of Section 131, Sections 136, 137 and 137 a, paragraph 2 of Section 138, paragraph 2 of Section 139, Section 140, paragraph 2 of Section 141, paragraph 2 of Section 142, paragraph 2 of Section 142 a, Sections 144 to 147 and paragraph 2 of Section 150.

6. A motorcycle and a moped, excluding low-power moped, as well as three-wheel vehicle of category  $L_5$  may be entered into service, if the vehicle meets the requirements in force on 30 April 1998

- a) before 5 April 1999, notwithstanding Sections 109, paragraph 1 and 135, paragraph 1; (27 November 1998/870)
- b) before 14 June 1999, notwithstanding Sections 106 through 108 and 126 a, 126 b, paragraph 1, 132 through 134, 149 and 149 a; (27 November 1998/870)
- c) before 1 November 1999, notwithstanding Section 117, paragraph 4 and Section 143, paragraph 4; (27 November 1998/870) or
- d) before 2 February 2001, notwithstanding Section 112, paragraph 1 and Section 138, paragraph 1. (27 November 1998/870)

7. A protective helmet for a driver of a motorcycle and a moped may notwithstanding the Sections 129 and 151 be manufactured, imported or kept for sale before 1 January 1999, if it meets the requirements in force as this Decree enters into force.

8. The paragraph 5 of Section 117 and paragraph 5 of Section 143 apply to e or E type-approved lamps and bulbs fitted in them installed in a vehicle.

The implementing provisions of Decree 15 May 1998/337 shall read as follows:

- 1. This Decree shall enter into force 21 May 1998. The Decree applies to a vehicle introduced on the date of entry into force or thereafter.
- 2. A vehicle converted from category N to category  $M_1$  that has as such converted been type inspected before 1 January 1998, may the requirement of Section 32 b subparagraph b notwithstanding be taken into use before 1 January 2000.

The implementing provisions of Decree 25 September 1998/703 shall read as follows:

- 1. This Decree shall enter into force on 30 September 1998 and it shall apply to vehicles introduced on the date of entry into force of the Decree or thereafter.
- 2. Section 17 of the Decree regarding other than vehicles of category  $M_1$  shall enter into force on 1 January 2000.
- 3. Notwithstanding the alteration of Section 63, paragraph 1, a vehicle of category  $N_1$  may be converted or entered into service before 1 July 1999, if it meets the requirements in force as this Decree enters into force.

The implementing provisions of Decree 27 November 1998/870 shall read as follows:

*This Decree shall enter into force on 4 December 1998.*

The implementing provisions of Decree 27 November 1998/902 shall read as follows:

*This Decree shall enter into force on 4 December 1998.*

The implementing provisions of Decree 18 December 1998/1037 shall read as follows:

- 1. This Decree shall enter into force on 1 January 1999.
- 2. A spare catalytic converter shall meet the requirement of Section 50 as of 1 October 1999. The requirement shall apply to a spare catalytic converter that will be installed and sold as a spare part as of the said date.
- 3. A vehicle of category  $M_1$  or  $N_1$  may notwithstanding Section 46, paragraph 5 or Section 47, paragraph 5 be type inspected as of the new type or type approved and entered into force before 1 October 1999.

The implementing provisions of Decree 22 April 1999/510 shall read as follows:

*This Decree shall enter into force on 1 May 1999. The Decree shall apply to a vehicle or transport equipment that is type inspected as of the new type or type approved on 1 October 1999 or thereafter, and to a vehicle or transport equipment that is first entered into use on 1 October 2002 or thereafter.*

The implementing provisions of Decree 18 June 1999/754 shall read as follows:

- 1. This Decree shall enter into force on 28 June 1999. However, Section 27 a shall enter into force 1 December 1999.
- 2. Unless otherwise enacted, the Decree shall apply to a vehicle and transport equipment introduced on the date of entry into force of the Decree or thereafter. If the provisions below relate to the entry into

*force concerning type inspection of type approval only, a vehicle that meets the requirements in force as this Decree enters into force may be entered into service after this Decree has entered into force.*

*3. Section 6, paragraph 1 of the Decree shall apply to an agricultural tractor that is type inspected as of the new type or type approved on 1 October 2004 or thereafter.*

*4. Section 39, paragraph 3 of the Decree shall apply to a motor vehicle that is type inspected as of the new type or type approved on 1 October 2000 or thereafter.*

*5. Section 43 b, paragraph 4 and Section 219, paragraph 3 of the Decree shall apply to a vehicle that is entered into service for the first time on 1 April 2000 or thereafter.*

*6. Section 46 of the Decree shall apply to vehicles that are EC approved and to be type inspected as of the new type and entered into services for the first time as enacted by the Directive 70/220/EEC as amended by Council Directives 74/290/EEC, 83/351/EEC, 88/76/EEC, 88/436/EEC, 89/458/EEC, 91/441/EEC and 93/59/EEC and European Parliament and Council Directives 94/12/EC, 89/491/EEC, 96/44/EC and 98/77/EC, and by 88/77/EEC as amended by Council Directive 96/1/EC.*

*7. A vehicle of category N<sub>1</sub> may not withstanding Section 63, paragraph 1 be converted or entered into service before 1 July 1999, if the vehicle meets the requirements in force as this Decree enters into force.*

The implementing provisions of Decree 18 June 1999/757 shall read as follows:

*This Decree shall enter into force on 30 June 1999.*

*This Decree shall apply to safety equipment that are entered into service for the first time after this Decree has entered into force.*

The implementing provisions of Decree 3 September 1999/882 shall read as follows:

*This Decree shall enter into force on 15 September 1999.*

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Done in Helsinki 4 December 1992

**President of the Republic**

**MAUNO KOIVISTO**

Minister of Transport and Communications  
Ole Norrback