

Structure and equipment of two- or three-wheel vehicles, quadricycles, light electric vehicles, their trailers and light automatic goods transporters

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Background to the Regulation and its legal basis

Background

A light automatic goods transporter (KAT) is a new vehicle category introduced in the amendment to the Vehicles Act on 1 April 2023. Under a regulation issued by Traficom on 1 January 2024, more detailed technical requirements were established pursuant to authorisation under the Vehicles Act.

As both the vehicle category and its use in Finnish traffic are new, the Finnish Transport and Communications Agency (Traficom) has been monitoring the possible need for amendments to the Regulation as technology and services develop.

In this regulatory project, the permitted masses for light automatic goods transporters would be expanded in relation to the speed used. In practice, the current requirement has been found to hinder the use of light automatic goods transporters and the development of their operation.

A technical definition of the design speed and engine power of a light electric vehicle and a light automatic goods transporter would be introduced to clarify interpretation issues that have arisen. A definition of engine power would also be added for electrically assisted bicycles and motorised bicycles .

The Regulation would take into account changes made to product safety requirements.

No other changes would be made to the content of the regulation in this project, except for possible corrections due to linguistic issues or factual errors.

Legal basis:

With this Regulation, the Finnish Transport and Communications Agency issues further provisions on the structure and equipment of two- or three-wheel vehicles, quadricycles, light electric vehicles, their trailers and light automatic goods transporters. The authority to issue regulations is based on section 13(8), sections 16 and 49; section 139(6), and section 144(4) of the Vehicles Act (82/2021) and the new section 29a.

The Finnish Transport and Communications Agency has, under section 13(8) of the Vehicle Acts, the authority to issue more detailed regulations concerning requirements for the structure and

characteristics of vehicles; requirements for vehicle systems, components, separate technical units, parts and equipment; requirements for the bodywork and cargo spaces of vehicles used for transporting goods; attachment points used for securing loads; as well as the protective structures, fasteners and securing devices and equipment used for lashing and securing loads.

According to section 29a of the Vehicles Act, the Finnish Transport and Communications Agency has the authority to stipulate the requirements concerning the masses, dimensions, reflectors, lights, brakes and audible warning devices of light automatic goods transporters. In addition, section 16 of the Vehicle Act authorises the Finnish Transport and Communications Agency to prescribe the threshold values for noise and emissions applicable to the approval of vehicles, and thus also to light automatic goods transporters.

The Regulation repeals the Transport and Communications Agency Regulation of 05/12/2023 concerning the structure and equipment of two- or three-wheel vehicles, quadricycles, their trailers and light electric vehicles (TRAFICOM/562980/03.04.03.00/2022).

Penalties for non-compliance with the Regulation are laid down in chapter 10 of the Vehicles Act.

Other relevant provisions and regulations

Classification of light automatic goods transporters

Section 29a of the Vehicles Act on light automatic goods transporters stipulates that a 'light automatic goods transporter' means a remotely controlled electric vehicle equipped with an automatic driving system and engines with a combined continuous rated power of no more than 1.00 kW and a maximum design speed not exceeding 15 km/h. The vehicle's structure, controls and equipment must meet the requirements of section 13(2), paragraphs 1 to 5, 10 and 12, and its dimensions and mass must be such that no harm or danger is caused to other road users.

Use of light automatic goods transporters in road traffic

Section 52 of the Road Traffic Act (Driving certain light electric vehicles) provides for the use of light automatic goods transporters on the pavement. Pedestrians shall be given unobstructed access and special care shall be exercised when driving on the pavement, and the speed of the vehicle shall be adapted to ensure that it does not cause any harm or danger to pedestrians.

A light automatic goods transporter is a *vehicle* as defined in the Road Traffic Act; therefore, in addition to the aforementioned section 52, the general provisions of the Road Traffic Act concerning the use of vehicles also apply to it. The technical implementation and use of a light automatic goods transporter must take these regulations into account.

The role of the Regulation regarding requirements for a light automatic goods transporter

The regulation issued by the Finnish Transport and Communications Agency provides more detailed technical requirements for aspects that are not already covered by the Vehicles Act or the Machinery Directive, and for which regulatory authority has been granted in legislation.

Light electric vehicle in the Vehicles Act and the Road Traffic Act

A light electric vehicle is, under section 29 of the Vehicle Act, a vehicle equipped with an electric motor, with a design speed of no more than 25 km/h and a maximum combined continuous rated power of the propulsion motors of no more than 1.00 kilowatts.

The most common light electric vehicles are electric scooters and small scooters primarily intended for off-road use.

The use of a light electric vehicle in traffic means operating the vehicle in traffic.

Devices to assist walking in the Vehicles Act and the Road Traffic Act

Electric mobility devices with a design speed of no more than 15 km/h and a maximum combined continuous rated engine power of no more than 1.00 kilowatts are, under section 1a of the Vehicles Act, not considered vehicles but are classified as devices to assist walking. The user of such a device is defined as a pedestrian under the Road Traffic Act.

A device to assist walking may be visually identical to a light electric vehicle, but if its maximum speed is lower, it does not fall within the scope of the Vehicles Act.

General Product Safety Regulation (EU) 2023/988 (GPSR) Regulation (EU) 2023/988 of the European Parliament and the Council on general product safety has been in effect since 13 December 2024. The Regulation became applicable after the entry into force of the current version of this regulation.

Manufacturers, importers, and distributors must ensure that vehicles within the scope of the regulation are safe and compliant with the requirements of the General Product Safety Regulation when making them available to consumers. The GPSR does not impose obligations on other parties, such as private individuals who manufacture a vehicle for their own use.

The vehicle categories within the scope of this regulation are also covered by the GPSR, excluding L-category vehicles that have been approved in accordance with the requirements of the framework regulation or that have been subject to a registration inspection in accordance with the exemptions set out in Annex 1 of this regulation, as in such cases they are subject to other specific legislation.

As an exception, an individually manufactured motorised bicycle (L1e-A) sold or otherwise supplied to a consumer is nevertheless within the scope of the GPSR if its approval for road use makes use of the exemptions provided under the Vehicle Act and this regulation, and it is approved for road use by meeting the requirements applicable to bicycles.

Legislation on the safety of machinery in vehicles within the scope of the regulation

Directive 2006/42/EC of the European Parliament and of the Council on machinery and amending Directive 95/16/EC, **known as the Machinery Directive, also covers light automatic goods transporters and light electric vehicles**. The Directive contains general safety requirements for machinery. The Directive has been implemented nationally in Finland by the Government Decree on the Safety of Machinery (400/2008), the 'Machinery Decree'.

The Machinery Directive and the National Machinery Regulation will be repealed by Regulation (EU) 2023/1230 of the European Parliament and of the Council on 20 January 2027.

Machinery complying with these statutes shall be designed and constructed in accordance with the essential health and safety requirements defined in the above-mentioned legislation and, as evidence of this, the manufacturer shall issue a declaration of conformity for the vehicle and affix the CE marking to the vehicle.

Legislation on radio equipment

Among the vehicles covered by the Regulation, a light automatic goods transporter in particular may be equipped with radio equipment.

Radio equipment shall comply with the requirements relating to such equipment. The radio licence for the possession and use of radio transmitters is laid down in chapter 6 of the Act on Electronic Communications Services (917/2014) and the compliance of radio equipment is provided for in chapter 30. In Finland, the conditions for the use of frequencies are specified in the Finnish Transport and Communications Agency's Regulation 4 (Radio Frequency Regulation 4 AD/2023M). The use of a radio transmitter in Finland always requires a radio licence, unless the device is separately exempted from the licence requirement under the Finnish Transport and Communications Agency's Regulation 15 (Collective frequencies and use of licence-exempt radio transmitters). Regulations 4 and 15 are updated at regular intervals. The current regulations can be found in Finlex and the Agency's online service.

Objective of the regulation

The regulation lays down more detailed technical requirements, within and on the basis of the authorisations granted by the Vehicle Act, concerning the structure and equipment of two- or three-wheeled vehicles, quadricycles, light electric vehicles, their trailers, and light automatic goods transporters.

The aim of the regulation is to replace the current two-tier weight limit system with more flexibly applicable weight limits for light automatic goods transporters, while maintaining the impact on road safety at a level equivalent to the current one.

By defining the design speed and power of light electric vehicles and light automatic goods transporters, interpretation issues that have arisen are reduced, as these values have not been defined in more detail in the Vehicles Act. For electrically assisted bicycles and motorised bicycles, interpretation issues have not been significant, but a definition would also be added for these vehicle categories, because it is the same as for the above-mentioned categories.

Drafting of the regulation

The draft Regulation has been prepared by the Finnish Transport and Communications Agency. The decision to start the drafting of the Regulation was published on the website of the Finnish Transport and Communications Agency and notified by email to the bodies registered in the notification list regarding preparation of road transport regulation.

The draft regulation is open for public consultation from 1 April to 15 May 2026. (Lausuntopalvelu.fi)

The draft regulation was notified according to the notification procedure for technical regulations (Directive (EU) 2015/1535 of the European Parliament and of the Council).

Feedback

Feedback from both the agency's internal consultation and the public external consultation will be taken into account in the preparation of the regulation.

Amendments and assessment of the effects of the regulation

The distances travelled by light automatic goods transporters from their point of origin are expected to increase somewhat compared to the current situation. This expands current operating areas and enables better conditions for the introduction of new service areas. As a result, more people will gain access to these services, and car use is expected to decrease.

The average speeds of light automatic goods transporters and the weight of their deliveries are expected to increase following the entry into force of the regulation.

The definitions of design speed and power for electrically assisted bicycles, motorised bicycles, light electric vehicles, and light automatic goods transporters are expected to clarify the market surveillance, sales, and use of these vehicles.

Detailed rationale

1.1 Purpose of the regulation

A note should be added to point 1 of the list stating that the regulatory authority in section 13(3) of the Motor Vehicles Act also applies to light automatic goods transporters.

1.3 Definitions

A definition of bicycle saddle height would be introduced so that the saddle height referred to in section 14 of the Vehicles Act would not remain open to interpretation. The definition would follow those used in bicycle standards. The model for the definition is provided by SFS-EN ISO

8098:2023 (Safety requirements for children's bicycles) and SFS-EN ISO 4210-1:2023 (Safety requirements for bicycles).

2 Requirements in accordance with Directives, EC and EU Regulations, and ECE Regulations

An informational reference to the Regulation of the European Parliament and of the Council on product safety would be added to the paragraph. This regulation imposes obligations on economic operators selling or otherwise supplying vehicles within the scope of this regulation to consumers. A corresponding requirement is already included in the current regulation in the paragraph concerning bicycles, but since the regulation applies to other vehicle categories as well, this is considered a more appropriate placement going forward. The regulation has been applicable since 13 December 2024, i.e. after the entry into force of the current version of the regulation, and is therefore not included in the current regulation. See the point above: Other relevant provisions and regulations.

3.5 Requirements for taximeters (L-category vehicles)

The requirement in this paragraph has already been repealed by regulation TRAFICOM/423523/03.04.03.00/2020, which lays down technical requirements for taximeters. The paragraph has already been amended in the current regulation to indicate that it has been repealed. The entire paragraph would therefore be removed from this regulation as unnecessary.

Deleted paragraph 4.1. General safety requirements (bicycle)

The reference to general safety requirements would be moved to paragraph 2 of the regulation, as its scope covers not only bicycles but also other vehicles within the scope of the regulation. The requirement itself would remain essentially unchanged compared to the previous version.

New paragraph 4.1. - Brake requirement for bicycles not placed on the market or made available on the market

A requirement previously included under the general safety requirements, together with an associated exemption regarding bicycle service brakes, would be given its own separate paragraph. The reference to general safety requirements has been moved to paragraph 2 of the draft regulation.

The title of the paragraph would include an informational reference stating that this paragraph does not apply to bicycles placed on the market or made available on the market, as manufacturers, importers, and distributors must ensure the safety of such bicycles by complying with the EU General Product Safety Regulation. (see Other relevant provisions and regulations)

In harmonised standards concerning bicycle safety, it has long been required that bicycles be equipped with two independent braking systems.

In order to make this requirement clear also to parties not obliged to comply with the General Product Safety Regulation, i.e. in practice private individuals who, for example, build bicycles from parts themselves or modify them, it is considered necessary, according to the assessment of the Finnish Transport and Communications Agency, to include the requirement in the regulation text as is.

However, a derogation would be included in the regulation allowing a bicycle with no more than two gears to be equipped with a single braking system. Such a derogation has long been part of national bicycle requirements. It would continue to allow the use of traditional bicycles, which typically do not have a front brake, to be put into traffic. In addition, several commercially available children's bicycles are equipped with only a front brake.

The braking requirement and the derogation allowing a single brake would remain broadly similar to before. The difference compared to the current regulation would be a return to the wording used in earlier versions of the regulation, where the derogation applied to bicycles with no more than two gears instead of only single-gear bicycles as in the current version. The

change made in the previous regulatory project, which limited the exemption to single-gear bicycles only, has proven to be unnecessary and partly incorrect. A typical two-gear bicycle is a classic bicycle model in which the two gears are integrated into the rear wheel hub. Such bicycles are relatively rare.

The Finnish Transport and Communications Agency notes that bicycles equipped only with a rear brake must not be fitted with a child seat, nor may they be used to tow a trailer.

In addition, it should be noted that particular attention must be paid to the tension and condition of the chain on bicycles equipped only with a coaster (pedal) brake, as a chain slipping off the sprocket or breaking, or any other fault affecting braking will result in the sudden and complete failure of the bicycle's only braking system. It must also be taken into account that the braking efficiency of a bicycle equipped only with a rear brake is lower than that of a bicycle equipped with two brakes.

However, bicycles equipped only with a front brake have not been identified as a particular safety risk in traffic, and therefore the exemption may remain part of the bicycle requirements.

5 Customised individual vehicle belonging to category L1e-A

Requirements for a single-unit manufactured motorised bicycle are, in the current regulation, included as a subparagraph under the paragraph on bicycles, but this would now be elevated into its own higher-level provision.

An L1e-A category motorised bicycle is a vehicle within the scope of Regulation (EU) No 168/2013 of the European Parliament and of the Council, and its legal status differs from that of a non-assisted bicycle and an electrically assisted bicycle. Its requirements derive either from the aforementioned EU Regulation or from this national regulation, and it would therefore be clearer if this vehicle category were separated from bicycles.

The derogation in the regulation has been granted on the basis that the above-mentioned EU Regulation does not apply to *individual vehicle* approvals, and therefore a national alternative to EU requirements may be provided.

The provision would be clarified so that the original intent of the derogation is expressed more clearly than at present. Since the entry into force of the current version of the regulation, the Finnish Transport and Communications Agency has received feedback and questions, as the wording has in some respects caused interpretation issues. Questions have arisen concerning the fitting of combustion engines to motorised bicycles and the legal status of light electric vehicles encountered in traffic enforcement that are equipped with apparently functional pedals.

The proposed addition to the regulatory text is shown in bold and the deleted part as strikethrough: In the deployment of a motorised electronic L1e-A category customised individual bicycle or in converting a ~~bicycle~~ into an **electric** L1e-A category vehicle, the option of the vehicle meeting the requirements for bicycles is allowed.

The aim of this derogation is to enable the introduction into traffic of vehicles similar to electrically assisted bicycles but equipped with higher engine power, without requiring a type-approval process. The maximum assisted speed of the motor is 25 km/h for both electrically assisted bicycles and motorised bicycles.

Since previous paragraph 4.4 has been elevated in the draft into a new higher-level paragraph 5, **the numbering of paragraphs from this point onward would differ** from the numbering in the current regulation.

6.1. (L-category vehicle and bicycle trailer) Tyres

A spelling error would be corrected in the paragraph: täyttää (meets) → täytettävä (must meet).

6.3.2 (L-category vehicle and bicycle trailer) Brake lights

The requirement in the current regulation has been found to be unclear, as it may give the impression that brake lights only activate when the trailer's service brakes are applied, even though the vehicle is intended to be towed rather than used as a self-propelled vehicle. The text would be amended so that the trailer's brake lights must illuminate when the towing vehicle also slows down. In modern motorcycles, brake lights may be activated when the vehicle decelerates by means other than applying the brakes, such as engine braking. The draft requirement would also take this into account.

7. Light electric vehicle

Paragraph 6 of the current regulation, which provides more detailed technical requirements for light electric vehicles, would be divided into new subparagraphs to improve clarity of the text.

Subparagraph 7.1. focuses on lighting and reflectors for light electric vehicles.

No changes have been made in the draft regulation to the requirements concerning lighting and reflectors.

Subparagraph 7.2. would set out provisions on the definition of the design speed of a light electric vehicle.

The maximum permitted design speed (25 km/h) is laid down in the Vehicles Act. The regulation would not have an impact on it. The definition proposed in the regulation is intended to clarify that a light electric vehicle has only one maximum design speed. The definition is an interpretative position of the Finnish Transport and Communications Agency, which would now be written into the regulation for clarity.

Although this is a definition for which the regulation also has a dedicated paragraph, it has been presented as a separate provision in the draft for clarity. The placement of the definition within the regulation will still be reassessed during the preparation process.

According to the definition, an electric mobility device with multiple user-selectable speed modes, any of which exceed 25 km/h, is not considered a light electric vehicle. Such a vehicle may be used on the road as another vehicle category, provided that it meets the requirements of that category. In practice, however, registration as a moped, for example, is not possible unless the vehicle has a type approval obtained by its manufacturer.

Control devices, software, and hardware intended for operation refer to all technology integrated into the vehicle, supplied with it, and used to influence the vehicle's settings at the time of purchase or commissioning, and by which the user can modify or adjust those settings in some way. For example, mobile applications or other connections available to the user that can be used to change the characteristics affecting the vehicle's classification are also considered control devices, software, and hardware intended for operation within the meaning of the regulation. It is irrelevant whether the higher speed setting is placed behind a paywall. In such a case, the setting is still considered to have been made available to the user.

Commercial operators selling electric mobility devices must take this into account when placing vehicles on the market, ensuring that potential software updates do not include changes leading to a change in the vehicle category, such as making a higher speed setting available to the user.

8. Light automatic goods transporter (KAT)

In the explanatory text, for readability, the term "light automatic goods transporter" is in some sections shortened to "transporter" or abbreviated as "KAT".

8.1. (KAT) dimensions and masses

In the current version of the Regulation, the maximum permissible masses are divided into two sections:

- *The maximum laden mass of a light automatic goods transporter with a design speed of not more than 6 km/h is 70.0 kg.*
- *The maximum permissible laden mass of a light automatic goods transporter with a design speed exceeding 6 km/h is 35.0 kg.*

The paragraph of the regulation would be amended so that, instead of two mass limits linked to design speed, the maximum permitted mass may vary according to the maximum driving speed setting.

In future, the masses would no longer be based on design speed, as the vehicle can have only one design speed. The mass limits would be relative to the maximum driving speed setting, which is a configurable value, thereby enabling more flexible use of different mass categories.

The absolute maximum permitted mass would remain 70 kilograms.

The mass values in relation to speed have been derived by interpolating the two mass values in the current regulation in relation to speed, and the resulting values have been rounded to the nearest whole number for simplicity.

The regulation should be interpreted such that if a light automatic goods transporter, when loaded, weighs for example 62 kilograms, its maximum driving speed must be limited to 8 kilometres per hour.

The relationship between mass and speed and collision safety can be illustrated using a table which is otherwise identical to the one in the regulation, but with the addition of the vehicle's kinetic energy at different masses and speeds:

Mass (kg)	Maximum driving speed (km/h)	Kinetic energy (J)
>68-70	6	94.44 - 97.22
>65-68	7	122.88 - 128.55
>60-65	8	148.15 - 160.49
>56-60	9	175.00 - 187.50
>52-56	10	200.62 - 216.05
>48-52	11	224.07 - 242.75
>44-48	12	244.44 - 266.67
>40-44	13	260.80 - 286.88
>35-40	14	264.66 - 302.47
35≤	15	303.82

It can be observed from the table that a light automatic goods transporter already permitted to travel at 15 km/h with a mass of 35 kg still has the highest kinetic energy, and thus also the highest impact energy. For comparison, the kinetic energy of a typical family passenger car with a kerb mass of 1,500 kg travelling at a speed of 15 km/h is 13,000 J, while the kinetic energy of an electric scooter rider travelling at 25 km/h is approximately 2,400 J (25 kg scooter and 75 kg rider).

Although there is a significant difference in injury risk, for example in a collision with a car, the mass values take into account the risk of collisions involving a light automatic goods transporter and pedestrians, especially children and elderly persons, as the transporter is also permitted to travel on pavements.

The maximum mass of 70 kg ensures that a light automatic goods transporter that has stopped for whatever reason and become an obstruction to traffic can, if necessary, be moved aside fully or partially without special tools or lifting equipment.

8.2. (KAT) Service brake

The provisions concerning the backup braking system would be amended by removing references to design speed. The requirement would then apply to all light automatic goods transporters. A clarification would be added to the requirement stating that a motor is also accepted as a backup braking system if its characteristic function is the ability, in the event of interruption of energy supply, to decelerate the vehicle to a stop and to keep it stationary. However, if the vehicle's wheels do not have a direct mechanical connection to the electric motor(s), or if the vehicle is equipped with a free-wheel mechanism, a separate braking system must be installed on the light automatic goods transporter to fulfil this requirement.

8.6 (KAT) Design speed

The maximum permitted design speed of a light automatic goods transporter (15 km/h) is regulated in section 29 of the Vehicles Act, as well as in the Road Traffic Act regarding the use of vehicles in traffic, including the adaptation of speed to different traffic situations.

This paragraph of the regulation would provide a technical definition of the design speed laid down in the Vehicles Act.

The design speed of a light automatic goods transporter would be defined in the same way as for light electric vehicles. That is, it is the maximum speed that the vehicle is capable of achieving by its design. A vehicle cannot have more than one design speed.

In the definition, "use" refers, in the case of a light automatic goods transporter, to the settings available in the vehicle during its normal operation. Settings related to the normal use of the transporter must therefore not allow the design speed to be changed. Design speed is different from operating speed.

For clarity, the definition has been written as part of the requirements for light automatic goods transporters, and its placement will be reassessed during the finalisation stage of the regulation.

9. Continuous rated power of a light automatic goods transporter, a light electric vehicle, a single-unit manufactured motorised bicycle, and an electrically assisted bicycle not placed on the market or made available on the market

Continuous rated power would be defined in the regulation for the following vehicle categories:

- Light automatic goods transporter
- Light electric vehicle
- Single-unit manufactured motorised bicycle (L1e-A)
- Electrically assisted bicycle not placed on the market (self-built, homemade, etc.)

The term “rated maximum continuous power” is mentioned in the following legislation:

- Under section 28 of the Vehicles Act, a bicycle may be equipped with electric motors *with a total continuous rated power* of no more than 250 watts, which operate only while pedalling and cut off at the latest when a speed of 25 kilometres per hour is reached (electrically assisted bicycle).
- Under section 29 of the Vehicles Act, the *maximum combined continuous rated power* of a light electric vehicle is no more than 1.00 kilowatts.
- Under section 29a of the Vehicles Act, the *maximum combined continuous rated power* of a light automatic goods transporter is no more than 1.00 kilowatts.
- According to paragraph 4.4 of this regulation, the total *continuous rated power* of the electric motors of a single-unit manufactured L1e-A category vehicle (motorised bicycle) may be no more than 1 kW.

The requirements for the maximum continuous rated power of electrically assisted bicycles placed on the market are found in product safety standards linked to the General Product Safety Regulation, and therefore this regulation would be limited in this respect to electrically assisted bicycles not placed on the market. An example of such a case is a bicycle converted into an electrically assisted bicycle for personal use, or a fully self-built electrically assisted bicycle. Operators selling electric conversion kits must take these requirements into account.

The definitions of these power values have been unclear for the vehicles concerned, as they have not been explicitly defined in any legislation to date.

The regulation would provide options for determining continuous rated power and answers the question: “How is power measured?”

The first option is to comply with the definition laid down, among others, for L-category vehicles in Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles. At present, the methods are listed in Annex X, Appendix 3 of the delegated regulation (EU) 134/2014 to the above-mentioned framework regulation.

The methods mentioned in the regulation are the 30-minute maximum power defined in United Nations Economic Commission for Europe (UNECE) Regulation No. 85, or, if the vehicle is physically unable to reach the speed required in the 30-minute maximum power test procedure, the 15-minute maximum power measurement may be used as an alternative. The regulation would allow the use of these methods without a specific requirement to demonstrate the suitability of the method. The method may therefore be freely chosen by the manufacturer or other economic operator placing the product on the market. If new alternative methods are added in the future to the relevant regulation, they would also be directly applicable due to the wording of this regulation, and therefore the alternatives have not been written explicitly into the text of the regulation.

The second option is to follow the method laid down in standard SFS-EN 60034-1:2010 or its later version. This standard and its method are widely used in various electric vehicle standards. It is referred to, for example, in the electric bicycle standard SFS-EN 15194:2017 + A1:2023 and is therefore the same method that would apply to electrically assisted bicycles placed on the market under the General Product Safety Regulation.

Electrically assisted bicycles, single-unit manufactured bicycles, light electric vehicles, and light automatic goods transporters are not subject to approval or registration requirements under the Vehicles Act, and therefore operators manufacturing or placing such vehicles on the market are

not required to measure this power value separately, but compliance with the requirement must be ensured. Compliance with the requirement must be demonstrable to market surveillance authorities if required.

The measurement methods in UNECE Regulation No. 85 and in standard SFS-EN 60034-1 allow the maximum power of a motor to be momentarily higher than the continuous rated power determined by the measurement. A simple way to ensure compliance with the requirement is to implement power transmission controls using a solution in which the motor controller's power limitation keeps the maximum power at 1,000 watts, so that no exceedances can occur. In solutions that allow momentary power peaks, the requirements of the regulation must be taken more carefully into account in the design of the vehicle's power transmission.

Annex 1

Annex 1, column 5 of the table would be corrected by adding the reference "individually imported", as the table and the respective column are essential for the registration inspection of individually imported motorcycles. The term has been omitted from the table in error.

Regulation timetable/entry into force

- Estimated entry into force of the Regulation 1 August 2026