Issued:	Date of entry into force:	In force:
dd Month 2026	dd Month 2026	until further notice

Legal basis:
Vehicles Act (82/2021), sections 13(8), 16, 29a, 49, 139(5), 144(2).
Act on Transport Services (320/2017), section 221,

Penalties for non-compliance with the regulation are laid down in:
Vehicles Act (82/2021), Chapter 10

Implementing EU legislation:

Amendment information:
Repeals the Transport and Communications Agency Regulation of 5 December 2023 concerning the construction and equipment of two- or three-wheel vehicles, quadricycles, their trailers and light electric vehicles (TRAFICOM/562980/03.04.03.00/2022)

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

Contents

1 General

1.1 Purpose of the Regulation

With this Regulation, the Finnish Transport Safety Agency issues the following under the Vehicles Act (82/2021):

1) the provisions referred to in section 13 concerning requirements for the structure, features, control devices and equipment of automatic goods transporters, two and three-wheel motor vehicles, quadricycles, their trailers and light electric vehicles, the requirements for the vehicle identification number and manufacturer’s plate, and systems, components, separate technical units, parts and equipment;

2) the further provisions referred to in section 16 concerning technical requirements for components and features in relation to restricting the impact on energy and the environment of category L vehicles;

3) the further regulations referred to in section 49 concerning the practical implementation of the procedures to be followed when demonstrating conformity in the context of national small series type-approvals of category L vehicles;

4) more detailed regulations referred to in § 139(5) concerning the practical implementation of demonstrating conformity of an L-category vehicle in registration inspection;

5) the further provisions referred to in section 144, subsection 2 concerning the practical implementation of the demonstration of conformity of an L-category vehicle in a modification inspections;

6) the further provisions referred to in section 29a, subsection 2 concerning the dimensions, masses, lights, reflectors, audible warning device and brakes of a light automatic goods transporter.

1.2 Scope

This Regulation applies to L-category vehicles, bicycles, light electric vehicles, their trailers and light automatic goods transporters.

This Regulation does not apply to the technical requirements and fitting requirements of signal and warning lights, work or auxiliary lights, audible signalling devices of emergency vehicles or the reflectors or reflecting markings or certain types of vehicles. This Regulation also does not apply to studded tyres or combined non-studded and studded tyres for trailers of L-category vehicles.

1.3 Definitions

In addition to the definitions contained in section 2 of the Vehicles Act, the following definitions are applied in this Regulation:

1) the *planned operating area* means operating conditions where a light automatic goods transporter is specially designed to operate, including, but not limited to, environmental, geographical and time constraints and/or requiring or excluding certain traffic or road conditions;

2) *a customised individual vehicle* within the meaning of section 45 of the Vehicles Act means a customised individual vehicle or one imported as such for road transport;

3) the *seat height* of a bicycle means the maximum saddle height measured perpendicular from the ground to the highest point of the seating surface, when the saddle is in a horizontal position and the seat post is adjusted to its highest permitted position.

2 REQUIREMENTS IN ACCORDANCE WITH DIRECTIVES, EC AND EU REGULATIONS AND ECE REGULATIONS

At the time of type-approval and when first entered into service, L-category vehicles and their systems, components and separate technical units shall meet the requirements of 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, and the requirements of the Commission Regulations issued by virtue thereof.

If the Directives, EC Regulations, EU Regulations or ECE Regulations regarding L-category vehicles permit the type-approval authority to grant exemptions from the requirements, the same exemptions may also apply to registration inspections and modification inspections.

Regulation (EU) 2023/988 of the European Parliament and of the Council applies to products supplied to consumers that are placed on the market or otherwise made available, insofar as there are no specific provisions in Union law governing the safety of those products that pursue the same objective. When products are subject to specific safety requirements laid down in Union legislation, the Regulation shall apply only to the aspects and risks or categories of risks not covered by those requirements.

3 NATIONAL REQUIREMENTS FOR L-CATEGORY VEHICLES

3.1 Advance warning triangle

The advance warning triangle must comply with the requirements of the original version or a more recent amendment series of ECE Regulation No 27, or the original version or a more recent amendment series of ECE Regulation No 150.

Conformity of an advance warning triangle may be demonstrated in accordance with indication method E referred to in Annex 1.

3.2 Slow-moving vehicle sign

A slow-moving vehicle sign within the meaning of section 103 of the Road Traffic Act (729/2018) shall be placed in the centre or on the left-hand side of the length-wise centre line of the vehicle and facing backwards with a deviation of no more than 10°. The sign shall have one point facing upwards and be at a height of not less than 0.25 metres measured from the bottom edge and not more than 1.50 metres from the ground. The sign shall not extend horizontally or vertically beyond the outer dimensions of the vehicle, nor shall it even partially cover a mandatory light, reflector, or registration plate. The sign must comply with the requirements of amendment series 01 or a more recent amendment series of ECE Regulation No 69, or the original version or a more recent amendment series of ECE Regulation No 150.

Conformity of the sign may be demonstrated in accordance with indication method E referred to in Annex 1.

3.3 Protective helmet

The approved types of protective helmets referred to in section 92 of the Road Traffic Act are helmets type-approved in accordance with amendment series 04 or a more recent amendment series of ECE Regulation No 22, as well as helmets that meet the requirements of standard FMVSS 218.

3.4 Taxi rooflight

The provisions on taxi rooflights of category M and N vehicles laid down in the Vehicles Act apply to taxi rooflights.

4 BICYCLE

4.1 Service brake of a bicycle not placed and made available on the market

A bicycle shall be fitted with two braking devices that operate independently of each other.

However, by way of derogation, one braking device is permitted for the service brake of a bicycle with a maximum of two gears, which is not intended to carry a passenger or tow a trailer.

4.2 Reflectors

A bicycle shall have front and rear reflectors as well as side reflectors. Side reflectors shall be fitted on each side at the front and rear of the bicycle.

The front reflectors shall be white, the rear reflector red, and the side reflectors either white or amber.

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

The front, side and rear reflectors must comply with the requirements of either Directive 76/757/EEC, as amended by Directive 97/29/EC, for Class IA, IB or IV A, the requirements of amendment series 02 or a more recent amendment series of ECE Regulation No 3, or the original version or a more recent amendment series of ECE Regulation No 150, or the requirements of standard SFS ISO 6742-2 or subsequent version thereof in effect at the time of entry into force of this Regulation.

The side reflector may also be a retroreflective tyre of the colour and reflectivity that comply with the requirements of ECE Regulation No 88 or a type 3 mounted reflector in accordance with the standard SFS-EN 13356:2001. A bicycle may be fitted with amber pedal reflectors.

A bicycle may be fitted with other reflectors and reflective material, provided that they do not lessen the effectiveness of the mandatory lights and signal lights.

In terms of bicycle reflectors and the fitting thereof, the requirements for a moped or a powered bicycle of category L1e–A may be used as an alternative.

4.3 Lights

A bicycle may be fitted with one or more forward-facing lights emitting a white or light-yellow light.

A bicycle may be fitted with one or several rear-facing lights emitting a red light.

The locations of these forward- or rear-facing lights may deviate laterally from the centre line of the bicycle.

A bicycle may be fitted with pairs of indicator lights emitting a yellow or amber light. These indicator lights shall be of the type that flash, and they shall be installed symmetrically in relation to the longitudinal centre line of the bicycle. A bicycle may also be fitted with pairs of other side-facing lights emitting a yellow or amber light.

Lights may be replaced with lights with corresponding characteristics that are attached to the cyclist.

In terms of bicycle lights and the installation thereof, the requirements for a moped or a powered bicycle of category L1e–A may be used as an alternative.

5 CUSTOMISED INDIVIDUAL VEHICLE OF CATEGORY L1e-A

In the deployment of a motorised electronic L1e-A class customised individual bicycle or in the conversion of a bicycle into an electric L1e-A class vehicle, the option of the vehicle meeting the requirements for bicycles is allowed. However, by way of derogation from the requirements for a bicycle, vehicles of category L1e-A shall always have at least two braking devices, the combined continuous rated power of electric motors shall not exceed 1 kW in total, and the electric motors are also allowed to operate on a non-pedal basis. The electric motors shall be switched off when the speed reaches 25 km/h.

6 L-CATEGORY VEHICLE AND BICYCLE TRAILER

6.1 Tyres

The tyres of motorcycles and tricycle and quadricycle trailers, excluding retreaded tyres and studded tyres, shall be type-approved in accordance with Directive 92/23/EEC, amendment series 02 or a more recent amendment series of ECE Regulation No 30, or the original version or a more recent amendment series of ECE Regulation No 75, or meet the requirements of FMVSS standard No 109.

6.2 Coupling devices

The coupling devices of trailers of L-category vehicles and bicycle trailers shall be durable and appropriate. The coupling shall be secured with a device preventing accidental disconnection.

6.3 Lights and reflectors

The trailer of an L-category vehicle or bicycle shall be fitted with front, side and rear reflectors. In addition, the trailer of a motorcycle, tricycle, quadricycle or light quadricycle shall be fitted with indicator lights, rear lights and brake lights. If the width of the bicycle trailer does not exceed 0.50 m, it does not need to have a front reflector.

The front reflectors shall be white, the rear reflector red, and the side reflectors either white or amber.

The trailer of an L-category vehicle and bicycle may be fitted with front, brake, direction indicator, back and side lights.

Lights and reflectors shall be fitted in pairs and symmetrically in relation to the longitudinal centre line of the trailer. However, for trailers with a width of no more than 0.8 metres, only one brake light, rear light and rear reflector is required.

Forward-facing or rear-facing reflectors and lights, if present in pairs, shall be fitted on the trailer of an L-category vehicle or a bicycle at a distance of no more than 0.15 metres from the side of the trailer and at a height of at least 0.25 metres. Lights may be fitted at a height of no more than 1.20 metres and front and rear reflectors at a height of no more than 0.90 metres.

A bicycle trailer may be fitted with other reflectors and reflective material, provided that they do not lessen the effectiveness of the mandatory lights and signal lights.

The requirements for category O trailer lights and reflectors may be used as an alternative in terms of the lights and reflectors of trailers of L-category vehicles and bicycles and the installation thereof.

6.3.1 Direction indicators

Direction indicator lights shall emit a flashing amber light.

The mandatory direction indicator lights shall be at least 150 mm apart on the sides of the vehicle. The mandatory direction indicator lights shall not be located at a longitudinal distance of more than 0.30 metres from the rear of the trailer.

6.3.2 Brake lights

Brake lights on the trailer of a motorcycle, tricycle, quadricycle and light quadricycle shall emit a rear-facing red light. The light shall operate simultaneously with the brake lights of the towing vehicle. The intensity of the brake light shall be considerably higher than that of the rear light.

Brake lights shall not be located at a longitudinal distance of more than 1.0 metres from the rear of the trailer.

6.3.3 Rear lights

Rear lights on the trailer of a motorcycle, tricycle, quadricycle or light quadricycle shall emit a rear-facing red light. Rear position lights shall be connected in such a way that they operate simultaneously with the front position lights, dipped-beam headlights and full-beam headlights of the towing vehicle.

Rear lights shall not be located at longitudinal distance of more than 1.0 metres from the rear section of the trailer.

6.3.4 Reflectors

Front reflectors on the trailer of an L-category vehicle or a bicycle shall be white, rear reflectors shall be red and side reflectors shall be amber or white. Rear reflectors on the trailer of an L-category vehicle shall be triangular and mounted so that one tip of the triangle points upwards. No requirement is stipulated for the shape of the rear reflectors for a bicycle trailer. Other reflectors shall not be triangular in shape.

Front and rear reflectors shall be fitted with a deviation of no more than 10° and facing straight forwards or straight backwards. If the structure of a trailer with a width of less than 0.80 m does not permit mounting the front reflector as described above, the horizontal deviation may not exceed 30° outwards of the vehicle and the vertical deviation may not be more than 30° upwards. Rear reflectors shall not be located at longitudinal distance of more than 1.0 metres from the rear section of the trailer. Side reflectors shall face to the side.

Reflectors shall meet the requirements of Directive 76/757/EEC, as amended by Directive 97/29/EC, amendment series 02 or a more recent amendment series of ECE Regulation No 3, or the original version or a more recent amendment series of ECE Regulation No 150. The rear reflector of a bicycle trailer may also be made of a class C reflective material that complies with the original version or a more recent amendment series of ECE Regulation No 104, or the original version or a more recent amendment series of ECE Regulation No 150. The surface area of the reflecting material shall be at least 0.25 cm^2.

Retroreflecting tyres that meet the requirements of ECE Regulation No 88 and type 3 mounted reflectors in accordance with standard SFS-EN 13356:2001 are also accepted as side reflectors for a bicycle trailer.

6.4 Slow-moving vehicle sign

A slow-moving vehicle sign within the meaning of section 103 of the Road Traffic Act shall be placed in the centre or on the left-hand side of the central line of a tricycle moped or a light quadricycle trailer and facing backwards with a deviation of no more than 10°. The sign shall have one point facing upwards and be at a height of not less than 0.25 metres measured from the bottom edge and not more than 1.50 metres from the ground. The sign shall not extend horizontally or vertically beyond the outer dimensions of the trailer, nor may it even partially cover a mandatory light or reflector. The sign must comply with the requirements of amendment series 01 or a more recent amendment series of ECE Regulation No 69, or the original version or a more recent amendment series of ECE Regulation No 150.

6.5 Mudguards

In terms of their required length, the mudguards of a trailer for a motorcycle, tricycle, quadricycle or light quadricycle shall be at least equal to the width of the tyre and reach at least 60° to the front of the vertical plane passing through the axle of the wheel and at least 90° to the rear of it when the trailer is unladen. Other structures of the vehicle may function as a mudguard partly or fully if the wheel is covered in accordance with the requirements described above.

7 LIGHT ELECTRIC VEHICLE

7.1 Lights and reflectors

A light electric vehicle intended to be driven in the conditions referred to in section 49, subsection 2 of the Road Traffic Act shall be fitted with a forward-facing light emitting a white or light-yellow light and light emitting red light in the rear direction and a visible reflector. The requirements for a bicycle specified in section 4.3 above shall apply to the light fitting. The reflector may also be attached to the driver of a light electric vehicle.

A light electric vehicle may also be fitted with other lights or reflectors permitted for a bicycle or an L-category vehicle.

A light electric vehicle may be fitted with other reflectors and reflective material, provided that they do not lessen the effectiveness of the mandatory lights and signal lights.

The provisions of Chapter 5 above on bicycle trailer lights and reflectors shall apply to the trailer of a light electric vehicle.

7.2 Design speed

The design speed of a light electric vehicle is the maximum speed the vehicle can achieve using its own propulsion.

The design speed of a light electric vehicle must not be alterable by means of the controls, software or equipment intended for operating the vehicle.

8 LIGHT AUTOMATIC GOODS TRANSPORTER

8.1 Dimensions and masses

The maximum permissible laden width of a light automatic goods transporter is 65.0 cm, the maximum permissible height when loaded is 80.0 cm, and the maximum permissible laden length is 80.0 cm.

The light automatic goods transporter may have a flexible or articulated vertical bar for the installation of lights, reflectors and a safety flag, with a width of not more than 3.0 cm. The bar and the lights, reflectors and/or safety flag attached to it are not included when determining the maximum height. However, the maximum height of the upper end of the bar measured above the ground is no more than 150.0 cm and the maximum projected area of the safety flag is 375.0 cm².

The maximum permissible mass of the light automatic goods transporter shall be 70 kg. The maximum permissible unladen mass varies according to the maximum speed setting:

Mass (kg)	Maximum speed setting (km/h)
>68–70	6
>65-68	7
>60-65	8
>56-60	9
>52-56	10
>48-52	11
>44-48	12
>40-44	13
>35-40	14
35≥	15

8.2 Service brake

The service brake of the light automatic goods transporter shall ensure sufficient deceleration and the stability of the parked vehicle.

An electric motor designed to ensure sufficient deceleration and stability of the vehicle is also accepted as the service brake on a light automatic goods transporter.

A light automatic goods transporter moving without a driver shall be equipped with devices enabling it automatically and immediately to stop and remain in place:

1. if it comes into contact with a person or obstacle;
2. if the light automatic goods transporter is not within the intended area of operation;
3. if a failure or malfunction related to the safety of the control system is detected;
4. if it is given a stop signal.

A light automatic goods transporter shall be equipped with a secondary braking system for deceleration, stopping and standstill to ensure safe operation in the event of failure of the service brake or failure of its energy supply. A backup braking system may be an electric motor that, in the event of a loss of energy supply or failure of the service brake, slows the vehicle to a stop and is capable of keeping it stationary.

The service brake or secondary braking system of a light automatic goods transporter with a design speed exceeding 6 km/h shall not affect only the wheels or rollers on the rear of the transverse centreline of the vehicle.

8.3 Lights

The light automatic goods transporter shall be equipped with a light emitting a white or light-yellow light forward and one emitting a red light to the rear. Several of these lights may be used. The lights must emit continuous light whenever the goods transport vehicle is moving and when it is at a standstill.

Front and rear position lights shall be installed at a height of at least 0.15 m above the ground. A light automatic goods transporter may have an even number of yellow or amber direction indicator lights. These direction-indicator lights shall be of the type that flash and they shall be fitted symmetrically with respect to the longitudinal centreline of the light automatic goods transporter.

A light automatic goods transporter may be equipped with other side-facing lights emitting a continuous yellow or amber light.

The lights shall be installed in such a way that they do not cause disturbing glare or disturbance to other road users.

8.4 Reflectors

A light automatic goods transporter must have a front, side and rear reflector. The front and side reflectors may be white or amber. The rear reflector may be brownish yellow or red. The rear reflector shall not be in the shape of a triangle.

The reflectors must be installed at a height of at least 0.15 m above the ground.

A light automatic goods transporter may have other reflectors and reflective material provided that they do not impair the effectiveness of the mandatory lighting and signalling devices.

8.5 Audible warning device

The sound level of the audible warning device at a distance of 2.0 m and 1.0 m above the ground, using a fast time constant, shall not be less than 75 dB(A) or exceed 95 dB(A).

The sound produced by the audible warning device shall be continuous and of even pitch.

8.6 Design speed

The design speed of a light electric vehicle is the maximum speed the vehicle can achieve using its own propulsion.

The design speed of a light electric vehicle must not be alterable by means of the controls, software or equipment intended for operating the vehicle.

9 CONTINUOUS RATED POWER OF A LIGHT AUTOMATIC GOODS TRANSPORTER, A LIGHT ELECTRIC VEHICLE, A CUSTOMISED INDIVIDUAL POWERED BICYCLE AND AN ELECTRIC-ASSISTED BICYCLE NOT MADE AVAILABLE ON THE MARKET

The continuous rated power of a light automatic goods transporter, a light electric vehicle, a customised individual powered bicycle and an electric-assisted bicycle not made available on the market shall be:

1) the maximum continuous rated power in accordance with 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; or

2) the maximum continuous rated power measured in accordance with standard SFS-EN 60034-1:2010 or a more recent version.

All testing methods permitted under Regulation (EU) No 168/2013 that are applicable to the vehicle in question are accepted as the method referred to in point 1.

10 NOISE AND EMISSION LIMIT VALUES APPLICABLE FOR THE APPROVAL OF BICYCLES, LIGHT AUTOMATIC GOODS TRANSPORTERS, ELECTRIC VEHICLES AND CUSTOM POWERED BICYCLES

Bicycles, custom powered bicycles, light automatic goods transporters and light electric vehicles or their energy storage shall not cause in-service combustion or evaporation emissions or noise significantly higher than rolling noise.

However, a light automatic goods transporter may be equipped with a sound system through which it can communicate to its immediate surroundings. The volume of communication should correspond to the volume of human speech. Communications must be related to the operating instructions for transport or the use of the light automatic goods transporter in traffic.

11 CONFORMITY OF REMOVAL VEHICLES AND OF CERTAIN OTHER VEHICLES

The lights of L-category vehicles imported as removal goods, currently or previously in the possession of a member of a foreign representation or diplomatic corps, acquired from outside Finland as an inheritance or acquired through a will, or acquired through a Finnish Customs auction or other auction organised by the State, need not meet the requirements of Chapter 2. The number of lights, the colour of the light emitted by the lights, and the direction of the dipped-beam headlights shall meet the requirements in force in Finland at or following the time the vehicle was first entered into use. Rear direction indicator lights may, however, emit a flashing red light.

An L-category vehicle manufactured in large series for the markets in the EEA countries and structurally unmodified, which was imported as a second-hand vehicle and has not been subject to the requirement for the EC or EU type-approval at the time it was first used need not comply with the requirements specified in Chapter 2 above, if the vehicle meets the mandatory equipment and operational requirements referred to in section 12 of the Vehicles Act (82/2021).

Annex 1 National exemptions for L-category vehicles

The conformity of a small series type-approved, customised individual or imported vehicle and individually manufactured vehicle in categories L3e, L4e and L5e may be demonstrated in the registration inspection and modification inspection in accordance with Table 1. The table also applies to national small series type-approval. The requirements of the Directives and EU Regulations mentioned in the Table apply as they are in force at the time the vehicle is first entered into use or later, unless otherwise specified in the Table. The requirements of the Directives and EU Regulations mentioned in the Table apply as they are in force at the time the vehicle is first entered into use or later, unless otherwise specified in the Table.

The exemptions from the technical implementation of the demonstration of conformity shown in Table 1 may be applied in national small series type-approvals, modification inspections, registration inspections of vehicles other than EC or EU type-approved vehicles that are entered into service for the first time and registration inspections of vehicles other than EC or EU type-approved vehicles.

Table No 1

Article	**Subject**	**Directive or EU Regulation number**	**Small series type-approval**	**Registration inspection and modification inspection of individually imported, small series type-approved and customised individual vehicles or imported customised vehicles**	**Registration inspection and modification inspection of a customised individual vehicle in category L3e, L4e and L5e**
18	Maximum torque and maximum net power of engine	95/1/EC (EU) No 134/2014	C	E	E[xx]
19	Prevention of the tuning of mopeds and motorcycles	97/24/EC CHAPTER 7 (EU) No 44/2014	A	H (mopeds) C (motorcycles)	C
20	Fuel tank	97/24/EC CHAPTER 6 (EU) No 44/2014	B	B[i]/I/E[ii]	B[i]/I/E[ii]
25	Maximum design speed	95/1/EC (EU) No 3/2014	A limited speed C speed is not limited	H limited speed not applicable, if speed not limited	not applicable
26	Masses and dimensions	93/93/EEC (EU) No 44/2014	C	C[iii]	C[iii]

Article	Subject	Directive or EU Regulation number	Small series type-approval	Registration inspection and modification inspection of individually imported, small series type-approved and customised individual vehicles or imported customised vehicles	Registration inspection and modification inspection of a customised individual vehicle in category L3e, L4e and L5e
27	Coupling devices and attachments	97/24/EC CHAPTER 10 (EU) No 44/2014	B	B/I	C
28	Measures to counter air pollution	97/24/EC CHAPTER 5 - 2002/51/EC - 2003/77/EC - 2005/30/EC[4a] - 2006/120/EC[4a] - 2009/108/EC (EU) No 134/2014	A	H/E[iv]/I/B[v] X[vi]	E[iv,vii]
29	Tyres	97/24/EC CHAPTER 1 (EU) No 3/2014	B installation X components	E installation X components	E installation X components
31	Braking system	93/14/EEC (EU) No 3/2014	A	H[viii]/I[ix]	H[viii]
32	Fitting a vehicle with lights and signal lights	2009/67/EC (EU) No 3/2014	B installation X components	E/I installation[x] X/I components	E installation[xi] X/I components
34	Audible warning device	93/30/EEC (EU) No 3/2014	E	E	E
35	Location of the rear registration plate and its space	2009/62/EC (EU) No 44/2014	E	E	E
36	Electromagnetic compatibility	97/24/EC CHAPTER 8 (EU) No 44/2014	A electronic sub-assembly C vehicle	B electronic sub-assembly C/I vehicle[xii]	B electronic sub-assembly C/I vehicle[xii]
37	Noise level and exhaust system	97/24/EC CHAPTER 9 (EU) No 134/2014	A	H[xiii]/I/B[v]/E[xiv] X[xv]	E[vii]
38	Rear mirror(s) and rear visibility	97/24/EC CHAPTER 4 (EU) No 3/2014	B installation X components	E installation X/I components	E installation X/I components
39	External projections	97/24/EC CHAPTER 3 (EU) No 44/2014	E	E	E

Article	Subject	Directive or EU Regulation number	Small series type-approval	Registration inspection and modification inspection of individually imported, small series type-approved and customised individual vehicles or imported customised vehicles	Registration inspection and modification inspection of a customised individual vehicle in category L3e, L4e and L5e
40	Stand	2009/78/EC (EU) No 44/2014	B	E	E
41	Devices to prevent unauthorised use	93/33/EEC (EU) No 44/2014	B	E	E
42	Windows, windscreen wipers and washers, and defrosters and demisters for vehicles with bodywork	97/24/EC CHAPTER 12 (EU) No 3/2014	E	E	E
43	Passenger handholds and footrests	2009/79/EC (EU) No 44/2014	B	E	E footrests not applicable to handholds
44	Seat belts and their anchorages in vehicles with bodywork	97/24/EC CHAPTER 11 (EU) No 3/2014	B	H/I	H seat belts C seat belt anchorages
45	Speedometer	2000/7/EC (EU) No 3/2014	B	E	E
46	Recognition of control devices, detectors and indicators	2009/80/EC (EU) No 3/2014	E	E	not applicable
47	Statutory markings	2009/139/EEC (EU) No 901/2014	E	E	E
48	Electrical safety of hybrid and electric vehicles	(EU) No 3/2014	H	H/I[xvi]	H[xvii]
49	A statement by the manufacturer on the endurance testing of systems, components and equipment critical to functional safety	(EU) No 3/2014	B	not applicable	not applicable
50	Front and rear protective structures	(EU) No 3/2014	C	E	E
51	Roll-over protective structure (ROPS) for category L7e–B2 vehicles	(EU) No 3/2014	A	H	not applicable
52	Seating positions (saddles and seats)	(EU) No 3/2014	C	E/I	E[xviii]/I
53	Manoeuvrability, cornering properties and turnability	(EU) No 3/2014	C	C	E[xix]

Article	Subject	Directive or EU Regulation number	Small series type-approval	Registration inspection and modification inspection of individually imported, small series type-approved and customised individual vehicles or imported customised vehicles	Registration inspection and modification inspection of a customised individual vehicle in category L3e, L4e and L5e
54	Vehicle maximum speed limitation plate	(EU) No 3/2014	E	E	not applicable
55	Vehicle passenger protection, including interior fittings and vehicle doors	(EU) No 3/2014	C	E	E
56	Vehicle structural integrity	(EU) No 3/2014	B	C	C
57	Load platforms	(EU) No 44/2014	C	C	E
58	On-board diagnostics (OBD)	(EU) No 44/2014	B	C/I	not applicable
59	Access to repair and maintenance information	(EU) No 44/2014	not applicable	not applicable	not applicable

X: By means of an EC or EU type-approval certificate granted by the approval authority in an EEA country or the Province of Åland, which is submitted by the applicant for approval, an ECE type-approval certificate granted by the approval authority of the State applying the relevant ECE Regulation or an endorsement demonstrating an approval compliant with these certificates.

A: By means of a report by a designated technical service or another EEA Member State in line with its scope of accreditation.

H: By means of a report by an approved expert in line with their scope of accreditation.

B: By a certificate issued by the manufacturer or their representative that is based on tests, calculations and measurements; the detailed document demonstrating conformity must be specified in the certificate and, if necessary, presented upon request of the person performing the approval or inspection.

C: An applicant must satisfactorily demonstrate to the inspector performing the type-approval or inspection that the essential requirements provided for and stipulated in the Regulation have been met.

E: In a vehicle check in connection with the approval or inspection.

I: For a vehicle manufactured in large series for the US, Japanese, South Korean and Canadian markets, the manufacturer’s or a competent authority’s report that the vehicle meets the requirements of the country in question with regard to model year or an approval mark indicating this shall serve as verification of compliance with requirements in an individual approval and registration inspection. This demonstration method may also be applied to the unmodified components, systems and separate technical units of modified vehicles.

As an alternative to the level of requirements set out in the table, a higher-level demonstration method is also accepted in the following order: X, A, H, B, C, E. Demonstration method I shall apply only to vehicles that meet the definition.

In the registration inspection and modification inspection of a vehicle other than an EC or EU type-approved vehicle and a vehicle modified from an EC or EU type-approved vehicle, the limit values stipulated in a Directive or an EU Regulation and applicable in the control of conformity of production may be used to demonstrate conformity.

Points 20, 28 and 37 above do not apply to electric vehicles with no internal combustion engine. The exemptions stipulated in the Directives in points 18, 19, 29, 32 to 34, 41, 43 and 46 apply to low-powered mopeds.

[i] For a fuel tank not made of metal or constructed for a fuel other than petrol, compliance with the requirements of a Directive or an EU Regulation must be demonstrated.

[ii] For a metal fuel tank constructed for petrol, the inspector must check the strength of the fastening and the sealing of the connections.

[iii] The technically permissible maximum mass is entered in the register based on a report on load carrying capacity given by the manufacturer.

[iv] The conformity of exhaust emissions can be technically demonstrated by means of an in-service measurement in accordance with the limit values specified in Regulation TRAFICOM/497838/03.04.03.00/2019 of the Finnish Transport and Communications Agency. The conformity of exhaust emissions of a customised individual vehicle can be technically demonstrated by means of an in-service measurements so that the CO value in the exhaust emissions does not exceed 3.5 % and the HC value is 600 ppm.

[v] If the vehicle was modified to be the equivalent of an EU or EC type-approved vehicle.

[vi] The replacement catalytic converter of an EC or EU type-approved vehicle.

[vii] The noise level must not exceed the A-weighted sound level: a) 96 decibels, if the engine displacement is no more than 80 cubic centimetres; b) 99 decibels, if the engine displacement is more than 80 but no more than 175 cubic centimetres; or c) 103 decibels, if the engine displacement is more than 175 cubic centimetres. The method of measurement must be the method specified in Annex 3 of Regulation TRAFICOM/497838/03.04.03.00/2019 of the Finnish Transport and Communications Agency on the modification of the structure of an L-category vehicle.

[viii] A fade test need not be performed if the authorised expert can verify, based on previous tests, that the vehicle fitted with the tested parts used in the braking system meets the requirements for the fade test. Compliance with the requirements specified in Annex 2 of Regulation TRAFICOM/497838/03.04.03.00/2019 can also be accepted in the registration inspection of a vehicle imported or manufactured as a customised individual vehicle and an individually manufactured vehicle. Anti-lock brakes are not required.

[ix] The demonstration method may be applied to vehicles other than customised individual vehicles. However, anti-lock brakes are mandatory if they would be required for the vehicle under Regulations (EU) No 168/2013 and (EU) No 3/2014.

[x] With regard to the mandatory nature of the lights to be fitted, the requirements of the State in question must be complied with. The fitting of any additional lights may be done in accordance either with the requirements of the State in question or with EU requirements, and conformity indicated in the examination of the vehicle carried out in connection with the approval or roadworthiness test.

[xi] Exemptions from the installation requirements for lights may be permitted, provided that the mandatory lights are fitted and their electrical connections are compliant. In addition, the installation of a light must meet the requirements for geometric visibility and the colour of the light must comply with requirements. Alternatively, the provisions of Regulation TRAFICOM/497838/03.04.03.00/2019 of the Finnish Transport and Communications Agency concerning lighting equipment for motorcycles and mopeds and their installation may be applied.

[xii] When modifying the charging or ignition system of a vehicle with a spark-ignition engine that has no electronic systems that directly affect controlling the vehicle such as electronic brakes, the vehicle is deemed to meet the requirements, in terms of the modifications made to the charging or ignition system, on electromagnetic compatibility, if the charging or ignition system devices are protected with metal covers and the spark plug wires and their connectors (plug caps) are protected.

[xiii] A drive-by test and a stationary test are required. The requirements of Annex VII to the Directive or an EU Regulation concerning test track surface need not be applied, if the surface does not reduce noise compared to a surface complying with a Directive or an EU Regulation. When a test bed other than a test bed complying with a Directive or an EU Regulation is used in a drive-by test, 1 dB(A) is subtracted from the measurement result. In the registration inspection or modification inspection of a second-hand vehicle, a tolerance of 2 dB(A) is added to the tolerance of production quality assurance in accordance with a Directive or an EU Regulation for application to pass-by noise. The inspector enters the result of the stationary test in the registration information.

[xiv] In its registration inspection, the conformity of a vehicle imported or manufactured as a customised individual vehicle can be proven in accordance with Regulation TRAFICOM/497838/03.04.03.00/2019 of the Finnish Transport and Communications Agency. The measurement method shall be that specified in Annex 3 of that Regulation (TRAFICOM/497838/03.04.03.00/2019).

[xv] The replacement silencer of an EC or EU type-approved vehicle. However, a type-approval mark is not required for a silencer type-approved before 1 July 2007 that replaces the original component as a separate unit.

[xvi] The charging system of a vehicle can be modified in such a way as to render the vehicle compatible with charging systems commonly used in Finland. The conformity of a modified charging system in terms of electrical safety can be demonstrated by demonstration methods A, H or B. No determination of hydrogen emissions is required.

[xvii] No determination of hydrogen emissions is required.

[xviii] However, saddles are accepted as seating positions for category L5e vehicles fitted with bodywork.

[xix] Conformity can be demonstrated in accordance with Annex 1 of Regulation TRAFICOM/497838/03.04.03.00/2019 of the Finnish Transport and Communications Agency.

[xx]A report on engine power must be provided. For engines produced in large series, a manufacturer’s certificate on the maximum net power can be used as the report on engine power. The certificate must specify the engine it applies to. The certificate on the power of the engine of a vehicle manufactured as a customised individual vehicle or an engine modified from an engine manufactured in large series must be based on a power measurement performed on the vehicle equipped with the specific engine. The power measurement certificate must be a measurement report produced by the measuring device featuring a graphical diagram on the engine power that specifies the power, torque and charge pressure values and rotation speed as measured by the measurement device. The certificate must also include the measured vehicle’s VIN. The power measurement certificate shall be drawn up by the party that performed the measurement. Reports on the power of a supercharged engines shall indicate the charge pressure measured in the power measurement at the rotation speed of the maximum power, as well as the highest charge pressure measured;