Issue date:	Date of entry into force	In force:
[dd.mm.yyyy]	[dd.mm.yyyy]	[e.g. until further notice]

Legal basis:
Vehicles Act (82/2021), ~~section 7, subsection 2; section 13, subsection 8; section 15, subsection 5; section 16, subsection 5; section 18, subsection 3; section 33, subsection 3; section 44, subsection 3; section 49, subsection 3; section 58, subsection 3; section 80, subsection 3; section 81, subsection 3; section 139, subsection 5; section 144, subsection 2; section 146, subsection 3;~~ sections 19 and 38.
Act on Transport Services (320/2017), section 217, subsection 6; and section 221, subsection 2.
Road Traffic Act (729/2018), sections 65, 70, 131a, 150, 157a, 158 and 159.

Sanctions for non-compliance with this Regulation are laid down in the following:
Road Traffic Act, sections 165, 168 and 170.

EU legislation to be implemented:

Amendment information:
Regulation TRAFICOM/420073/03.04.03.00/2019 of 14 May 2020 on special transport and special transport vehicles is hereby repealed.

Abnormal transports and abnormal transport vehicles

Contents

1 Scope

This Regulation applies to the national small series type-approval and national type-approval of abnormal transport vehicles and escort vehicles, as well as to their individual approval and registration and modification inspection, where the abnormal transport vehicle or the escort vehicle:

1) is entered into service for the first time;

2) is inspected and registered as imported;

3) is changed into an abnormal transport vehicle or an escort vehicle in a modification inspection.

The provisions concerning the approval of an abnormal transport vehicle combination for use in traffic apply to abnormal transport vehicle combinations that are approved for use in abnormal transport in a coupling inspection.

The Regulation also applies to the granting of an abnormal transport permit referred to in the Road Traffic Act and the performance of an abnormal transport.

2 Definitions

In addition to the provisions of the Vehicles Act and the Road Traffic Act, the following definitions apply:

1) *dimensions and masses generally permissible on the road* means the dimensions and masses set in the Road Traffic Act and any regulations issued pursuant to it and generally permitted for vehicles and in the carriage of goods;

2) *pendulum axle* means an axle with a special spring used in abnormal transport vehicles that allows the tyres to tilt in such a way that the road surface is subjected to a steady load via the tyres regardless of any unevenness of the road;

3) *abnormal transport vehicle combination* means a combination of vehicles in which at least one of the vehicles, when unladen, or the vehicle combination, when unladen, exceeds the generally permissible dimensions or mass on the road, or the vehicle or vehicle combination exceeds the generally permissible laden mass on the road;

4) *EKL traffic manager* means a traffic manager for abnormal transport;

5) *escort vehicle* means a vehicle used to manage traffic or survey the route during abnormal transport;

6) *EKL escort vehicle* means an escort vehicle marked and equipped in accordance with section 6.3 herein;

7) *indivisible load* means the following:

   a) a damaged vehicle if it is transported by a towing vehicle of category N_3 on a tow boom;

   b) a load which, by reason of its construction, must be carried together as an assembly of several articles;

   c) machinery, equipment or product lot, which is packaged on a single transport platform, if the carriage involves the use of at least two modes of transport and the packaging is required by transport other than road transport;

   d) a building or part of a building;

   e) a cable reel with a coiled cable;

   f) a container designed for the transport of spent nuclear fuel, if it is transported laden with spent fuel;

   g) a special freight container pre-loaded at the departure location, which is a container designed for maritime transportation of a solid, liquid or gaseous substance, the discharging of which would endanger the environment or food safety, if the transportation involves at least two modes of transport and exceeds at least one dimension or mass generally permitted on the road.

8) *intermediate dolly* means a trailer intended to be coupled to a vehicle, the sole purpose of which is to reduce the vertical load on the towing vehicle by bearing a significant part of the vertical load from the coupled trailer;

9) *abnormal transport vehicle* means an abnormal transport vehicle of category M or N as referred to in section 38 of the Vehicles Act;

10) *abnormal transport trailer* means an abnormal transport vehicle referred to in section 38 of the Vehicles Act, which is a trailer.

3 Prerequisites for approving an abnormal transport vehicle and vehicle combination for transport use

3.1 General requirements

An abnormal transport vehicle and vehicle combination must meet the technical requirements of a vehicle other than an abnormal transport vehicle or vehicle combination, unless otherwise specified below. An abnormal transport vehicle and vehicle combination also approved for other types of transport must meet the technical requirements for the corresponding non-abnormal-transport vehicle and vehicle combination if the transport does not exceed the dimensions and masses generally permissible on the road. However, an abnormal transport vehicle combination must meet the requirements laid down in or pursuant to section 150, subsections 3 and 4 of the Road Traffic Act only if the combination is used for the non-abnormal transport of goods. The provisions and regulations for demonstration of conformity to be used are those of the equivalent non-abnormal-transport vehicle or vehicle combination, unless otherwise specified below.

A combination of a car and a trailer approved for transporting other than just indivisible loads may be approved for the carriage of an indivisible load at generally permissible dimensions on the road with increased weights and, where appropriate, at reduced driving speeds, however at no less than 50 km/h.

An abnormal vehicle only approved on the road when unladen may have a maximum mass more than 20 % greater than the mass of a vehicle in running order used for the carriage of objects related to the use of the vehicle.

Masses and speed limits exceeding those permitted by the vehicle manufacturer or tyre manufacturer must not be approved for abnormal transport.

For abnormal transport vehicles, masses that are generally permissible on the road in accordance with EU Regulation (EU) 2021/535 or on the basis of the vehicle manufacturer’s report may be approved subject to the conditions laid down in sections 3.2.2 and 3.2.7. The maximum masses declared in the manufacturer’s report must be such that the technical requirements for the non-abnormal-transport vehicle are met if the requirements are not exempted by this provision or by an EU regulation. The report must contain:

1) the vehicle’s make and model;

2) serial number;

3) axle and roller masses authorised by the manufacturer for the vehicle and the vehicle's maximum mass;

4) maximum mass authorised by the manufacturer of the towing vehicle;

5) any mass-dependent speed limits and other conditions;

6) Manufacturer’s name and contact details;

7) Signature and name of the issuer of the certificate;

8) date.

Requirements, exemptions and positioning of lamps and reflectors in an abnormal transport vehicle or vehicle combination are laid out in paragraph 5 of the regulation.

3.2 Extra technical requirements concerning approval of the abnormal transport vehicle and exemptions from technical requirements concerning all vehicles

3.2.1 Requirements concerning the manoeuvrability of abnormal transport vehicles

Acceptance of an abnormal transport vehicle exceeding the permissible width or length on the road requires that the vehicle, unladen, meets the requirement concerning the manoeuvrability referred to in Annex 1 or prescribed for a vehicle conforming to the generally permissible dimensions on the road. If the vehicle does not meet the manoeuvrability requirement, approving the vehicle for traffic requires the imposition of a condition requiring the use of one or more escort vehicles. The information that the use of the vehicle on the road requires the use of an escort vehicle or escort vehicles must be entered in the register. For abnormal transport trailers with adjustable length, the length of the trailer beyond which the use of the vehicle requires the use of an escort vehicle must be entered in the register when the trailer is approved for traffic.

Compliance with the manoeuvrability requirement may be demonstrated by a test report from a practical test or by a computer simulation and a graph drawn up from it.

3.2.2 Increased masses at reduced speeds in an abnormal transport vehicle (TRAFICOM/94450/03.04.03.00/2019)

The increased masses and maximum speeds in Table 1 permitted by the vehicle manufacturer and the tyre manufacturer for the axle or axle group may be approved for use in traffic.

The minimum speed limit specified by the manufacturer at which the corresponding axle masses and total masses of the vehicle may be approved is:

1) 60 km/h for vehicle transporters referred to in section 37 of the Vehicles Act;

2) 80 km/h for an abnormal transport vehicle not intended to carry a load on the road, but 40 km/h for a vehicle crane.

However, the provision on the minimum speed limit does not apply to work machines.

A combination of a car and an abnormal transport trailer may only be approved for use on the road at a maximum speed of 50 km/h if the combination has a mass greater than 150 tonnes and the combination is approved for the carriage of an indivisible load only.

Table 1

Maximum speed	**Axle mass**	**Axle structure**	**Further information**
80 km/h	Max. 13 tonnes	4 tyres on an axle line	1)
80 km/h	Max. 14 tonnes	Pendulum axle	2)
80 km/h	Max. 18 tonnes	More than 4 tyres on an axle line	
60 km/h	Max. 15 tonnes	4 tyres on an axle line	1)
60 km/h	Max. 16 tonnes	Pendulum axle	2)
60 km/h	Max. 20 tonnes	More than 4 tyres on an axle line	
50 km/h	More than 15 tonnes	4 tyres on an axle line	1)
50 km/h	More than 16 tonnes	Pendulum axle	2)

50 km/h	More than 20 tonnes	More than 4 tyres on an axle line	

1) An axle line fitted with single tyres may only be approved for up to the same driving speed and mass as an axle line that is fitted with four tyres. If the axle mass generally permitted on the road is exceeded, the nominal wheel width of the individual wheel must be at least 485 millimetres or the nominal diameter at least 1 300 millimetres, or the nominal width must be at least 445 millimetres and the nominal diameter at least 1 240 millimetres;

2) A pendulum axle line comprising at least four tyres;

3.2.3 Number of axles of in an abnormal transport vehicle

An abnormal transport vehicle approved for road transport in excess of the generally permissible mass must be equipped with:

1) at least three axles in the case of a vehicle transporter referred to in section 37 of the Vehicles Act and an abnormal transport trailer towing vehicle approved as a category N_3 vehicle;

2) at least two axles in the case of an abnormal transport trailer;

3) at least three axles in the case of an abnormal transport vehicle other than a vehicle for the carriage of loads, with the exception of an all-wheel drive vehicle.

3.2.4 Derogation from the manufacturer’s plate requirements (TRAFI/4592/03.04.03.00/2015)

The maximum permissible masses stated in the manufacturer’s plate can only be deviated from up to the maximum values given in the certificate of conformity issued by the manufacturer or its representative.

3.2.5 Derogation from the requirements for the parking brake of the towing vehicle of the abnormal transport vehicle combination (TRAFI/94450/03.04.03.00/2019)

The towing vehicle used in an abnormal transport vehicle combination does not need to meet the performance requirements set for the parking brakes of towing vehicles if the combined parking brake performance of the trailer(s) meets the general requirements set for the parking brakes of trailers. The mass imposed by the trailer on the towing vehicle does not need to be considered in the performance of the trailer’s parking brake. However, the towing vehicle used in an abnormal transport vehicle combination must meet the requirements set for the towing vehicle’s parking brake on the maximum permissible masses for the towing vehicle and the trailer on the road.

3.2.6 Application of derogations from EU type-approval

The derogations provided for an abnormal transport vehicle within the meaning of the Framework Regulation for motor vehicles and their trailers may be applied to an abnormal transport vehicle of Class N_3 referred to in this Regulation. The derogations provided for abnormal transport trailers in the Framework Regulation on motor vehicles and their trailers may be applied to an abnormal transport trailer of category O_4 referred to in this Regulation.

3.2.7 Vehicle transporter structure

A vehicle with a width of no more than 3.00 metres may be approved as a vehicle transporter. The width of the vehicle during transportation may be a maximum of 3.50 metres. The length of the vehicle should not exceed 16.00 metres. On the basis of the manufacturer’s report, the following masses may be approved for vehicle transporters:

1) max. 30 tonnes for a three-axle configuration;

2) max. 37 tonnes for four axles;

3) max. 45 tonnes for five axles;

4) max. 53 tonnes for six axles, however, the mass may not exceed an amount equal to 20 000 kilograms plus 320 kg for each 0.10 m of distance between the extreme axles of the vehicle exceeding 1.80 m.

On the basis of the manufacturer's report, the following masses may be approved for vehicle transporters' bogie axles other than the foremost bogie axle:

1) max. 26 tonnes for a two-axle bogie;

2) max. 33 tonnes for a three-axle bogie;

3) max. 37 tonnes for a four-axle bogie.

3.2.8 Derogation from the steering device requirement of the towing vehicle of an abnormal transport vehicle and trailer

The steering device of an abnormal transport vehicle or trailer with at least four axles need not meet the technical requirements set for steering devices if the technically permissible maximum axle mass of at least one axle exceeds 15 tonnes. However, such a vehicle must comply with the technical requirements for the steering device insofar as the axle mass does not exceed 15 tonnes.

3.2.9 Structure of an abnormal transport trailer

A vehicle approved as an abnormal purpose transport trailer may be:

1) adjustable in width and length; and

2) a fit-for-purpose configuration assembled from an intermediate dolly, other trailer, and axle modules.

An abnormal transport trailer need not be fitted with side guards or a spray-suppression system if the structure of the trailer provides adequate protection or if such equipment is not appropriate because of the structure resulting from the intended use of the trailer.

The sum of the masses on the steered axles of a group of three or more axles of an abnormal transport trailer may not exceed half of the sum of the masses on the non-steered axles of the group of axles. Masses on non-steered axles are also considered to include the mass on a steered axle, the wheels of which are automatically locked in a position equivalent to straight-ahead driving whenever driving at a speed exceeding 15 km/h and the wheels of the axle are in a position equivalent to straight-ahead driving. It is also required that, in the event of a steering failure, the axle in question, regardless of speed, locks directly in the position corresponding to the straight-ahead driving position when its wheels are in the position corresponding to the straight-ahead driving position. However, at least one axle in an axle group must be non-steered at all speeds.

3.2.10 Abnormal transport trailer brakes

In approving a trailer as an abnormal transport vehicle, the general technical requirements for brakes may be waived and the conformity of the brakes must be demonstrated as prescribed in this section.

The braking delay measured in the braking system of the trailer may not exceed 0.8 seconds.

The distribution of the braking power between the axles of a trailer with adjustable length and of trailers or similar axle modules assembled into a multi-part trailer does not need to be shown separately.

If an abnormal transport trailer is approved exclusively for road transport in excess of the generally permissible masses, the conformity of its brakes must be demonstrated by a report from a notified body or an approved expert, which may be based on test reports or calculations by the manufacturer of the axles or braking system. The following derogations may be made from the requirements relating to the brakes of an abnormal transport trailer authorised exclusively for road transport in excess of the generally permissible masses:

1) For a trailer with more than three axles, test reports for trailers with a maximum of three axles may be used to prove the conformity of the brakes if sufficient information on the anti-lock braking system of the trailer has been provided;

2) Type 0 tests (service brake performance test with brakes cold, vehicle laden) can be applied at reduced speeds from the trailer-dependent maximum speed requirement in accordance with the following table:

Maximum speed (km/h)	40	60
The calculated braking force per cent of the maximum stationary wheel load of a fully loaded and unladen trailer	35	40

3.2.11 Tractor-towed vehicle transport trailer width

The width of the vehicle trailer to be coupled to the tractor may not exceed 3.00 metres and may be extended to a maximum of 3.50 metres for the duration of the transport.

3.2.12 Structure of towed equipment (TRAFI/4592/03.04.03.00/2015)03.00/2015)

The provisions applying to trailers designed to be coupled to a towing vehicle also apply to towed equipment coupled to a motorised vehicle other than a car that exceeds a dimension or mass generally permissible on the road.

3.2.13 Exceeding of dimensions and masses due to the intended use of the vehicle or load

This section applies to vehicles designed and manufactured for special purposes, which are not primarily intended to be driven on the road or to carry a load on the road.

The following vehicles may have a maximum width of 3.50 meters:

1) a permanently equipped control, aggregate, workshop, or workspace vehicle of a production facility;

2) a vehicle with permanently installed or loaded exhibition, research, amusement park, or other service equipment.

The following vehicles may exceed the generally permissible dimensions and masses on the road:

1) a cable reel wagon intended to be connected to a truck or its trailer, designed for unwinding the cable from the reel during cable installation and for transporting the cable reel from the local storage area to the work site;

2) any other vehicle designed and constructed for special use that is not primarily intended to be driven on the road or to carry a load on the road.

Cable reel trailers intended to be coupled to a vehicle other than a lorry or its trailer may not exceed the dimensions generally permitted on the road.

3.2.14 Markings on a vehicle larger than is normally permitted on the road

Unladen vehicles wider than is generally permissible on the road must be marked with the identifying plates referred to in section 5.2.3 and with the identifying lamps referred to in section 5.2.2. The identifying plates and lamps must be placed in such a way that the lateral distance from the outermost part of the identification plates and lamps to the widest part of the load is no more than 100 millimetres.

Separate identifying lamps are not required on a power-driven vehicle not intended for the carriage of a load and not more than 3.00 metres wide if the front, rear and direction indicators of the vehicle are fitted in accordance with E Regulation No 48.

3.2.15 Loading aid

A loading aid which is part of the vehicle structure and which can be adjusted to a position that does not affect the main dimensions of the unladen vehicle is not taken into account in the main dimensions recorded in the vehicle register. Information on the dimensions of loading aids in relation to the dimensions of the vehicle that are entered in the register shall be recorded in the register.

3.2.16 Derogations for vehicles with adjustable length

In order to satisfy the requirements concerning the visibility and angles of visibility of the lamps, retro-reflectors and the rear registration plate, abnormal transport vehicles of adjustable length may be equipped with additional lamps, retro-reflectors and registration plates fitted for that purpose. The additional lamps may operate simultaneously with the vehicle's main lamps, provided that they cannot be oriented in a way that gives false information about the vehicle's direction of travel to other road users.

3.2.17 Derogations from tyre pressure monitoring

If an abnormal transport vehicle is granted an exemption from the tyre pressure monitoring requirement under the Framework Regulation on motor vehicles and their trailers, an explanation of why the vehicle cannot meet the requirement due to its intended use must be entered in the register.

3.2.18 Derogations concerning the remote control system for abnormal transport trailers

A remote control system may be approved for an abnormal transport trailer, provided that, after its installation, the steering equipment of the vehicle has not been demonstrated to meet the technical requirements. The remote control system may not influence the steering of the vehicle when it is not in operation.

If the remote control system of an abnormal transport trailer is only intended to control the abnormal transport trailer when the brakes can be operated from the tractor of the vehicle combination, the remote control system need not meet the requirements of the Regulation laying down technical requirements for motors vehicles and their trailers. However, such a remote control system must meet the following requirements:

1) the remote control is available by means of a remote control, which is the only remote control enabling the control of the vehicle in question and which can only drive the vehicle in question;

2) the identification of the remote control and the vehicle for use with each other (pairing) is protected by a password or other equivalent level of protection;

3) there is functional radio traffic between the vehicle and the remote control in both directions;

4) the remote-control system is deactivated when the vehicle's speed exceeds 15 km/h and the steered axles are in a straight-ahead driving position;

5) the remote control system is equipped with a display device providing a fault indication to the driver if the following occur when remote control system is used:

   a) disconnection between the vehicle and the remote control;

   b) there is an external interference in radio traffic that may affect the driving of the vehicle;

   c) the position of the remote control is one where it is not normally used;

   d) the remote control is subjected to a deceleration of more than 10 m/s^2.

The information that the remote control system for the trailer has been approved in accordance with this section shall be entered in the register.

Conformity may be demonstrated by reports from the vehicle manufacturer and the manufacturer of the remote control system. The manufacturer of the remote control system and the party that installed it must be indicated in the documentation.

The provisions on the requirements for radio equipment are issued separately.

3.2.19 Derogations for coupling devices

The coupling devices of abnormal transport semi-trailer combination vehicles need not be approved in accordance with ECE Regulation 55 if the towing vehicle is subjected to a vertical load of more than 200 kN and the coupling device manufacturer has issued an itemised design certificate for the coupling device.

The coupling device of an abnormal transport trailer which exceeds the permissible mass on the road may be approved on the basis of an itemised structural certificate issued by the coupling device manufacturer.

The structural certificate must contain the following:

1) manufacturer's name and contact details;

2) signature and name of the person issuing the certificate;

3) date;

4) identification of the coupling device, e.g. serial number and its location;

5) a brief description of the coupling device and its installation on the vehicle;

6) a drawing or illustration of the coupling device and its installation on the vehicle;

7) maximum permissible vertical load (U value) for the fifth wheel or kingpin;

8) maximum permissible horizontal force (D-value);

9) maximum permissible combination mass;

10) information on the test results or calculations on which the values reported pursuant to sections 7 to 9 are based.

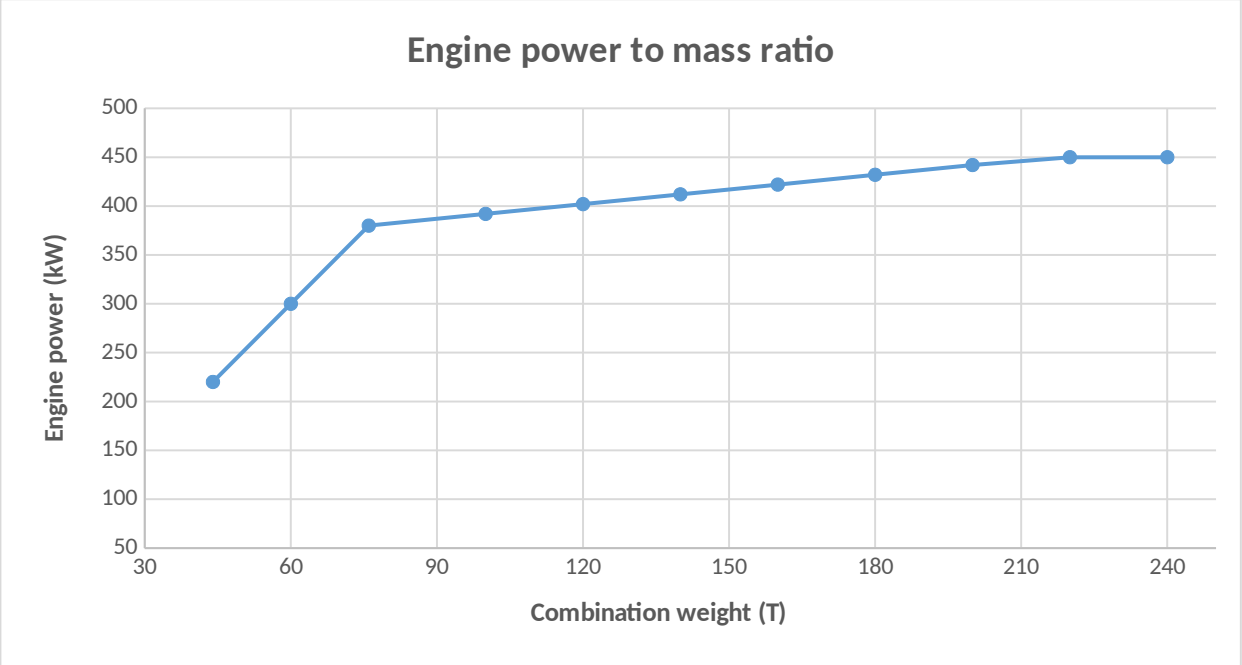
3.3 Additional technical requirements concerning abnormal vehicle combinations and exemptions from the technical requirements of all vehicle combinations

3.3.1 Load as a supporting structure for an abnormal transport vehicle combination (TRAFI/4592/03.04.03.00/2015)

The load may be used as a supporting structure for an abnormal transport vehicle combination if, without jeopardizing road safety, it can be done to reduce the strain on the road or the need for exceptional transport arrangements. It is also a condition that the vehicles, couplings and fastening devices are intended for carrying the load in question.

3.3.2 The ratio of the towing vehicle's engine power and the combination's mass in abnormal road transport

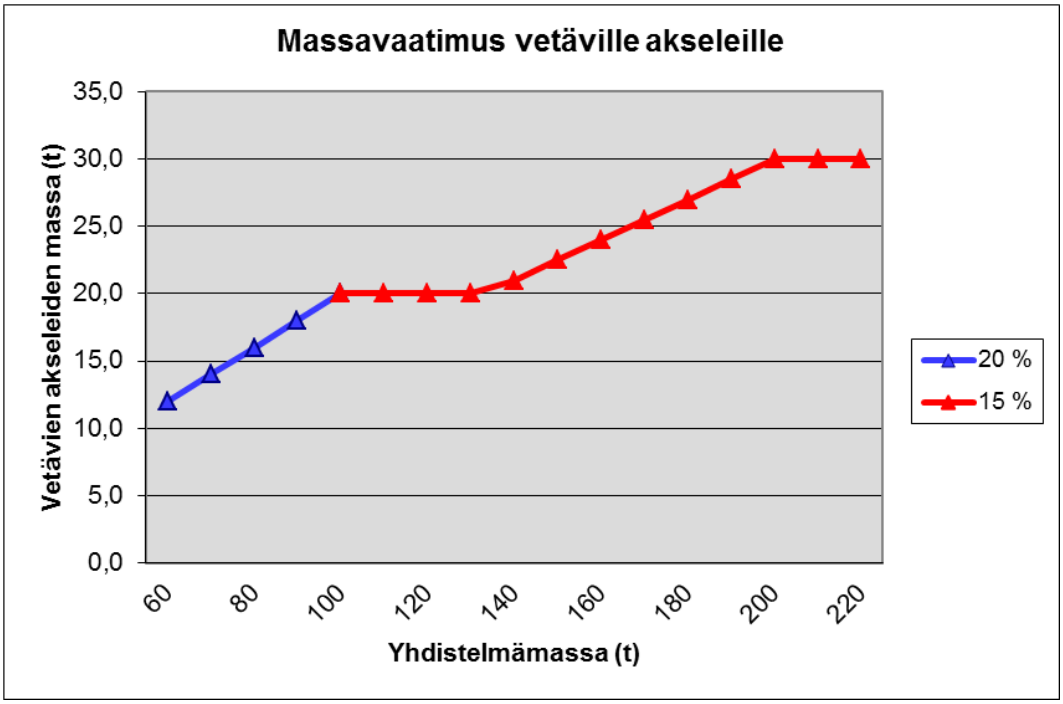
Where the mass of the abnormal transport vehicle combination exceeds 76 tonnes, the combined engine power of the towing and pushing vehicles must be at least equal to 380 kW + 0.5 kW/t x (mass of the combination in tonnes – 76 t). However, the total engine power of the towing and pushing vehicles does not have to exceed 450 kilowatts. The ratio of required engine power to mass is shown in the diagram below.



3.3.3 Mass that is directed to the driving axles in abnormal road transport

If the mass of the abnormal transport vehicle combination exceeds the mass permitted on the road for the corresponding combination of vehicles, at least 20 per cent of the mass of the combination must fall on the driving axles. However, axles driving a vehicle combination of more than 100.00 tonnes must be subjected to a minimum of 15 % and a minimum of 20.00 tonnes. However, total mass of the towing axles does not need to exceed 30.00 tonnes. One or more towing or pushing

vehicles may be used to fulfil the requirement concerning the mass on the driving axles. The diagram below presents the mass requirement for the driven axles graphically.



Massavaatimus vetäville akseleille	Mass requirement for driving axles
Yhdistelmämassa (t)	Combination weight (T)
Vetävien akseleiden massa (t)	Mass (t) of powered axles

An axle whose tractive force can be applied at a speed of not less than 15 km/h or at the maximum design speed of the vehicle when this is less than 15 km/h is considered to be a drive axle.

3.3.4 Requirements relating to the manoeuvrability of abnormal road transport vehicles

An abnormal transport vehicle combination exceeding the width or length generally permitted on the road must meet the following requirements when unladen:

1) the manoeuvrability requirements of Annex 1;

2) the manoeuvrability requirements for the corresponding vehicle combination of generally permissible dimensions on the road; or

3) the manoeuvrability requirements applicable in an EEA State if they are at least equivalent to the manoeuvrability requirements in Annex 1.

Compliance with the manoeuvrability requirement may be demonstrated by a test report of a practical test, a computer simulation and a graph thereof, or by documents issued by the Member State authorities responsible for the registration of vehicles.

If the vehicle combination does not meet the manoeuvrability requirement, approval for traffic requires the setting of a condition for the use of one or more escort vehicles. The fact that the use of the vehicle combination on the road requires the use of an escort vehicle or escort vehicles must be indicated in the register.

3.4 Register entries

At least the following additional information must be entered in the register for vehicles approved as abnormal transport vehicles and for abnormal transport vehicle combinations:

1) the vehicle group “abnormal transport vehicle”;

2) axle and bogie masses authorised for the vehicle on the road, speed-dependent masses authorised on the road for vehicles and vehicle combinations, and information as to whether the vehicle or vehicle combination is approved for abnormal transport only;

3) if the vehicle is approved for traffic with tyres that limit the authorised axle mass or the authorised driving speed, information on the tyres and the speeds and masses limited by them;

4) for a multi-component trailer referred to in section 3.2.9, paragraph 2, the identification numbers of the parts from which the vehicle may be assembled;

5) extreme values for the width or length that can be modified in the vehicle pursuant to section 3.2.9, paragraphs 1 and 2 above;

6) information on swing axles and hydraulic suspension of the vehicle;

7) additional terms and conditions applying to abnormal transport vehicles.

In the coupling inspection of a vehicle combination adjustable in length or width, information shall be entered in the trailer registration data on the dimensions in the excess of which an escort vehicle must be used and the dimensions in excess of which the vehicle combination may only be used for abnormal transport.

In the case of an abnormal transport vehicle of adjustable length, the length in excess of which the vehicle may be used only for abnormal transport must be entered in the register when the vehicle is authorised for traffic.

4 Loading and verification of the load

4.1 General loading principle

An indivisible load may also be loaded on a vehicle or vehicle combination which was approved for transporting a load other than an indivisible load. In such a case, the generally permissible dimension or mass may only be exceeded due to the indivisible load, unless otherwise specified in section 4.5.2.

The vehicle combination must be loaded in such a way that it meets the requirements of sections 3.3.2 and 3.3.3.

If necessary, towing and pushing vehicles may also be used for reasons other than meeting the requirements of section 3.3.2 or 3.3.3.

An unladen vehicle or vehicle combination that exceeds the dimension or mass generally permissible on the road may carry equipment for supporting, securing and marking the load, as well as equipment, devices or warning vehicles to warn other road users. A trailer coupled to an abnormal transport vehicle exceeding the generally permissible dimensions or mass when unladen on the road may carry devices and equipment related to the use of the towing vehicle. This is subject to the condition that the coupling of the trailer does not increase the amount by which any of the generally permissible dimensions or masses on the road are exceeded.

If a vehicle that is designed and built for transporting an indivisible load exceeds the unladen dimension or mass generally permissible on the road, it may load and transport a single object or device that could be carried in a vehicle that did not exceed the dimension or mass generally permissible on the road.

In addition to the vehicle being transported, a vehicle intended for transporting vehicles may be loaded with tools, equipment, and spare fuel tanks related to the normal use of the vehicle, as well as spare parts used for maintenance or repair. The vehicle may carry the items listed above related to the normal use of the vehicle, even if a vehicle is not simultaneously loaded on the vehicle. If a vehicle or vehicles to be transported are loaded on both the vehicle and the trailer, no generally permissible mass on the road may be exceeded, and the load may not exceed the generally permissible length of the combination on the road. In a vehicle intended for the transport of vehicles, another indivisible load may be carried instead of the vehicle, provided that the transport does not exceed any mass generally permitted on the road.

An abnormal transport vehicle combination of a lorry and towed equipment can be used to transport the fuel and other propulsion power required to operate the towed device, as well as spare parts, accessories and tools associated with the use of the towed equipment. The condition is that no mass generally permitted on the road for the corresponding vehicle combination is exceeded.

4.2 Load in a trailer of category O_1 or O_2 (TRAFICOM/94450/03.04.03.00/2019)

A load wider than 2.60 metres must not be carried on a category O_1 or O_2 trailer less than 2.50 metres wide.

The load on a category O_1 or O_2 trailer may not exceed 3.00 metres from the rearmost part of the trailer.

4.3 Lorry carrying a boat (TRAFICOM/420073/03.04.03.00/2019)

A boat may be loaded on a lorry equipped for the purpose of carrying a boat in such a way that the width, height or length generally permitted on the road is exceeded.

4.4 Mass on the steering axle(s) of the towing vehicle

A total of at least 15 per cent of the mass on the axles of the towing vehicle must be distributed to the steered axles of the towing vehicle in all loading situations.

4.5 Loading several objects on a vehicle or vehicle combination

4.5.1 A load of several indivisible objects (TRAFI/4592/03.04.03.00/2015)

Several indivisible objects may only be loaded on a vehicle or vehicle combination if the loaded indivisible objects each on their own exceed the generally permissible height, width or length on the road. The loading method of indivisible objects whose loading causes the different main dimensions to be exceeded may not cause the

overall permissible dimensions of any road to be exceeded further. On the road, the generally permissible dimension must not be exceeded for height by placing several objects on top of each other, for width by placing several objects next to each other, and for length by placing several objects in a row. The loading of several indivisible objects must not lead to any generally permissible mass on the road to be exceeded.

4.5.2 Load of indivisible objects and other cargo (TRAFICOM/94450/03.04.03.00/2019)

A vehicle or vehicle combination that is approved for carrying other than indivisible objects can be used to carry one or more indivisible objects in accordance with section 4.5.1 as long as the generally permissible mass on the road is not exceeded.

In addition to one or more indivisible objects, a vehicle or combination of vehicles that unladen exceeds the maximum permissible width or length on the road may be used to carry other items, provided the generally permissible mass on the road is not exceeded. The other load must not exceed the generally permissible height and width on the road. The length of the other load may not exceed the total load space permitted for the corresponding vehicle or vehicle combination on the road. The other load must not cause any generally permissible dimension on the road to be exceeded.

4.5.3 Additional equipment related to an indivisible object (TRAFICOM/94450/03.04.03.00/2019)

On abnormal transport exceeding the permissible mass on the road, other items belonging to the indivisible load or used with it may be carried, provided the other load does not exceed 20 per cent of the mass of the indivisible load. However, the mass may not exceed that permitted by the abnormal transport permit. If the load consists of several indivisible objects, none of the masses generally permitted on the road may be exceeded. An indivisible load may not exceed the generally permissible height, width, or overall length of the load space on the road for the corresponding vehicle or vehicle combination, and shall not exceed any permissible dimension on the road.

A semi-trailer combination exceeding the generally permissible unladen length on the road may be loaded with machinery or equipment classified as indivisible objects in such a way that at least one of the generally permissible dimensions or masses on the road is exceeded. Tools and equipment associated with the normal use of a machine or device may be loaded on the trailer in front of the main load and behind it, even if loading the objects in such a way causes the load to exceed the generally permissible length on the road. Tools or equipment must be positioned in such a way that the maximum dimensions of the trailer are not exceeded and the total length of the indivisible load does not exceed the generally permitted length of the load space on the road. For abnormal transport exceeding the permissible mass on the road, the volume of tools and equipment may not exceed 20 per cent of the mass of the indivisible load. However, the mass may not exceed that permitted by the abnormal transport permit.

A boat mast may be placed outside the side of the vehicle up to the width of the boat or above the boat, even if this would increase the height of the load. A vehicle designed or equipped to carry a boat may carry the mast in addition to the boat, even if this increases the length of the transport.

4.5.4 Weight load on the towing vehicle (TRAFI/4592/03.04.03.00/2015)

The towing vehicle may, where appropriate, be weighted down with a load if at least one of the masses generally permitted on the road is exceeded by the loading of an indivisible object on a standard or centre-axle trailer. The weight load can comprise accessories or items related to the indivisible object. If the weighted load exceeds 20 per cent of the mass of the indivisible object loaded on the trailer, the part that exceeds 20 per cent may consist of another kind of load.

4.6 Consideration of load-bearing structures

The boat to be transported may be supported by a trailer that is intended for transporting, storing, launching or lifting a boat from the water. Such a trailer may not be considered as goods in transit.

The load may be supported by a container platform or other support structure, attached to the vehicle by container locks. Such a container platform or other supporting structure attached to the vehicle by container locks may not be considered as goods in transit.

A swap body may be used as a structure to support the load.

5 Marking an abnormal road transport

5.1 The general marking principle

A load need not be marked in accordance with this provision if:

1) the load exceeds the generally permissible width of the vehicle on the road on one or both sides by a maximum of 0.10 m;

2) the load exceeds the width of the vehicle on one or both sides by a maximum of 0.10 m; and

3) the load exceeds the length of the vehicle at the front by not more than 1.00 m or at the rear by not more than 2.00 m.

Forward-facing identification lamps and plates must be visible to the front.

Rearward-facing identification lamps and plates must be visible to the rear.

It is not necessary to place identification lamps and plates higher than 4.40 metres.

In the case of vehicles or trailers approved as abnormal transport vehicles, the width of the load space does not have to be taken into account in the positioning of lamps and reflectors, other than for the load space or load width.

5.2 General requirements for lamps and reflectors

5.2.1 Flashing warning lamp

The flashing warning lamp must be a flashing amber warning lamp in accordance with the original version of the UNECE Regulation No 65 or any subsequent series of amendments or a light panel with at least two amber flashing light sources.

On a motor vehicle exceeding the width or length generally permitted on the road and in the towing vehicle of an abnormal transport trailer, there must be at least two light fittings with flashing amber warning lights or a light panel with at least two flashing amber lights. One warning lamp is sufficient if the towing vehicle is a tractor with a maximum authorised speed not exceeding 60 kilometres per hour.

Flashing warning lamps must be placed in such a way that at least one of the lamps is visible from all directions even when the vehicle is loaded. If the structure or load of the vehicle prevents the flashing warning lamp on the towing vehicle from being seen from behind, there must be a flashing warning lamp at the rear of the vehicle. However, a flashing warning lamp need not be visible behind an abnormal transport if a rear escort vehicle is used.

5.2.2 Identification lamp (TRAFI/4592/03.04.03.00/2015)

The identification lamp must give off a continuous light and must be brighter than the car's rear light, but not brighter than the car's brake light. The illuminating part of the lamp must have a minimum surface area of 40 cm^2. The colour of the light visible from the front must be amber and the colour of the light visible from the rear must be red.

5.2.3 Identification plate

The identification plate or the combination of an identifying plate and identifying lamp must be square or rectangular in shape. The side of a square identification plate must be at least 400 millimetres in length. The side of a rectangular identification plate must be at least 140 millimetres in length.

The surface area of a single identification plate must be at least 0.15 m^2. The stripes in a combination of an identification plate and identification lamp must fill a surface area of at least 0.15 square metres.

The identification plate must have alternating stripes that are either red and white or red and yellow in colour.

The stripes must be at an angle of 45° ± 15° to the horizontal and be between 70 mm and 100 mm wide. A forward-facing plate may not reflect red. The stripes do not need to be reflective.

An example of an identification plate is shown in Appendix 2.

5.3 Markings on a wide transport

A vehicle that is wider than is generally permissible on the road when unladen must be marked with identifying lamps and plates as laid down below. This requirement does not apply to EC or EU type-approved vehicles whose load does not exceed the generally permissible width on the road. Separate identifying lamps as referred to in section 5.2.2 are not required on a power-driven vehicle not intended for the carriage of a load and not more than 3.00 metres wide if the front, rear and direction indicators of the vehicle are fitted in accordance with E Regulation No 48.

Where the load exceeds the width of the vehicle on one or both sides by more than 0.10 meters, a transport wider than generally permitted on the road must be marked with identification lamps. A transport wider than generally permitted on the road while laden may be marked with identification plates. However, the transport must be marked with identification plates if the laden width of the vehicle exceeds 4.00 metres.

The identification plate must be visible for at least the length corresponding to the excess over the generally permissible width on the road.

The identification plates and the identification lamps must be placed on both sides of the transport to indicate the widest point of the load at a height not exceeding 4.40 m. The identification lamp and plate must be placed in front of the transport at the widest part, pointing forward, and the rear of the widest part, pointing rearward. The identifying plates and lamps must be placed in such a way that the lateral distance from the outermost part of the above-mentioned identification plates and lamps to the widest part of the load is no more than 100 millimetres. The total surface area of the forward-facing identification plates must be at least 0.30 m^2 and the rearward-facing identification plates at least 0.30 m^2. If the distance between the outermost lamps of the vehicle and the outermost identification lamps of the

load is wider than 1.00 metre, the identification lamps must be placed in such a way that the distance between adjacent lamps is no wider than 1.00 metre. In addition, the load must be marked with additional identification lamps and plates if required to do so to ensure road safety.

There must be two identification lamps at each of the above locations. Instead of two identification lamps, a single identification lamp can be used if the illuminating surface area is at least 80 square centimetres. Identification lamps must be placed on top of each other or in line with the outer edge of the load.

If the load exceeds the width of the vehicle on one or both sides by more than 0.10 meters, a transport wider than generally permitted on the road must be marked, in addition to the identification lamps, with retro-reflectors indicating the width of the transport, placed near the identification lamps. Forward-facing reflectors must be amber in colour and rearward-facing reflectors must be red in colour. Each reflector must be rectangular and have a minimum size of 150 cm^2. One retro-reflector with a size of at least 150 cm^2 may be replaced by two superimposed square retro-reflectors, the total size of which meets the said requirement. Retro-reflectors need not be fitted, however, if the identification plate at that location is retro-reflective, or if two identification lamps are used at that location, the coupling of which is such that the failure of one does not cause both identification lamps to fail. Retro-reflectors may be fitted to a vehicle intended to carry a load wider than that generally permitted on the road, even if the width generally permitted on the road is not exceeded, provided that the retro-reflectors are moved so that they are not the widest point of the vehicle.

The indicator lamps must not be used when the width of the vehicle or the load does not exceed the generally permissible width on the road. However, the identifying lamps may also be mounted on a vehicle intended for the carriage of a wider load, even if the generally permissible width of the road is not exceeded if the lamps are moved so that they are not at the widest point of the vehicle.

White or light-yellow lamps directed at the front of a load wider than the vehicle may be used to enhance its visibility to oncoming traffic.

The identification plates must not be used when the width of the vehicle or the load does not exceed the generally permissible width on the road. However, the identification plates may also be mounted on a vehicle intended for the carriage of a wider load, even if the generally permissible width of the road is not exceeded if the plates are moved so that they are not at the widest point of the vehicle.

5.4 Long transport markings

When the load exceeds the length of the vehicle by more than 1.00 metre in front or by more than 2.00 metres at the rear, the part exceeding the length must be marked with the forward- or rearward-facing identification plate and lamp, and with side lamps, side high-visibility tape or side retro-reflective tape. An identification plate does not however need to be fitted to the front when the width of the load in the part exceeding the length of the vehicle by over 1.00 metre does not exceed 0.4 metres, or at the rear when the width of the load in the part exceeding the length of the vehicle by over 2.00 metres does not exceed 0.4 metres.

When the load acts as a supporting structure in a vehicle combination, this part of the load must be marked with side lamps, side high-visibility tape or side reflective tape. Side lights, side high-visibility tape or side retro-reflective tape must be uniform and the longitudinal distance from the vehicle’s or vehicle combination’s side lamps may be no more than one metre. The distance between successive side lamps may be no more than three metres. The side high-visibility tape and side retro-reflective tape must be uniform and the longitudinal distance from the vehicle’s side lamps may be no more than one metre.

The side-marker lamp must comply with the requirements applicable to vehicle side-marker lamps.

The colour and illumination capacity of the side high-visibility tape must be in compliance with the requirements for side lamps.

The side retro-reflective tape must be white or yellow in colour and comply with the requirements of Class C as referred to in the original version of UN Regulation No 104 or the subsequent series of amendments or with the requirements of Class C as referred to in the original version of UN Regulation No 150 or the subsequent series of amendments.

6 Requirements for escort vehicles, EKL escort vehicles and their equipment

6.1 General requirements for escort vehicles

The escort vehicle must be equipped with at least two flashing warning lamps in accordance with section 5.2.1 and a warning panel in accordance with section 6.2. Instead of two flashing warning lamps or in addition to them, the escort vehicle may contain a light panel which has a horizontally moving amber signal light. At least two warning lamps or a light panel used instead of them must be fitted above the top of the windscreen so that the light of the warning lamps is seen forwards, sideways and backwards and the information on the warning panel is displayed forward and backward.

The escort vehicle must be equipped with a height measuring device if the vehicle is used in connection with transport to ensure compliance with height restrictions or to determine the height restrictions of the route before transport. The height measuring device may have a stand or other structure.

The escort vehicle may be equipped with the devices and equipment referred to in section 6.3.3.

During abnormal transport traffic control, there must be no trailer connected to the escort vehicle. However, a trailer may be coupled to the escort vehicle during transport and used to control traffic or to protect persons in the event of a collision if a speed significantly lower than that of other traffic has to be used during the transport.

6.2 Warning panel

The height of the lower edge of the warning panel may not be less than 1.70 m.

The warning panel must be at least 1 000 mm wide and 500 mm high. If the warning panel is larger than the above, its width/height ratio must be equivalent to the above.

The warning panel must bear the indication ‘LEVEÄ’, ‘PITKÄ’, or ‘KORKEA’ as specified in section 7.4.1. The indication ‘BRED’, ‘HÖG’, ‘LÅNG’, ‘WIDE’, ‘HIGH’, ‘LONG’, ‘KULJETUS’ corresponding to the above indication may appear below the indication, a symbol illustrating the top indication, and other transport-related information.

The top line of text of the warning panel must be in capital letters using the font found in road signs, or the closest similar font. The height of the text on the top line of the 500 mm high warning panel must be at least 150 mm. On a higher warning panel, the text on the top line must be proportionate to the height of the warning panel.

The background colour of the warning panel must be yellow and the colour of the information must be black. The warning panel must be internally illuminated. The

luminous flux of the warning panel must be between 1 000 and 2 000 lumens (lm) and be evenly distributed over the area of the warning panel.

The warning panel must have an electronically changeable display. The background colour of the electronically changeable display must be black. The colour of the display's forward-facing information must be white or yellow and the colour of the backward-facing information must be red. The electronically controlled display must have a visibility equivalent to that of the warning panel referred to above. By way of derogation from the above, the height of a warning panel with an electronically adjustable display must be at least 400 mm if the text on the top line of the warning panel is entirely at least 250 mm above the lower edge of the warning panel display.

Examples of warning panels are given in Annex 2.

6.3 EKL escort vehicle

6.3.1 Colour of the EKL escort vehicle

An EKL escort vehicle must meet the requirements under section 6.1. At least half of the exterior surface of the car body must be signal yellow (RAL colour code 1003), golden yellow (RAL colour code 1004), traffic yellow (RAL colour code 1023), or a corresponding shade of yellow.

6.3.2 Markings on EKL escort vehicles

The front and rear of an EKL escort vehicle must be marked with a diagonal stripe with an area of at least 0.50 square meters. The marking must include alternate red and white stripes at an angle of 45° ± 15° and a width of 100 mm to 120 mm. On the front of the vehicle, the stripes on the marking should only be white reflective and on the back, only red.

Both sides of an EKL escort vehicle must contain an arrow-shaped marking, with the arrow pointing to the front of the vehicle. The marking must extend below the lower edge of the front side windows. The marking must be at least 0.30 metres high and 1.00 metres wide. The red and white or red and yellow stripes of the arrow pattern must be between 90 and 110 millimetres wide. The white and yellow stripes of the marking must be reflective. The red colour may be reflective.

The reflective characteristics of reflective markings required for and permissible in EKL escort vehicles must be in compliance with the requirements of class C referred to in the original version of ECE Regulation 104 or in a more recent amendment series, or the requirements of class C referred to in the original version of ECE Regulation 150 or in a more recent amendment series.

An N category EKL escort vehicle used behind an abnormal transport must bear a red or yellow reflective outline marking in accordance with ECE Regulation 48. An M category EKL escort vehicle may have a red or yellow reflective outline marking in accordance with ECE Regulation 48. There must be a white or yellow reflective outline mark on either side of the EKL escort vehicle in accordance with ECE Regulation 48. The width of the contour marking may be less than that specified in the ECE Regulation.

Illustrations of EKL escort vehicles are shown in Annex 3.

The approval of a vehicle as an EKL escort vehicle must be entered in the vehicle registration data.

6.3.3 The EKL escort vehicle's equipment and supplies

An EKL escort vehicle must be equipped with:

1)

at least four traffic cones equipped with reflectors, or similar devices;

2) at least one portable fire extinguisher meeting at least the requirements of power class 43 A 233 B C laid out in standard SFS-EN 3-7 + A1, suitable for use at a temperature of –30° C or less and suitable for extinguishing vehicle fires;

3) first aid equipment.

In addition to a warning panel, the escort vehicle may contain a sign that provides information about the size of the transport or other information relevant to other road users.

An EKL escort vehicle may be equipped with lamps emitting white or light-yellow light aimed diagonally forward to detect overhead restrictions. The lamps must be oriented upwards at an angle of at least 30° to the horizontal.

7 Traffic control and warning measures in abnormal road transport

7.1 Traffic control in abnormal road transport

For an abnormal transport, an *EKL traffic manager* must be used if:

1) the transport requires the use of an EKL escort vehicle or an escort vehicle in accordance with section 7.2;

2) the transport requires other road traffic to be stopped;

3) the transport is part of a convoy of successive loads;

4) the load prevents the driver from seeing behind or to the side of the transport, either directly or by means of a device for indirect vision.

During transport, EKL traffic managers and drivers of abnormal transport vehicles must maintain continuous communication with each other and use a common language for communication.

An EKL traffic manager may, instead of using the ‘driving prohibited’ traffic sign referred to in the Transport and Communications Agency regulation on the colours, construction, and dimensioning of the traffic management devices, use another ‘driving prohibited’ sign in accordance with the said regulation.

The high-visibility clothing worn by traffic managers is provided for in section 65, subsection 5 of the Road Traffic Act. The clothing of the EKL traffic manager must comply with class 3 or higher laid out in standard SFS-EN 471 or SFS-EN ISO 20471.

The number of EKL traffic managers must be at least equal to the minimum number of escort vehicles specified in section 7.2.

7.2 Using an escort vehicle for abnormal transport

An escort vehicle must be used in abnormal road transport if:

1) the longitudinal distance from the rear axle of the vehicle or vehicle combination to the rearmost point of the vehicle or load exceeds 6.00 m and the vehicle or vehicle combination, when laden, does not meet the manoeuvrability requirements referred to in section 3.3.4;

2) the vehicle is driven in a lane of oncoming traffic or the vehicle is otherwise primarily in a lane of oncoming traffic contrary to the direction of traffic;

3) the transport exceeds the centreline of the carriageway, excluding:

a) driving in a junction area;

b) driving in a steep curve where the vehicle partially exceeds the centreline of the road while turning;

c) a carriageway or a section of carriageway under 5.70 metres in width;

d) an exceptional arrangement due to roadworks or an accident;

4) the vehicle turns against the direction of the traffic sign;

5) the vehicle or vehicle combination:

a) does not meet the manoeuvrability requirement of sections 3.2.1 or 3.3.4 when unladen;

b) exceeds the lateral displacement dimension (S) of Annex 1 by 1.70 meters when laden;

6) the permissible speed limit for abnormal road transport is lower than 40 km/h;

7) the width or length of the transport requires the use of an escort vehicle according to Table 2;

8) the width of the abnormal transport exceeds 4.00 metres or the length exceeds 40.00 metres, in which case only EKL escort vehicles may be used as warning vehicles;

9) the height of the abnormal transport is more than 5.00 metres; however, an escort vehicle is not required if the transport is carried out on the route specified in the abnormal transport permit and the carrier has ensured that an escort vehicle is not needed for measuring the height of the structures above the road.

The number of escort vehicles required based on the width and length of the transport is set out in Table 2.

Table 2

Minimum number of escort vehicles and EKL traffic managers in abnormal transport						
	Width (m)					
Length (m)	max. 3.00	more than 3.00	more than 3.50	more than 4.00	more than 5.00	more than 7.00
max. 30.00			1	2	3	4
more than 30.00	*)	1	1	2	3	4
more than 35.00	1	2	2	3	3	4
more than 40.00	2	2	3	3	3	4
more than 45.00	2	3	3	3	3	4
more than 50.00	3	3	3	3	3	4

**) An escort vehicle must be used if the width of the transport is more than 2.60 metres and the length is more than 30.00 metres and the vehicle combination does not meet the manoeuvrability requirement laid down in section 132 of the Road Traffic Act when unladen.*

7.3 Escort vehicle placement in abnormal road transport

An escort vehicle used in an abnormal transport must warn other traffic to prevent danger and inconvenience caused by the abnormal transport.

When using two escort vehicles, one of these must be behind the transport and the other in front of the transport. If more than one escort vehicle is used, one escort vehicle must be behind the transport and the others in front.

The transport must be preceded by an escort vehicle:

1) when ensuring height restrictions;

2) if the vehicle is driven in a lane of oncoming traffic or the vehicle is otherwise primarily in a lane of oncoming traffic contrary to the direction of traffic;

3) in the situation referred to in section 7.2, paragraph 3; or

4) if the transport vehicle will turn contrary to the direction indicated by a traffic sign.

An escort vehicle is required behind a transport if:

1) the longitudinal distance from the rear axle of the vehicle or vehicle combination to the rearmost point of the vehicle or load exceeds 6.00 m and the vehicle or vehicle combination, when laden, does not meet the manoeuvrability requirements referred to in section 3.3.4;

2) the vehicle, combination of vehicles or load exceeds the lateral displacement (S) of 1.70 metres in accordance with Annex 1;

3) the permissible speed limit for abnormal road transport is lower than 40 km/h; or

4) driving on a motorway or on a road where two-way traffic is prohibited by traffic signs.

The placement of the escort vehicle may differ from that specified in this section if the traffic situation, the direction of the transport or other comparable reasons so require.

7.4 Use of a warning panel and warning lamps

7.4.1 Use of a warning panel

The warning panel of an abnormal transport vehicle must bear a forward and rearward indication:

1) ‘LEVEÄ’ [WIDE] if the abnormal road transport is more than 3.50 metres wide;

2) ‘PITKÄ’ [LONG] if the abnormal road transport is more than 30.00 metres long and a maximum 3.50 metres wide. The indication ‘PITKÄ’ may be used if the length of the transport exceeds 25.25 meters.

By way of derogation from the above, the warning panel of an escort vehicle used behind an abnormal transport may display the indication ‘PITKÄ’ if the length of the transport is more than 35.00 metres and the width of the transport is more than 3.50 metres but not more than 4.00 metres.

If an abnormal road transport uses an escort vehicle only because of the height, the warning panel must be forward- and rearward-facing with the indication ‘KORKEA’ [HIGH].

The escort vehicle used in the abnormal transport routing report must bear the forward- and rearward-facing indication ‘MITTAUS’ [MEASURING].

In addition to the warning indications mentioned above, the displayed information may not be in conflict with the dimensions of the transport.

7.4.2 Using warning lamps

Warning lamps must be used if the transport moves differently from standard traffic rules or if it is necessary to warn other traffic to avoid obvious danger. Warning lamps must not be used for solely over-high or over-long transport that follows standard traffic rules. However, in escort vehicles used behind the transport, the warning lamp must be used throughout the transport.

7.5 A convoy of abnormal road transport vehicles

7.5.1 Convoy size

Convoys of successive abnormal transports are limited to four abnormal transports.

7.5.2 Numbers of EKL escort vehicles, escort vehicles and EKL traffic managers in the convoy

In the case of a convoy of consecutive abnormal transports, derogations may be made from the requirements concerning the number of EKL escort vehicles, escort vehicles, and EKL traffic managers for individual abnormal transports as set out below.

The minimum number of EKL escort vehicles or escort vehicles and EKL traffic managers must be:

1) as many as required for the largest single transport in the convoy;

2) one in front of the convoy and one behind it; one per convoy of two or three vehicles if the lengths and widths of all the vehicles are permissible on the road;

3) in convoys of four vehicles, one after two vehicles if at least one of the loads exceeds the generally permissible width or length on the road; and

4) one in front of and behind each vehicle of more than 6.00 metres wide, or more than 40.00 metres long.

8 Abnormal road transport speed stipulations

Driving speeds should not exceed 60 kilometres per hour if, due to its dimensions, the transport cannot be carried in its own lanes in the direction of travel. This restriction does not apply to a motorway and a dual carriageway, where the transport does not encroach into the path of oncoming traffic. If an escort vehicle is used in front of the transport, the restriction does not apply to a road where the transport does not encroach into the path of oncoming traffic.

The speed limit that is set on the basis of the vehicle or its load must not be exceeded.

9 Dimensions permitted in abnormal road transport without special authorisation

An abnormal transport permit is required for transport carried out with a vehicle registered or put into service in a non-EEA State that exceeds the dimensions permitted by the Road Traffic Act and for transport carried out with a vehicle registered or put into service in an EEA State that exceeds the generally permitted height on the road or the dimensions specified in Table 3.

Table 3

Vehicle, vehicle combination or load	Width (m)	Length

		(m)
A combination of truck and semi-trailer	4.00	40.00
A combination of tractor and unladen peat production trailer or tractor and towing device	4.00	30.00
A combination of a lorry and a trailer or a combination of a lorry and more than one trailers[4)]	4.00	30.00
A combination of tractor and trailer	4.00	20.00
A power-driven vehicle that is not primarily intended for transporting a load	4.00	20.00
Truck [1.2)]	4.00	13.00
Van	3.50	13.00
A combination of a tractor and a vehicle transport trailer	3.50	20.00
Car and centre axle trailer combination [3)]	3.50	20.75
Vehicle transporter	3.50	16.00

1) The length of 13.00 metres may be exceeded when the load carried on the trailer is transferred by a lorry with a suitable crane during loading or unloading.
2) However, the length of the lorry in boat transport is 16.00 meters.
3) The length of a combination of a lorry and a towed device is 30.00 metres.
4) The length of a combination of a lorry and a trailer or a combination of a lorry and more than one trailer, when this is no more than 3.50 metres wide, is 34.50 metres.

10 Issuance of an abnormal transport permit

The general prerequisites for granting an abnormal road transport permit are laid down in section 159 of the Road Transport Act.

An abnormal transport permit is required for transports that exceed the generally permissible height or other specified dimensions on the road or the generally permissible mass on the road. The granting of an abnormal transport permit is subject to the following conditions:

1) the speed limit for abnormal road transport is over 60 km/h for a vehicle combination of a tractor and a trailer or a towed device that exceeds the mass generally permissible on the road;

2) the maximum width of a vehicle transporter is 4.00 metres and the maximum length 18.00 metres;

3) the maximum transport width of a combination of a tractor and a trailer coupled to it is 4.00 metres and the maximum transport length 25.00 metres;

4) the width of the trailer must be more than 2.60 metres and the width of the load may not more than 1.00 metre greater than the width of the trailer and not more than 4.00 metres for O_1- and O_2-class trailers;

5) the lorry used to transport the boat must have structures suitable for supporting the boat.

6)

7) .

11 Transitional provisions

An abnormal road transport vehicle or vehicle combination, component, system, part and separate technical units approved for transport in Finland before this Regulation enters into force may continue to be used in transport.

For the purpose of calculating the sum of the masses on steered axles in a group of three or more axles of an abnormal transport trailer, the provision on the axle considered to be a steered axle in force at the time of entry into force of this Regulation may be applied to a vehicle which, before [day] [Month] 202x:

1) is entered into service for the first time;

2) is inspected and registered as imported;

3) is given a modification inspection to become an abnormal road transport vehicle.

.

.

A warning panel approved before the entry into force of this Regulation may continue to be used, or its technology and information may be amended to comply with the requirements of this Regulation, without altering the dimensions of the warning panel.

The provision in section 6.2 concerning the minimum height of the lower edge of the warning panel of an abnormal transport vehicle applies to escort vehicles other than EKL escort vehicles from [six months after the entry into force of the Regulation].

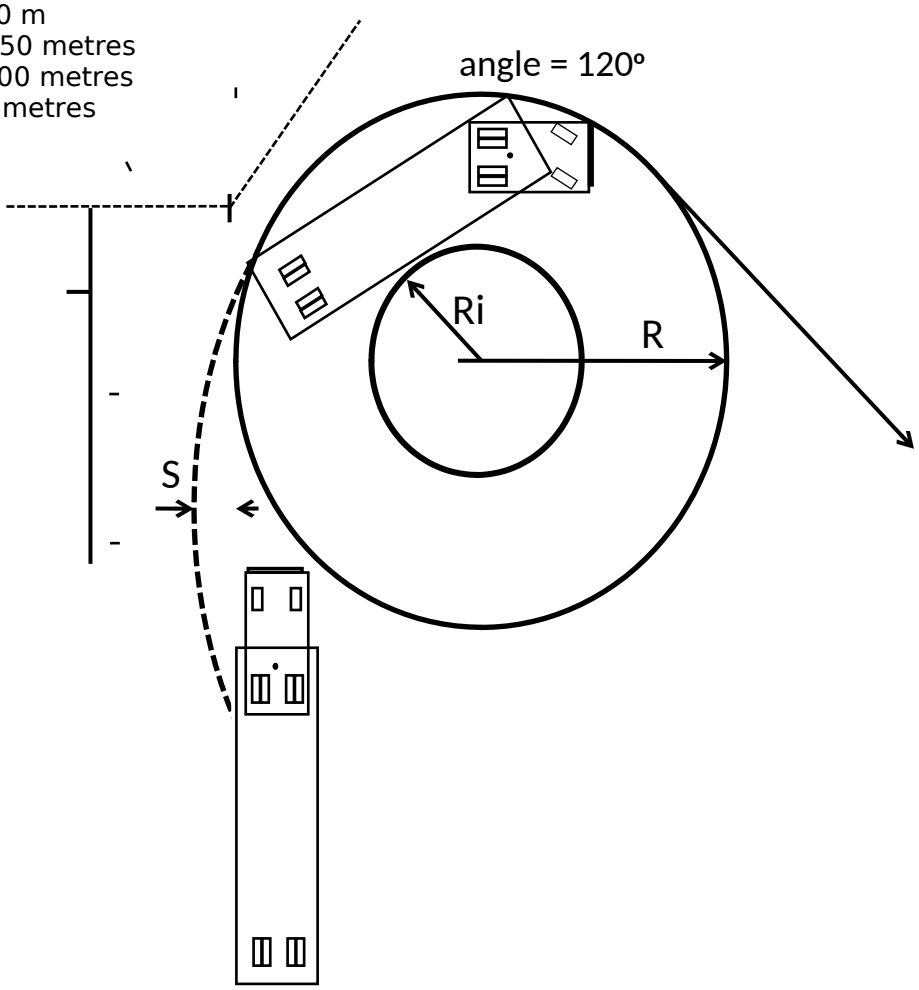
Signatories

Annex 1 Manoeuvrability requirement of abnormal transport vehicles and vehicle combinations

Unladen vehicles and vehicle combinations exceeding the permissible overall width or length on the road must comply with the manoeuvrability requirements shown in the drawing below, unless otherwise specified in section 3.2.1 or 3.3.4.

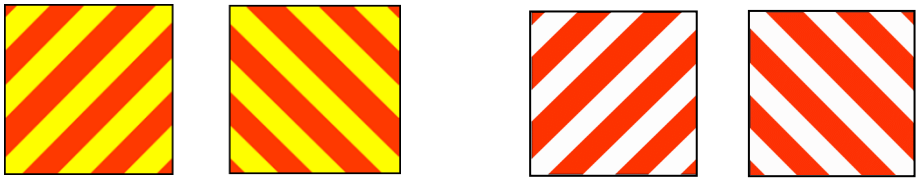
The vehicle and vehicle combination must turn by driving inside the outer circle (R) without overstepping the inner circle (Ri) at an angle of 120°, whereby the lateral displacement of the rearmost corner may not exceed dimension (S).

In the drawing:
R = up to 16.50 m
Ri = at least 7.50 metres
R-Ri = up to 9.00 metres
S = up to 1.70 metres



Annex 2 Example illustrations: Identification plate and warning panel

Identification plate



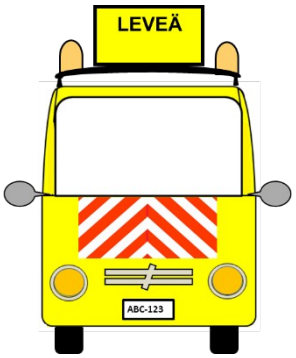
Warning panel

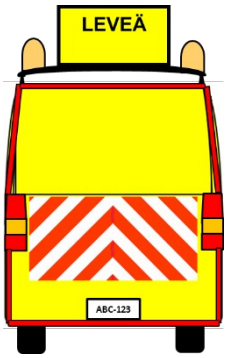
LEVEÄ	WIDE

LEVEÄ	WIDE
PITKÄ	LONG
KORKEA	HIGH

Annex 3 Example illustrations: EKL escort vehicle colour and markings

Markings in front and rear





LEVEÄ	WIDE

Markings on both sides