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**STATUTE BOOK OF FINLAND**

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**31/2019**

**Government Decree**

# amending the Decree on the use of vehicles on the road

By decision of the Government, §§ 2, 13, 17, 19 a, 19 b, 20, 21, 23, 23 a, 24, 26, 27, 32, 32 a, 33, 36, 45, 46, 51 b, 52 and 57 §, as § 2 is in Decrees 407/2013 and 570/2017, §§ 13, 19 a, 27, 32, 32 a and 52 are in Decree 407/2013, § 17 is partially in Decrees 303/1996, 1227/2011 and 407/2013, § 19 b is in Decree 1243/2002, § 20 is in Decrees 407/2013 and 123/2017, § 21 is in Decrees 407/2013, 47/2017 and 240/2017, § 23 is in Decree 47/2017, § 23 a is in Decree 1062/2013, § 24 is in Decrees 407/2013, 240/2017 and 206/2018, § 26 is in Decree 1227/2011, § 33 is in Decree 487/2009, § 36 is partially in Decree 531/1993, § 45 is in Decree 1612/2015, § 46 is in Decrees 670/1997, 407/2013 and 240/2017, § 51 b is in Decree 570/2017 and § 57 partially in Decrees

1453/1992 and 47/2017, of the Decree on the use of vehicles on the road (1257/1992) are *amended*, the § 22 repealed by Decree 670/1997 is *replaced* by a new § 22, and a new § 32 is *inserted* as follows:

§ 2

## Definitions

The provisions of the Vehicle Act and regulations adopted pursuant to it apply to the definition of vehicles, vehicle categories and the dimensions and masses of vehicles. In addition, the definition of the dimensions and masses of vehicles is regulated by Commission Regulation (EU) No 1230/2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers and amending Directive 2007/46/EC of the European Parliament and of the Council.

For the purposes of this decree:

1. *connected mass* shall refer to the permissible true mass of the towed vehicle while coupled, excluding the mass on the fifth wheel coupling or drawbar coupling of the towing vehicle of a semi-trailer, tractor trailer or centre-axle trailer;
2. *indivisible load* shall refer to a load that cannot, for the purpose of carriage by road, be divided into two or more loads without undue expense or risk of damage and which owing to its dimensions or mass cannot be carried by a vehicle or vehicle combination without exceeding the generally allowable limits for masses or dimensions on the road; indivisible load also means a container designed for carriage by sea that is exported or imported, either empty or loaded at the site of departure, and over 2.80 metres high or over 12.30 metres long; if the transport of the container referred to herein requires exceeding the height of 4.40 metres or, correspondingly, exceeding the length of 23.00 metres or the generally allowable limit for mass on the road in an articulated vehicle, the container is considered an indivisible item only when it is the package of an indivisible item or when the container is transported empty;

Directive 96/53/EY of the Council; OJ L 235, 17.9.1996, p. 59.

1. *Ministry* shall refer to the Ministry of Transport and Communications;
2. *work equipment* shall refer to a switchable machine that can be connected to a vehicle, that is completely off the ground during carriage by road, and that cannot rotate around its vertical axis in relation to the vehicle during carriage by road;
3. *dimension and weight directive* shall refer to Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic, as last amended by Directive (EU) 2015/719 of the European Parliament and of the Council;
4. *alternative fuels* shall refer to the alternative fuels referred to in Article 2 of the dimension and weight directive;
5. *steering axle*: the axle whose wheels may be rotated directly or indirectly in relation to the longitudinal axis of the vehicle to determine the direction of the vehicle’s motion;
6. *steered axle* shall refer to an axle for which the steering angle of the wheels only changes due to the interaction of forces between the wheels and the road surface; however, an axle whose steering angle changes slightly due to the elasticity of the axle coupling is not considered a steered axle.

§ 13

## Steered axle

If a vehicle or a trailer, for which no technical requirements for a control device have been provided or specified, has a steered axle fitted with a device that is actuated from the driver’s seat or an automatic device that directly locks steering, the axle must be kept locked when driving at a speed exceeding 40 kilometres per hour.

If all the axles of a vehicle are steering axles, the travel position of the vehicle shall be parallel to the carriageway in normal traffic.

§ 17

## Use of the anti-skid devices on tyres of a vehicle and towed vehicles coupled thereto

The tyres of a vehicle and towed vehicle coupled to it may be equipped with studs, snow chains or other equivalent anti-skid devices, which do not essentially damage the surface of the road. Studded tyres may be used from 1 November to 31 March or to the first Monday following Easter Monday, whichever occurs later. Outside this period studded tyres may be used in emergency vehicles, off-road vehicles and trailers used by the Defence Forces, road maintenance vehicles and trailers and haulage vehicles. Studded tyres may be used outside the above-mentioned period also during temporary transfers relating to the trade, repair and roadworthiness inspection of vehicles or towed vehicles, and in all vehicles and towed vehicles if the weather or road conditions make it necessary.

In the case of a trailer with a total mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes (category O2) studded tyres shall be used, if the towing vehicle is equipped with studded tyres.

When studded tyres are used in a passenger car, light commercial vehicle (category M1 and N1) or in a trailer with a total mass not exceeding 3.5 tonnes (category O1 and O2), they shall be fitted on each wheel, with the exception of both wheels of twin wheels. The number of studs in different tyres of a vehicle may differ by not more than 25 % from the number of studs in the tyre that has the most studs.

When a spare tyre must be used temporarily in a vehicle or towed vehicle coupled to it due to tyre failure, the provisions of this section shall not apply to it. The vehicle shall then be driven observing extra caution.

In the case of a used studded tyre of a passenger vehicle or a light lorry, the studs shall not project more than 2.0 millimetres. The stud may protrude by no more than 2.5 millimetres in the tyres used for a lorry.

The Finnish Transport and Communications Agency may grant a derogation to an individual vehicle from the permitted period of use of studded tyres laid down in subsection 1.

If the total mass on the driving axle or driving axles is less than 18 % of the gross combination mass in a vehicle combination with a mass exceeding 44 tonnes or a length exceeding 18.75 metres, the towing vehicle must, during the period laid down in § 16, subsection 2, be fitted with a device that can improve the vehicle’s starting traction on slippery road surfaces. A structure affecting the functioning of the differential of a single driving axle is not considered such a device.

If the total mass on the driving axles of a vehicle combination whose length exceeds 28 metres is under 25 % of the mass of the vehicle combination, during the period laid down in § 16, subsection 2 and for the purposes of improving the starting capacity of a vehicle combination on a slippery road surface, the towing vehicle shall be equipped with sanders or automatic snow chains to improve the towing capacity of at least one driving axle or the axle used as the driving axle at low speed.

§ 19 a

## Maximum masses on axles or bogies of a vehicle or vehicle combination

When a vehicle or vehicle combination is driven on the road, the mass on the axle or bogie or the total mass of the vehicle may not exceed the value entered in the transport register. The total mass of the vehicle combination may not exceed the sum of the masses of the towing vehicle and towed vehicle entered in the transport register, or the total mass permitted for the combination if it is lower than the sum referred to above.

While driving on a slippery road surface, the mass on the axle or bogie of a vehicle when using an axle lift device or an axle-lightening function may temporarily exceed the maximum axle or bogie mass allowed on the road if it is necessary in order to obtain sufficient traction grip and it does not damage the road.

The mass on the axle and bogie of a vehicle when using an axle lift device or an axle-lightening function may temporarily exceed the maximum mass allowed on the road if it is necessary in order to attain sufficient manoeuvrability. At such a time, driving speed may not exceed 30 kilometres per hour and the mass on the axle may not exceed 12 tonnes. The provisions of § 32 b on required stability do not apply to a vehicle combination when an axle lift is performed while driving speed is less than 30 kilometres per hour.

§ 19 b

## Use in Finland of a vehicle registered or put into circulation in an EEA State

When a vehicle registered or put into circulation in a Member State of the European Economic Area, hereinafter *EEA state*, is used in Finland, the provisions of this chapter shall apply.

If the generally permissible masses of a vehicle put into circulation in 1993 or later exceed the maximum values provided in the Masses and Dimensions Directive:

1. at least one axle of a bogie with three or more axles shall be a steering axle; instead of a steering axle, a steered axle may be used that is locked in a position directly corresponding to the driving direction while at a speed of 30 kilometres per hour or more;
2. in the case of a towed vehicle, at least one of the bogie axles shall be a steered or steering axle, if the distance between the outermost axles of a bogie exceeds

2.4 metres in a two-axle bogie or 2.8 metres in a bogie with three or more axles;

1. the rearmost axle in a two-axle bogie of the full trailer shall only be a steered axle if the vehicle has been demonstrated to fulfil the technical requirements referred to in UN/ECE Regulation No 79;
2. a bogie semi-trailer coupled by means of a converter dolly shall have a minimum of two non-steered axles.

The sum of the mass on the non-steered axles of a bogie with three or more axles in the vehicle referred to in subsection 2 above must be at least 1.6-fold compared to the mass on the steered axles. This requirement shall not apply to vehicles which have been demonstrated to comply with the technical requirements referred to in UNECE Regulation No 79.

The provisions laid down in subsections 2 and 3 above shall not apply to a vehicle with a maximum authorised speed not exceeding 40 kilometres per hour.

§ 20

## Masses on axles and bogies

When a motor vehicle or a trailer is driven on the road, the mass on its axle must not exceed the following values:

|  |  |
| --- | --- |
| 1) non-driving axle | 10 t |
| 2) driving axle | 11.5 t |

When a motor vehicle is driven on the road, the mass on its bogie must not exceed the following values:

|  |  |
| --- | --- |
| 1) tandem-axle bogie when the axle spacing is less than 1.0 metre | 11.5 t |
| 2) tandem-axle bogie when the axle spacing is not less than 1.0 metre but less than 1.3 metres | 16 t |
| 3) tandem-axle bogie when the axle spacing is not less than 1.3 metre but less than 1.8 metres | 18 t |
| 4) tandem axle bogie when the axle spacing is not less than 1.3 metres but less than 1.8 metres and each driving axle is fitted with twin wheels and the mass on each axle does not exceed 9.5 tonnes | 19 t |
| 5) tandem axle bogie when the axle spacing is not less than 1.3 metres but less than 1.8 metres and the driving axle is fitted with twin wheels and air suspension or a suspension recognised as equivalent to air suspension | 20 t |
| 6) tandem axle bogie when the axle spacing is not less than 1.3 metres but less than 1.8 metres and the driving axle is fitted with twin wheels and air suspension or a suspension recognised as equivalent to air suspension or when both axles of the bogie are fitted with twin wheels and the mass on a single axle does not exceed 10.5 tonnes | 21 t |
| 7) tri-axle bogie when the spacing of successive axles is less than 1.3 metres | 21 t |
| 8) tri-axle bogie when the spacing of successive axles is at least 1.3 metres | 24 t |
| 9) tri-axle bogie when the spacing of successive axles is not less than 1.3 metres and at least two of the axles of the bogie are fitted with twin wheels | 27 t |

When a trailer is transported on the road, the mass on the bogie shall not exceed the following values:

|  |  |
| --- | --- |
| 1) tandem-axle bogie when the axle spacing is less than 1.0 metre | 11 t |
| 2) tandem-axle bogie when the axle spacing is not less than 1.0 metre but less than 1.3 metres | 16 t |
| 3) tandem-axle bogie when the axle spacing is not less than 1.3 metre but less than 1.8 metres | 18 t |
| 4) tandem-axle bogie when the axle spacing is not less than 1.8 metres | 20 t |
| 5) tri-axle bogie when the spacing of successive axles is less than 1.3 metres | 21 t |
| 6) tri-axle bogie when the spacing of successive axles is not less than 1.3 metres | 24 t |
| 7) at least four-axle bogie | 24 t |
| 8) at least four-axle bogie when the spacing of successive axles is not less than 1.3 metres | 27 t |
| 9) at least four-axle bogie when the spacing of successive axles is not less than 1.3 metres and the spacing of the outermost axles is not less than 4.7 metres | 30 t |
| 10) at least five-axle bogie when the spacing of successive axles is not less than 1.3 metres and the spacing of the outermost axles is not less than 6.7 metres | 36 t |

The mass on the successive axles of a bogie with three or more axles may not exceed the maximum authorised mass on a bogie with a corresponding number of axles under subsections 2 or 3. The mass on the axles of a bogie may not exceed the maximum authorised mass on an axle laid down in subsection 1.

§ 21

## Vehicle mass

When on the road, a vehicle’s mass may not exceed the following values:

|  |  |
| --- | --- |
| 1) a tandem-axle vehicle other than a bus or coach | 18 t |
| 2) a tri-axle vehicle | 25 t |
| 3) a tri-axle vehicle, if its drive axle has twin wheels and is equipped with air suspension or suspension recognised as equivalent to air suspension, or if each drive rear axle has twin wheels and the mass on each axle does not exceed 10.5 tonnes | 26 t |
| 4) a tri-axle vehicle with two axles that have twin wheels or with one rear axle that is steering or steered and fitted with tyres with a nominal width of at least 385 millimetres, and the steering axle has twin wheels and is equipped with air suspension or suspension recognised as equivalent to air suspension | 28 t |
| 5) a three-axle articulated bus | 28 t |
| 6) a four-axle vehicle | 31 t |
| 7) a four-axle vehicle, if its drive axle has twin wheels and is equipped with air suspension or suspension recognised as equivalent to air suspension, or if each drive rear axle has twin wheels and the mass on each axle does not exceed 10.5 tonnes | 35 t |
| 8) a five-axle vehicle | 42 t |
| 9) a tandem-axle bus or coach | 19.5 t |

However, a vehicle’s mass may not exceed the mass obtained by adding the following to 20 tonnes for every 0.10 metres that the distance between the vehicles’ outermost axles exceeds 1.80 metres:

1) 320 kilograms, if the vehicle has four axles,

2) 350 kilograms, if the vehicle has five axles,

At least 20 % of the vehicle's mass must be carried by the steering axle(s). For a passenger vehicle loaded to its registration/in service permissible mass and with the full permissible mass carried by the rear axle, at least 30 % of the vehicle's gross mass must be carried by the front axle.

At least 25 % of the mass of category M2, M3 and N vehicles must be carried by the drive axle(s).

The mass of a vehicle using alternative fuels may exceed the maximum authorised amount laid down in subsection 1, points 1 to 8, to the extent that the manufacturer demonstrates the increase in mass to be due to the additional weight required for the alternative fuel. The additional weight may not exceed one tonne.

§ 22

## Mass of a trailer

The mass of the full trailer may not exceed the value obtained by adding to 20 tonnes 350 kilograms for every 0.10 metres that the distance between the outermost axles of the trailer exceeds 1.80 metres.

§ 23

## Mass of a vehicle and trailer combination

The mass of a vehicle combination driven on the road may not exceed the following values:

1. combination comprising a motor vehicle and centre-axle trailer 50 t
2. combination comprising a motor vehicle and a semi-trailer, combination comprising a motor vehicle and a full trailer, or combination comprising a motor vehicle and several trailers:

|  |  |
| --- | --- |
| four axles | 36 t |
| five axles | 44 t |
| six axles | 53 t |
| seven axles | 60 t |
| eight axles | 64 t |
| eight axles, if at least 65 % of the mass of the trailer or of the total mass of the trailers is carried by axles with twin wheels | *68 t* |
| nine axles | 69 t |
| at least nine axles, if at least 65 % of the mass of the trailer or of the total mass of the trailers is carried by axles with twin wheels | 76 t |
| ten axles | 74 t |
| at least eleven axles | 76 t |

When calculating the number of axles specified in subsection 1, an axle lifted off the ground or an axle with an imposed mass of less than five tonnes shall not be taken into account in combinations with six or more axles.

The sum of the masses on the rearmost bogie of the towing vehicle and the front bogie of the trailer shall not exceed the amount obtained by adding 350 kilograms to 20 tonnes for every 0.10 metres by which the spacing of the outermost axles of the bogies exceeds 1.80 metres.

The mass of the vehicle combination with a mass exceeding 44 tonnes may not exceed the value obtained by adding to 20 tonnes 320 kilograms for every 0.10 metres that the distance between the outermost axles of the trailer exceeds 1.80 metres. The provisions laid out above in this subsection shall also apply to the vehicle combination consisting of a vehicle and a semi-trailer which is part of the combination referred to in subsection 1, point 2, if its mass exceeds 44 tonnes.

In a vehicle combination with a mass exceeding 40 tonnes, the distance between the rear axle of the vehicle and the front axle of a trailer with a mass exceeding 10 tonnes shall be at least 3.00 metres.

At least 15 % of the mass of the vehicle combination shall be on the driving axles of the combination consisting of a vehicle and one or more trailers. If the mass of the vehicle combination exceeds 68 tonnes, at least 20 % of the mass of the vehicle combination shall be on the driving axles, and at least 9 % of the mass of the vehicle combination shall be on the steering axle of a towing vehicle.

The engine power for a vehicle combination with a mass exceeding 44 tonnes must be at least 5 kilowatts per tonne of the combination's mass.

The mass of the combination may exceed the maximum authorised amount laid down in subsection 1 if the conditions laid down in § 21, subsection 5 above are fulfilled, provided that a motor vehicle using alternative fuels referred to in the mentioned subsection is part of the combination.

§ 23 a

*Derogations for the mass of a vehicle combination engaged in the transport of dangerous goods*

By derogation from § 23, subsection 1, point 2, if a transport is subject to the Act on the transport of dangerous goods (719/1994), the maximum authorised weight of the vehicle combination shall be

1. 60 tonnes when the number of axles is at least seven;
2. 64 tonnes in the case of a combination of a towing vehicle with at least three axles and a semi-trailer with at least five axles;
3. 68 tonnes, if
4. a vehicle combination has at least eight axles and the towing vehicle of the combination has at least four axles; or
5. the towing vehicle of a vehicle combination has at least three axles and the combination concerned comprises a motor vehicle with at least eight axles and two semi-trailers.

In vehicle combinations with no more than eight axles with a mass of more than 64 tonnes, at least 65 per cent of the mass of the trailer or of the total mass of the trailers shall be carried by axles with twin wheels. However, the requirement does not apply to tank transport of hazardous substances if the amount of the hazardous substance transported exceeds 5 tonnes.

The provisions of paragraphs 1 and 2 above do not apply to the transport of packaged goods, if the amount of hazardous substance being transported does not exceed the limits laid down or stipulated pursuant to the act referred to in paragraph 1 that concerns exemptions related to the amount transported in a transport unit.

§ 24

## Length of the vehicle, trailer or combination thereof

The length of the vehicle may not exceed the following values:

|  |  |
| --- | --- |
| 1. bus or coach (categories M2 and M3)

however, with at least three axles however, if articulated however, if the articulated vehicle has more than one articulated section1. a vehicle other than a bus or coach referred to in point 1

The length of the trailer may not exceed the following values: | 13.50 m15.00 m18.75 m 25.25 m13.00 m |
| 1. distance from the vertical axis of the semi-trailer king pin to the rearmost point of the trailer
 | 18.00m |
| 1. In the case of a full trailer used in a vehicle combination over 22.00 metres in length, the distance from the turning point of the front axles to the rearmost point of the trailer
2. from the vertical axis of the king pin or the turning point of the front axles referred to in paragraphs 1 and 2 to any point to the front of the point concerned, excluding the drawbar
3. any trailer other than those referred to in paragraph 1 or 2, excluding the drawbar

The length of the vehicle combination may not exceed the following values: | 16.00 m 2.04 m12.50 m |
| 1) the combination of a passenger car or bus (category M) and a trailer other than a semi-trailer, as well as the combination of a van (category N1) and a trailer other than a semi-trailer | 18.75m |
| 2) the combination of a passenger car (category M1) or a van (category N1) or a lorry of category N2 and a semi-trailer, as well as any vehicle combination other than those referred to in points 1, 3, 4 or 5 | 16.50 m |
| 3) the combination of a lorry of category N3 and a semi-trailer | 23.00 m |
| 4) the combination of a motor vehicle other than that referred to in point 1 and a centre-axle trailer | 20.75 m |
| 5) the combination of a lorry (categories N2 and N3) other than those referred to in points 2, 3 or 4 and one or more trailers | 34.50 m |
| from which the sum of the internal lengths of the loading area behind the cabin in the towing vehicle | 29.24 m |

If a bus or coach is fitted with a ski box or other detachable equipment, the length of the bus or coach and the attached equipment may not exceed the dimensions laid down in this section.

Vehicles or vehicle combinations fitted with aerodynamic equipment referred to in Article 8 b of the dimension and weight directive may exceed the dimensions laid down in this section, excluding the internal lengths of the loading area, provided that the requirements laid down in the directive are fulfilled. Exceeding the dimensions is only permitted if it is required for the coupling of such equipment to the rear of a vehicle or a vehicle combination, and this may not result in an increase of the size of the loading area.

Vehicles or vehicle combinations fitted with cabins referred to in Article 9 a of the dimension and weight directive may exceed the dimensions laid down in this section, excluding the internal lengths of the loading area, provided that the requirements laid down in the directive are fulfilled. Exceeding the dimensions may not result in an increase of the size of the loading area.

The dimensions laid down in this section may be exceeded by 15 cm by a trailer or vehicle combination that is used to transport a container 45 feet in length or a swap body 45 feet in length as part of an intermodal transport referred to in Article 2 of the dimension and weight directive.

Vehicles or attachments used for loading may be attached behind the load area of vehicles used for the transportation of goods despite the vehicle or the vehicle combination concerned exceeding the maximum permissible length in the event that:

1. the area used for the transportation of goods will not be increased;
2. any other generally authorised dimension than length is not exceeded;
3. the width of the vehicle used for the transport of goods is not exceeded;
4. the vehicle to which a vehicle or attachment referred to herein is attached fulfils the requirements laid down or stipulated for it in terms of rear underrun protection;
5. the requirements on the visibility and visibility angles of lights and the rear number plate are fulfilled either by the vehicle’s own lights and number plate or additional lights and number plate fitted for this purpose; and
6. a vehicle or attachment attached behind the vehicle poses no danger.

§ 26

## Manoeuvrability of vehicle combinations

A combination of a vehicle and a semi-trailer not exceeding 16.50 metres in length, a combination of a full trailer or a centre-axle trailer not exceeding 18.75 metres in length and a vehicle or a combination referred to in § 24, subsections 5–7 above must be able to manoeuvre on either side for a complete circular trajectory of 360° inside an area defined by two concentric circles; the outer circle shall have a radius of 12.50 metres and the inner circle a radius of 5.30 metres. A semi-trailer combination shall be considered to comply with this requirement if the distance from the fifth wheel king pin to the centre line of non-steered bogie axles is not greater than



where L is the width of the trailer.

A combination composed of the vehicle and one or two trailers exceeding 18.75 metres in length shall be able to turn within a swept circle with an outer radius of 12.50 metres and an inner radius of 2.00 metres. In the semi-trailer or full trailer used in such a combination, the distance from the fifth wheel king pin or the pivot point of the front group of axles to the rear axle of a single-axle trailer or to the centre line of the non-steered rear group of axles of a multi-axle trailer shall not exceed 8.15 metres. If all rear axles of a trailer are steering axles or if some of the axles are steered axles, or if the rear axles with the fifth wheel fitted on top can be moved backwards for the purposes of coupling to the second semi-trailer, the aforementioned dimensions may exceed the dimensions within the scope of the manoeuvrability provision laid down in this subsection.

Notwithstanding the provisions of subsection 2, a combination composed of a motor vehicle and one or two trailers exceeding 18.75 metres in length or a combination composed of a motor vehicle and a semi-trailer exceeding 16.50 metres in length may be able to turn so that when its outer edge makes a 120° turn along a circle with an outer radius of 12.50 metres and the vehicle combination continues straight ahead, the inner edge of the combination sweeps an arc with a radius of at least 4.00 metres. Any rear corner of the trailer may not move more than 0.80 metres toward the outer arc when this turn is begun. If the lateral motion of the trailer referred to above is less than 0.80 metres, the inner edge of the combination may sweep an arc whose radius is smaller than 4.00 metres by the difference by which the lateral displacement of the rear corner is less than 0.80 metres. However, the inner edge of the combination must sweep an arc at least 3.7 metres in radius. The technical information of the vehicle and combination necessary for demonstrating compliance with manoeuvrability requirements shall be carried during the transport. For a transport that turns according to this subsection, the transporter and driver must ensure that the route used for transportation is possible without the risk of colliding with structures on the sides of the carriageway.

The dimensions of 16.50 metres and 18.75 metres of the combination referred to in subsections 1–3 above do not take into account the exceeding of maximum authorised dimensions referred to in § 24, subsections 5 and 6.

If one or more non-steering or non-steered bogie axles are fitted with an axle-lift device, the positions of the axle-lift devices which improve the turning radius at a slow speed shall be taken into account when applying the requirements specified in subsections 1–3.

§ 27

## Applicability of provisions on masses and dimensions to other vehicles

The masses and main dimensions of vehicles and vehicle combinations other than those referred to in §§ 20–23, 23 a, 24 and 25 are, except the derogations laid down in §§ 27 a and 28–30, subject to the provisions of §§ 19 a, 20–23, 23 a, 24, 25 and 27 a concerning vehicles with a minimally deviating structure. However, § 27 a lays down the main dimensions of a motorcycle, moped, tricycle, quadricycle and light quadricycle. § 24, subsection 3, points 1 and 3–5 do not apply to the combination of a tractor and a trailer.

The maximum authorised mass of a vehicle fitted with metal tracks is 20 tonnes.

§ 32

## Towed vehicles to be coupled to a vehicle

A centre-axle trailer in category O1 or O2, a semi-trailer in category O2 or a full trailer in category O2 may be coupled to a passenger car and van (categories M1 and N1) as well as to a special purpose vehicle. The braking system of a semi-trailer or full trailer coupled to a passenger car or van shall be suitable for such a coupling and meet the technical requirements in force at the time the trailer was first put into use or at a later date. A semi-trailer or full trailer coupled to a passenger car or van and put into use before 1 January 2011 shall meet the technical requirements for a braking system in force on 1 January 2011 or at a later date.

A centre-axle trailer or a tandem-axle full trailer may be coupled to a bus or coach (categories M2 and M3).

The following may be coupled to a lorry (categories N2 and N3):

1. semi-trailer;
2. centre-axle trailer;
3. full trailer;
4. converter dolly with a semi-trailer coupled onto it;
5. semi-trailer with a semi-trailer coupled onto it;
6. semi-trailer with a centre-axle trailer coupled to it;
7. semi-trailer with a full trailer coupled to it;
8. semi-trailer with a converter dolly coupled to it that is coupled onto a semi-trailer;
9. converter dolly with a semi-trailer coupled onto it that has a semi-trailer coupled onto it;
10. full trailer with a semi-trailer coupled onto it;
11. semi-trailer with a semi-trailer coupled onto it that has a semi-trailer coupled onto it;

If the length of the unladen vehicle combination referred to in subsection 3 above exceeds 22.00 metres, all vehicles in the combination must have an anti-lock braking system.

§ 32a

## Coupling mass of towed vehicles

The coupling mass of towed vehicles other than those referred to in § 34 may not exceed the smallest of the following masses:

1. maximum technically authorised towed mass based on the structure and capacity of the vehicle and the strength of the coupling device;
2. if the towed vehicle is brakeless, half of the mass of the towing vehicle, not exceeding 0.75 tonnes, or, in the case of a towed device, no more than half of the true mass of the towing vehicle of category N2 or N3;
3. if the towed vehicle to be coupled to a vehicle with a maximum registration/in service authorised mass not exceeding 3.5 tonnes is equipped with overrunning type brakes, the maximum registration/in service authorised mass of the towing vehicle; or, if the towing vehicle is a vehicle of category M1G or N1G, 1.5 times the maximum registration/in service authorised mass of the towing vehicle, however not exceeding 3.5 tonnes;
4. if the trailer to be coupled to a vehicle with maximum registration/in service authorised mass exceeding 3.5 tonnes is equipped with overrunning type brakes, 3.5 tonnes;
5. if the towed vehicle to be coupled to a vehicle is not a semi-trailer or equivalent towed device is equipped with a continuous braking system, 1.7 times the maximum registration/in service authorised mass of the towing vehicle;
6. if an unloaded trailer(s) is (are) coupled to a vehicle with a maximum registration/in service authorised mass exceeding 3.5 tonnes to form a combination over 22.00 metres in length, 2.5 times the maximum registration/in service authorised mass of the towing vehicle.

The mass on the bogie of a semi-trailer shall not be more than 1.7 times the generally permissible mass of a towing vehicle.

§ 32 b

## Stability requirement for vehicle combinations

A vehicle combination loaded to the maximum generally authorised mass referred to in § 32(3)(7–11) above shall, in terms of its dimensions, be equivalent to a combination that has a maximum augmentation value of 1.90 for vertical angular displacement speed and a maximum augmentation value of 4.00 for lateral acceleration measured at the centre of mass of the load located 1.3 metres above the loading area floor and at a driving speed of 80 kilometres per hour in drive tests compliant with ISO standard 14791 or in equivalent simulations.

The necessary vehicle technical specifications must be carried during transport to demonstrate compliance with the stability requirement laid down in subsection 1.

§ 33

## Coupling of vehicles and trailers

When a trailer is coupled to a towing vehicle, it must be ensured that:

1. the structures of the towing vehicle and the towed vehicle are not in contact with each other during normal driving operations;
2. the driver has a clear field of visibility to the sides of the motor vehicle and trailer(s) and he or she can observe other traffic coming from behind;
3. the brakes and lights of the trailer(s) operate in accordance with regulations;
4. the pneumatic brakes of the motor vehicle and trailer(s) have been adjusted to be compatible with each other in accordance with regulations.

In addition to the provision laid down in subsection 1 above, the combination of a vehicle and semi-trailer exceeding 20.00 metres in length and other vehicle combinations exceeding 28.00 metres in length must have:

1. devices for indirect vision that allow the driver to see the entire inside curve side of the combination and the adjacent area during a turn referred to in § 26, subsection 2 or 3 when turning to either side;
2. a sophisticated emergency braking system and lane departure warning system in the towing vehicle;
3. an electronic stability control and electrically operated brakes in all vehicles in the combination;
4. the information on the mass on each single axle and bogie with the driver; the information is only required for the front axle of the towing vehicle if the axle is fitted with air suspension.

Motor vehicles with four or more axles, vehicles in category N3G, and combinations of lorry and two semi-trailers are not, however, required to be fitted with a sophisticated emergency braking system and lane departure warning system referred to in subsection 2, paragraph 2 above or with an electronic stability control referred to in paragraph 3.

The necessary vehicle technical specifications must be carried during transport to demonstrate compliance with the requirements laid down in subsection 2.

§ 36

## Coupling of towed vehicles to motorised work machines and off-road vehicles

A towed vehicle, caravan or equivalent towed device may be coupled to a motorised work machine when the towed vehicle is used for the transport of fuel and lubricant for the work machine as well as equipment and accessories related to the work. The connected mass of the towed vehicle may not exceed the unladen mass of the motorised work machine.

A motorised work machine used as a tow tractor may be coupled to a towed vehicle(s) to transfer unladen or laden trailers or containers when deployed in the port or terminal area.

A trailer may be coupled to an off-road vehicle if its connected mass is not greater than 1.5 times the unladen mass of the off-road vehicle.

§ 45

## Transport of goods

A vehicle may not be loaded in such a way that the load extends laterally outside the bodywork or loading area of the vehicle. If the vehicle has no bodywork, the load in the loading area may exceed the width of the vehicle as measured at the front axle by a maximum of 0.35 metres. However, the limitation does not apply to the transport of a boat.

Under the maximum authorised length limits for vehicles and vehicle combinations, the load may extend forward from the front by no more than one metre and to the rear by no more than two metres beyond the rearmost point of the vehicle. If a vehicle combination does not meet the manoeuvrability requirement in § 26(1) or (2), the load may, however, extend by no more than one metre beyond the rearmost point of the vehicle at the rear. However, the load upon a vehicle may exceed the maximum authorised length to the rear when a trailer is coupled to the vehicle. In addition, the load may exceed the maximum authorised length for the towing vehicle during brief transfers related to loading and unloading. The requirement for exceeding the maximum authorised length is that the loading procedure poses no risk of the load present in the towing vehicle hitting the trailer or the load present in the trailer. In other respects as well, the loading procedure must not pose a risk to traffic safety.

The mass of goods transported on the roof of a passenger car (category M1) may, within the limits of the authorised masses of the vehicle, be no greater than 10 % of the unladen mass of the vehicle.

A two-wheel cycle may be used to transport a maximum of 50 kg of goods, and a cycle with at least three wheels may be used to transport 100 kg of goods. However, for a cycle intended for the carriage of goods, the combined mass of persons and goods, in accordance with the total mass permitted by the manufacturer, may not be in excess of 250 kilograms, if the controllability of the cycle intended for the carriage of goods and its trailer is ensured by means of extra wheels or braking devices or other solutions by the manufacturer.

With the exception of the transports with a trailer referred to in § 36(1), a motorised work machine may not be used for any transport other than transports conducted at the site of work and derived from the actual intended use of the work machine.

In the case of a light electric vehicle, the combined mass of persons and goods may be according to the maximum authorised mass notified by the manufacturer, not in excess of 250 kilograms.

The combined mass of persons and goods may not exceed the maximum authorised mass notified by the manufacturer. However, the combined mass of persons and goods in a vehicle intended for the carriage of goods may not exceed:

1) 375 kilograms in the case of a three wheel moped designed for utility purposes or a light quadri-mobile for utility purposes; 2) 675 kilograms in the case of an on-road quad or an off-road quad;

3) 1 075 kilograms in the case of a commercial tricycle or heavy quadri-mobile for utility purposes.

§ 46

## Load positioning

The load shall be a consistent unit and positioned as low as possible. The load centre must be as low as possible and located close to the longitudinal centre line of the vehicle. In a combination of a vehicle and multiple trailers, the load shall be positioned as close to the front as possible, taking into account the entire combination. A vehicle may not be loaded in such a way that the centre of gravity of the vehicle is higher than technically permissible for the vehicle.

To the extent possible, the load shall be supported for front access to the loading area. Any sharp parts of items in the load shall be pointed back.

A centre-axle trailer shall be loaded so that it exerts a downward force on the coupling device of the towing vehicle. The downward pressing force may not exceed 10 per cent of the mass permissible for trailer axles or a force equivalent to a mass of 1,000 kilogrammes, whichever force is smaller. The downward force may not exceed the forces authorised for the coupled vehicles or coupling devices.

§ 51 b

## Markings for long vehicle combinations

A vehicle combination exceeding 15.5 metres in length, composed of a lorry and a trailer(s), shall have a marking plate comparable to the original version of UN/ECE Regulation No 70, as amended by the latest series of amendments. Alternatively, a marking plate may be affixed to the vehicle combination. The dimensions of said marking plate shall be at least 0.30 metres x 0.80 metres, and it shall have a black vehicle combination image against a yellow retro-reflective background and a 25 millimetres wide red fluorescent or retro-reflective border, under which the length of the combination may be indicated.

In addition to the aforementioned provisions laid down in subsection 1 above, the lorry and semi-trailer combination exceeding 18.75 metres in length and other vehicle combinations exceeding 25.25 metres in length shall have retro-reflective contour markings on the side of the vehicles and optional end-outline marker lamps referred to in paragraph 6.13 of the UN/ECE Regulation No 48, which are fitted on the last trailer.

A vehicle combination exceeding 25.25 metres in length shall have a marking plate of at least 0.45 metres2. The colour and retro-reflective characteristics thereof shall be pursuant to the requirements of UN/ECE Regulation No 70, and it shall display the Finnish text ‘PITKÄ’, or the corresponding word in Swedish or English, written in capital letters at least 200 mm high. In addition, the plate may contain the image of a vehicle combination in black, with an indication of the length of the combination below it. The plate referred to in this subsection may be substituted for a plate pursuant to subsection 1.

§ 52

*Approval of vehicles and vehicle combinations to be put into circulation by way of derogation from the provisions on dimensions and masses*

The Finnish Transport and Communications Agency may grant an exception from the provisions of §§ 20, 21, 23, 23 a, 24–26, 31, 32, 32 a and 32 b to an individual motor vehicle or a vehicle combination if it is necessary for the purpose of testing new technology, product development or another special reason. Furthermore, the exemption shall not endanger road safety and shall not distort competition. The exemption may be granted for a fixed period and may be subject to conditions.

§ 57

## Transitional provisions

The prohibition of idling referred to in § 5 of the decree applies to emergency vehicles and motor vehicles in transport subject to authorisation from 1 October 1993.

A four-axle vehicle first put into circulation before 1 January 1994 referred to in § 21, subsection 1, point 6 of the decree is subject to provisions on vehicle mass that were in force on 31 December 1993. A vehicle put into circulation before the above date must also meet the provisions on the total mass suspended between the outermost axles of a motor vehicle in force on 31 December 1993.

A vehicle accepted into circulation or, if separate acceptance is not required, used in transport before the entry into force of this decree may continue to be used in transport pursuant to conditions laid down in provisions and regulations in force at the time of entry into force of this decree or laid down in this decree.

————

This decree shall enter into force on 21 January 2019.

If the trailer is put into circulation before 1 January 2019, § 22 of the decree shall apply from 1 January 2024.

If the trailer is put into circulation before 1 January 2019, the requirement for an electronic stability programme laid down in § 33, subsection 2, point3 of the decree shall apply from 1 January 2024.

Notwithstanding the provisions in § 23, subsection 1 regarding the vehicle and semi-trailer combination, the provisions regarding the mass of the vehicle and semi-trailer combination in effect at the time of the entry into force of this decree may be applied to the vehicle and semi-trailer combination until 31 December 2023, if the trailer has been put into circulation before 1 January 2019.

If the towing vehicle or towed vehicle is put into circulation before 1 April 2019, the vehicle combination composed of a vehicle and a trailer or multiple trailers shall comply with the requirement for the sum of masses borne by the rearmost bogie of a towing vehicle and the foremost bogie of a trailer laid down in § 23, subsection 3 from 1 January 2024.

Helsinki, 10 January 2019

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