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Decree of the Ministry of Transport and Communications on the Construction and Equipment of Motor Vehicles and Trailers

(1248/2002; amendments up to 869/2005 included)

Chapter 1

General provisions

Section 1 – Scope of application

(1) This Decree applies to the construction and equipment of vehicles of categories M, N and O (motor vehicles and their trailers). This Decree applies to military vehicles of these categories, unless otherwise provided by decree of the Ministry of Defence pursuant to the Vehicle Act (1090/2002). This Decree also applies to vehicles intended for special transportation in accordance with provisions laid down separately.

(2) Provisions concerning the braking devices of motor vehicles equipped with compressed-air or electrical brakes and trailers coupled to them as well as the construction and equipment of buses and coaches shall be laid down by decree of the Ministry of Transport and Communications. Alternative requirements are given in Annex 1(I)(9 and 52).

(3) Provisions concerning the modification of motor vehicle construction, the repair of damaged vehicles and the assembly from parts as well as the measurement of stud force of studded tyres in motor vehicles shall be laid down separately by decree of the Ministry of Transport and Communications.

Section 2 – Definitions

For the purposes of this Decree,

a) *type-approval* means a procedure in which the approval authority certifies that a vehicle type, system, component or separate technical unit meets the relevant technical requirements; type approvals comprise EC type-approvals, E type-approvals, national type-approvals and small-series type-approvals;

- b) *Type-Approval Directive* means Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers, as amended in accordance with Annex 1(I)(0);
- c) *special directive* means a directive of the European Parliament and the Council, of the Council of Europe or of the European Commission adopted pursuant to the Type-Approval Directive, concerning the EC type-approval of a system, component or separate technical unit of a vehicle;
- d) *EC type-approval* means a type-approval granted to a vehicle in accordance with the Type-Approval Directive or a type-approval granted to the system, component or separate technical unit of a vehicle in accordance with a special directive;
- e) *Geneva Agreement* means the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts concluded in Geneva on 20 March 1958 (Treaty Series of the Statute Book of Finland 70/1976);
- f) *E Regulation* means a regulation annexed to the Geneva Agreement;
- g) *E type-approval* means a type-approval granted to the system, component or separate technical unit of a vehicle in accordance with an E Regulation; any reference to an E Regulation in Annex 1(II) means the original or amended version of the Regulation applicable at the entry into service of the vehicle or equipment;
- h) *vehicle, system, component or separate technical unit complying with a directive or an E Regulation* means a vehicle, system, component or separate technical unit which has not been type-approved but which meets the technical requirements of a directive or an E Regulation;
- i) *component complying with the requirements of the FMVSS standard* means a vehicle component which meets the Federal Motor Vehicle Safety Standard adopted in the United States of America;
- j) *Global Agreement* means the Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles concluded in Geneva on 25 June 1998 (Treaty Series of the Statute Book of Finland 54/2001);
- k) *global approval* means the approval of vehicle construction, equipment or components in accordance with a Regulation annexed to the Global Agreement;
- l) *EEA country* means any country within the European Economic Area;
- m) *unladen mass* means the mass of a vehicle in running order defined in Directive 97/27/EC of the European Parliament and of the Council relating to the masses and dimensions of certain categories of motor vehicles and their trailers and amending Directive 70/156/EEC (Annex 1(I)(48));
- n) *total mass* means the technically permissible maximum laden mass defined in the Directive referred to in paragraph m; (575/2003) and

o) *vehicle manufactured as a unique sample* means a vehicle which is not manufactured in series production or a vehicle of category M₁ which is converted from a vehicle of category N or modified as concerns the EC or E approved seating equipment. (575/2003)

Section 3 – Indication of type-approved vehicles, systems, components and separate technical units

(1) EC type-approval shall be indicated by a certificate of conformity or an approval mark in the vehicle, component or separate technical unit consisting of the number of the EEC or EC regulation or special directive and a rectangle surrounding a letter “e” and the distinctive symbol of the state which has granted the approval.

(2) E type-approval shall be indicated by an approval mark in the vehicle, component or separate technical unit consisting of a circle surrounding a letter “E” and the distinctive symbol of the state which has granted the approval and, if required in the Regulation, the number of the Regulation.

Section 4 – Advance recognition of the requirements of the Directives and E Regulations

A vehicle, system, component or separate technical unit shall be deemed acceptable if it meets the requirements of a relevant special directive or E Regulation or of a subsequent amendment to the special directive or E Regulation prior to their obligatory application regarded as a requirement for type-approval or as a requirement for compliance with the Directive or E Regulation.

Chapter 2

Section 5 – General provisions concerning classification

(1) Provisions concerning the basic classification of vehicles of categories M, N and O and more detailed classification of special purpose vehicles are laid down in the Vehicle Act.

(2) The following shall apply to the subclassification of vehicles of categories M, N and O and to the definitions of axle constructions, dimensions and masses:

- a) classifications and definitions complying with the Type-Approval Directive;
- b) classifications and definitions complying with Directive 97/27/EC (Annex 1(I)(48)); and
- c) classifications complying with Directive 2001/85/EC of the European Parliament and of the Council relating to special provisions for vehicles used for

the carriage of passengers comprising more than eight seats in addition to the driver's seat and amending Directives 70/156/EEC and 97/27/EC (Annex 1(I)(52)).

(3) Definitions complying with the Directives set forth in subsection 2 are supplemented in sections 6, 11 and 12.

Section 6 – Off-road vehicles

(1) Vehicles of category N_1 with a total mass not exceeding two tonnes and vehicles of category M_1 are considered to be off-road vehicles of category N_1G or M_1G if

- a) at least one front axle and at least one rear axle are powered, thus allowing the drive to one axle to be disengaged;
- b) they have at least one differential locking mechanism or at least one mechanism having a similar effect;
- c) they can climb a 30% gradient calculated for a solo vehicle; and
- d) they satisfy at least five of the following six requirements:
 - i) the approach angle is at least 25° ;
 - ii) the departure angle is at least 20° ;
 - iii) the ramp angle is at least 20° ;
 - iv) the ground clearance under the front axle is at least 180 mm;
 - v) the ground clearance under the rear axle is at least 180 mm; and
 - vi) the ground clearance between the axles is at least 200 mm.

(2) Vehicles of category N_1 with a total mass exceeding two tonnes and vehicles of category M_2 , M_3 or N_2 with a total mass not exceeding 12 tonnes are considered to be off-road vehicles of category N_1G , M_2G , M_3G or N_2G either if they are tracklaying or if all their wheels are designed to be driven simultaneously, thus allowing the drive to one axle to be disengaged, or if they satisfy the following three requirements:

- a) at least one front axle and at least one rear axle is powered or can be engaged as a powered axle;
- b) there is at least one differential locking mechanism or at least one mechanism having a similar effect; and
- c) they can climb a 25% gradient calculated for a solo vehicle.

(3) Vehicles of category M_3 with a total mass exceeding 12 tonnes and vehicles of category N_3 are considered to be off-road vehicles of category M_3G and N_3G either if they are tracklaying or if all their wheels are designed to be driven simultaneously, thus allowing the drive to one axle to be disengaged, or if they satisfy the following requirements:

- a) at least half the wheels are driven;

- b) there is at least one differential locking mechanism or at least one mechanism having a similar effect;
 - c) they can climb a 25% gradient calculated for a solo vehicle; and
 - d) they satisfy at least four of the following six requirements:
 - i) the approach angle is at least 25° ;
 - ii) the departure angle is at least 25° ;
 - iii) the ramp angle is at least 25° ;
 - iv) the ground clearance under the front axle is at least 250 mm;
 - v) the ground clearance under the rear axle is at least 250 mm; and
 - vi) the ground clearance between the axles is at least 300 mm.
- (4) Measurement or calculation of the hill-starting ability of an off-road vehicle as well as the approach, ramp and departure angles and the ground clearance are determined in accordance with Annex II of the Type-Approval Directive.

Section 7 – Subcategories of buses and coaches

(1) Vehicles of categories M₂ and M₃ having a capacity exceeding 22 passengers in addition to the driver are divided into three subcategories:

- a) *subcategory I*: vehicles which allow frequent passenger movement and have areas for standing passengers;
- b) *subcategory II*: vehicles constructed principally for the carriage of seated passengers and designed to allow the carriage of standing passengers in the gangway and, if possible, in an area which does not exceed the space provided for two double seats; and
- c) *subcategory III*: vehicles constructed exclusively for the carriage of seated passengers.

(2) Vehicles of categories M₂ and M₃ having a capacity not exceeding 22 passengers in addition to the driver are divided into two subcategories:

- a) *subcategory A*: vehicles designed to carry standing passengers; a vehicle of this subcategory has seats and shall have provision for standing passengers; and
- b) *subcategory B*: vehicles not designed to carry standing passengers; a vehicle of this subcategory has no provision for standing passengers.

(3) *Articulated bus or coach* means a vehicle which consists of two or more rigid sections which articulate relative to one another. The passenger compartments of each section intercommunicate so that passengers can move freely between them. The rigid sections are permanently connected so that they can only be separated by an operation involving devices which are normally only found in a workshop.

(4) *Low-floor bus* means a vehicle of subcategory I, II or A in which at least 35% of the area available for standing passengers, or in its forward section in the case of articulated buses and coaches, or in its lower deck in the case of double-decker buses and coaches forms an area which can be accessed from at least one service door without steps.

(5) *Double-deck bus or coach* means a vehicle in which the spaces provided for passengers are arranged, at least in one part, in two superimposed levels and spaces for standing passengers are not provided in the upper deck.

(6) *Double-decker articulated bus or coach* means a vehicle which consists of two or more rigid sections which articulate relative to one another. The passenger compartments of each section intercommunicate on at least one deck so that passengers can move freely between them.

(7) A bus or coach may fall within more than one subcategory.

Section 8 – Subcategories of vans

When applying provisions on exhaust emissions, vans are divided into the following subcategories on the basis of the reference mass; reference mass means

the unladen mass of the vehicle less the mass of the driver (75 kg) and increased by a mass of 100 kg:

- a) subcategory I: vehicles with a reference mass not exceeding 1305 kg;
- b) subcategory II: vehicles with a reference mass greater than 1305 kg but not exceeding 1760 kg; and
- c) subcategory III: vehicles with a reference mass exceeding 1760 kg.

Section 9 – Bodywork types in vehicles of categories M and N

(1) *Multi-purpose vehicle* means a vehicle of category M₁ in which the share of the goods load of the maximum permissible total mass does not exceed the number of passenger seats multiplied by the number of passengers, each of them representing a mass of 68 kg, or in which the number of seats in addition to the driver's seat is more than six. If the share of the goods load is greater than the persons load and if the number of seats in addition to the driver's seat is not more than six, the vehicle is classified as a vehicle of category N.

(2) A vehicle with a total mass not exceeding 3.5 tonnes is classified as a vehicle of category M₂ or M₃ if the share of the goods load of the maximum permissible total mass does not exceed the number of passenger seats multiplied by the number of passengers, each of them representing a mass of 68 kg, or if there are a goods compartment and seats for more than eight passengers in addition to the driver's seat in a single enclosed compartment or if there is a separate open platform for the carriage of goods and seats for more than eight passengers in an enclosed compartment. If the share of the goods load is greater than the persons load and if the number of seats in addition to the driver's seat is not more than eight, the vehicle is classified as a vehicle of category N₂ or N₃.

Section 10 – Mobile crane

Mobile crane means a special purpose vehicle of category N₃, not equipped for the carriage of goods, provided with a crane whose lifting moment is at least 400 kNm.

Section 11 – Subcategories of trailers

Trailers are divided into the following subcategories on the basis of their construction:

- 1) *semi-trailer* means a trailer which is designed to be coupled to a semi-trailer towing vehicle or to a dolly; it imposes a substantial vertical load on the towing vehicle or on the dolly;

2) *full trailer* (drawbar trailer) means a trailer which has at least two axles and in which the towing device steering the front axles is articulated to move vertically in relation to the trailer and which transmits no significant vertical forces to the towing vehicle; and

3) *centre-axle trailer* means a rigid drawbar trailer where the axle(s) is (are) positioned on or close to the centre of gravity of the trailer so that only a small part of the total mass of the trailer is imposed on the coupling point; this subcategory also comprises dollies designed for coupling semi-trailers to vehicles of categories N₂ and N₃.

Section 12 – Axle constructions

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

(2) *Steered axle* means an axle or a bogie which is steered by the forces or torques caused by the contact between the tyre and the road.

(3) *Axle-lift device* means a device permanently fitted to a vehicle for the purpose of reducing or increasing the load on the axle(s), according to the loading conditions of the vehicle, as laid down in Annex IV(3) of Directive 97/27/EC referred to in Annex 1(I)(48) or otherwise. The lift device is operated either by raising the wheels clear off the ground, lowering them to the ground or without raising the wheels off the ground.

(4) *Retractable axle* means an axle which can be raised and lowered by using the axle-lift device referred to in subsection 3.

(5) *Loadable axle* means an axle the load on which can be varied without the axle being raised by using the axle-lift device referred to in subsection 3.

Chapter 3 – Requirements based on EC Regulations and Directives and E Regulations

Section 13 - General requirements concerning construction and equipment

(1) Provisions on the devices and equipment of vehicles are laid down in sections 25 and 26 and provisions on the reduction of noxious emissions and energy consumption are laid down in section 28 of the Vehicle Act. Exemptions are laid down in this Decree and its Annexes. Provisions on the authorisation of the Finnish Vehicle Administration to grant individual exemptions from the requirements set on vehicles, referred to in section 27 of the Vehicle Act, are laid down in Chapter 5.

(2) A symbol or tell-tale which is made mandatory or permissible for a certain vehicle or a category of vehicles in the provisions concerning a category of vehicles shall not be installed to any other vehicles.

(3) A vehicle shall not include anything that restricts visibility from the driver's seat to the front and to the sides or hinders driver activities.

Section 14 – Requirements pursuant to Directives and E Regulations (575/2003)

(1) At the time of type-approval and first entry into service, vehicles of categories M, N or O and their systems, components and separate technical units shall meet the requirements concerning EC or E type-approval or compliance with a Directive or an E Regulation laid down in Annex 1.

(2) The following exemptions from the requirements laid down in Annex 1 may be applied to the type-approval and to the registration or modification inspection of an individual vehicle:

- a) exemptions laid down in Annex 2 concerning the EC type-approval, national type-approval, registration inspection and modification inspection of motor caravans, ambulances, hearses, invalid taxis, rescue vehicles and police vehicles;
- b) exemptions laid down in Annex 3 concerning vehicles designed for the protection of transported passengers or goods (*armoured vehicles*);
- c) exemptions laid down in Annex 4 concerning special purpose vehicles, including trailer caravans;
- d) exemptions laid down in Annex 5 concerning mobile cranes; and
- a) exemptions laid down in Annex 6 concerning the small-series type-approval referred to in section 30 of the Vehicle Act, registration and modification inspection of small-series type-approved vehicles as well as registration and modification inspection of vehicles manufactured as unique samples.

Section 15 - Tachograph

(1) A tachograph on which provisions are laid down in Council Regulation (EEC) No 3821/85 on recording equipment in road transport, as amended by Regulations (EEC) No 3314/90, 3572/90 and 3688/92 as well as Regulations (EC) No 451/94, 2479/95, 1056/97, 2135/98 and 1360/2002, shall not be required in vehicles of category of M or N to which provisions on driving and rest periods are not applied pursuant to Article 4 of Council Regulation (EEC) No 3820/85 on the harmonization of certain social legislation relating to road transport or in which a duty roster system is applied pursuant to Article 14(1) of the said Regulation. Neither shall a tachograph be required in a vehicle to which the said Regulation is not applied pursuant to section 7 of the Decree on the Use of Vehicles on the

Road (1257/92). However, a vehicle of category N₂, N₃, M₂ or M₃ used for driving instruction shall be equipped with a tachograph.

(2) Provisions concerning the control of social legislation in road transport and coercive measures related to conformity are laid down in the Road Traffic Act (267/1981). Provisions concerning the installation and reparation of a tachograph are laid down in the Vehicle Act and provisions on the inspection of a tachograph are laid down in the Decree on the Use of Vehicles on the Road.

Section 16 – Speed limitation device

(1) A speed limitation device referred to in section 25(1)(12) of the Vehicle Act shall be set in such a way that the speed of a vehicle of category M₂ or M₃ cannot exceed 100 kilometres per hour. In vehicles of category N₂ or N₃, the speed limitation device shall be set in such a way that the speed of the vehicle cannot exceed 90 kilometres per hour.

(2) A speed limitation device which is set to limit the speed to 100 kilometres per hour may be used in vehicles of category M₃ whose maximum mass exceeds 10 tonnes and which are registered before 1 January 2005.

(3) A speed limitation device shall meet the requirements of Directive 92/24/EEC relating to speed limitation devices or similar speed limitation on-board systems of certain categories of motor vehicles referred to in Annex 1(I)(47) or of E Regulation No 89.

(4) A speed limitation devices shall not be required

a) in a military vehicle;

b) in a rescue vehicle;

c) in a police vehicle;

d) in a motor vehicle of category M₃ used in urban traffic only; nor

e) in a motor vehicle whose speed by virtue of its construction cannot exceed the values referred to in subsection 1.

(5) Provisions on the installation and reparation of a speed limitation device are laid down in and pursuant to the Vehicle Act.

Section 17 – Taximeter (575/2003)

(1) A taximeter shall be type-approved in accordance with Directive 77/95/EEC on the approximation of the laws of the Member States relating to taximeters or conform to a model approved by the Finnish Vehicle Administration. The taximeter shall be sealed by an installation or repair company authorised by the Finnish Vehicle Administration or by an inspection station. The sealing shall be such as to prevent any alteration of the taximeter display without damaging the sealing, with the exception of remote installations of taxi tariffs carried out

electronically through taxi information systems. In the case of remote installations of tariffs to a taximeter, it shall be possible to print out a report of the most recent remote installation.

(2) Provisions concerning the installation and reparation of a taximeter are laid down in and pursuant to the Vehicle Act.

Section 18 – Conformity of vehicles complying with certain standards of the USA, Canada and Japan

(1) A vehicle of category M or N, imported as removal goods, currently or previously in the possession of a member of an embassy or diplomatic corps, received as inheritance or under a will or acquired in a customs auction or other auction arranged by the state shall be deemed to meet the type-approval or conformity requirements of Annex 1, if it meets all requirements included in the FMVSS or CMVSS standards related to the model year of the vehicle concerned or in the Japanese regulations on vehicle safety and the regulations of the USA, Canada or Japan on exhaust emissions.

(2) The number of lamps of a motor vehicle referred to in this section shall meet the requirements of Directive 76/756/EEC on the installation of lighting and light-signalling devices on motor vehicles and their trailers referred to in Annex 1(I)(20) or of E Regulation No 48. The passing and driving lamps shall meet the requirements of Directive 76/761/EEC on motor-vehicle headlamps which function as main-beam and/or dipped-beam headlamps and to incandescent electric filament lamps for such headlamps referred to in Annex 1(I)(25), or they shall bear the symbol DOT and be equipped with lamps of type HB1-HB5, HB7, D2S or D2R. The front lamps of a motor vehicle shall by virtue of their colour meet the requirements of Directive 76/758/EEC on end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers referred to in Annex 1(I)(22), and the front direction indicator lamps shall by virtue of their colour and visibility meet the requirements of Directive 76/759/EEC on direction indicator lamps for motor vehicles and their trailers referred to in Annex 1(I)(23).

Chapter 4 – National requirements concerning motor vehicles and trailers

Section 19 – Coupling and towing devices

(1) The coupling of the electrical cables in a towing vehicle and a towed vehicle and, in the case of a vehicle equipped with a braking device operated by compressed air, the pneumatic link whose dimensions and placing comply with the applicable ISO or SFS standard are regarded as commonly used.

(2) A vehicle of category N₃ which is not equipped with a coupling or a fifth wheel shall be equipped at the rear with a towing beam for the purpose of attaching a towing hook. The towing beam shall have a perforation which complies with standard ISO 3584. The towing beam is not required in a motor vehicle which is equipped with a back tail lift or with a device preventing the attachment of a towing hook.

(3) The coupling intended for towing a trailer shall be attached reliably to the frame of the towing vehicle or to the structures or devices fixed thereto. However, the coupling intended for towing a centre-axle trailer of category O₁ or O₂ may also be fixed to the bodywork of the towing vehicle in the anchorages stated by the manufacturer. The placement of towing devices on the loading platform is permitted only in the case of a temporary local transport of construction irons and equivalent long items.

Section 20 – Wheel guards

(1) A vehicle of category N₁ which does not meet the requirements of Directive 78/549/EEC on the approximation of the laws of the Member States relating to the wheel guards of motor vehicles referred to in Annex 1(I)(37), shall be equipped with wheel guards whose overall width shall at least cover the tyre width or the total width of a twin tyre at an angle of at least 30° to the front and at least 50° to the rear of the vertical plane passing through the axle of the wheel. The rear of the wheel guard, measured at the centre of the tyre or the outermost tyre of the twin wheel, shall not terminate above a horizontal level of 150 mm above the axis of rotation of the tyre.

(2) A vehicle of category other than M₁ or N₁ shall be equipped with wheel guards whose overall width shall at least cover the tyre width or the total width of a twin tyre at an angle of at least 30° to the front of the vertical plane passing through the axle of the wheel. The part of the rear of the wheel guard which covers the tyre width or the total width of a twin tyre shall not terminate above a horizontal level of 100 mm above the axis of rotation of the tyre when the vehicle is unladen.

(3) The cross-section of a wheel guard shall have a concave curvature which, when measured above the axle, is at least 30 mm deep. This depth may decrease progressively when approaching the angles referred to in subsections 1 and 2.

(4) The distance of a wheel guard shall not be greater than the diameter of the tyre between the angles referred to in subsections 1 and 2.

(5) A separate wheel guard is not required if the bottom of the bodywork or platform or another superstructure with necessary additional devices provides protection which is equivalent to the protection defined in this section or if the use of wheel guards essentially hinders the use of an off-road vehicle or other special purpose vehicle.

Section 21 – Seating places

(1) If the strength of seats and of their anchorages as well as the anchorages for safety belts of a vehicle of category M or N has been type-approved in accordance with Directive 74/408/EEC on the interior fittings of motor vehicles (strength of seats and of their anchorages) referred to in Annex 1(I)(15) and Council Directive 76/115/EEC on the anchorages for motor-vehicle safety belts referred to in Annex 1(I)(19), or if the strength of seats and of their anchorages as well as the anchorages for safety belts meet the requirements of the said directives, the seats need not meet the requirements of this section.

(2) The seats and their anchorages and adjustment systems shall be firmly fixed to the floor, side walls or rear wall of the vehicle cabin.

(3) When calculating the number of seating places, a seating area of at least 400 mm x 400 mm and a shoulder space of at least 400 mm in width parallel to the seat back at the height of 500 mm from the surface of the seat shall be reserved for the driver and for each passenger. The width of the seat shall be measured at a distance of 100 mm from the surface of the seat and the width of the shoulder space at a distance of 50 mm from the corresponding point of the seat back.

(4) By way of derogation from the requirements of subsection 3, a rear seat shall be deemed sufficient for three persons, if the width of the seat surface measured in accordance with subsection 3 is at least 1100 mm and that of the shoulder space at least 1200 mm.

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

Section 22 – Passenger space next to the driver in a vehicle of category N

(1) In addition to the driver's seat, the cabin may be equipped with seats for no more than two passengers in the case of a vehicle of category N₁ or N₂ and for no more than three passengers in the case of a vehicle of category N₃. The seats shall be placed alongside the driver's seat. In addition to the driver, the cabin shall be deemed sufficient for two persons if the distance from the extension of the steered axle alongside the median plane of the seat to the right-hand front door or wall is at least 1100 mm and sufficient for three persons if the distance from the extension of the steered axle alongside the median plane of the seat to the right-hand front door or wall is at least 1500 mm.

(2) The restrictions laid down in subsection 1 shall not apply to an EC type-approved vehicle of category N₂ equipped with seats for three passengers next to the driver.

Section 23 – Passenger space behind the driver in a vehicle of category N

(1) There shall be a clear access from the seats placed behind the driver's seat and the seats alongside it to the door or the front seats shall be easily movable out of the way, thus allowing a clear access to the door. If the seats are placed in the goods compartment of a vehicle of category N and if the goods compartment is separated from the cabin or from another compartment by a wall, the goods compartment shall be equipped with two separate doors capable of being opened from the inside of the vehicle and which must not be on the same side of the vehicle, or with one such door and a roof hatch which can be used as an emergency exit, or a window which can be easily opened, detached or broken.

(2) The seat shall be deemed to be placed behind the driver's seat, if the longitudinal distance between the point of contact of the seat cushion and the seat back of the driver's seat, on the one hand, and the point of contact of the seat cushion and the seat back of the seat placed behind, on the other hand, is more than 400 mm whilst both seats are in the rearmost position of use permitted by the manufacturer for use while driving.

(3) The dimensions of the seats placed behind the driver's seat and the strength of the seats and of their anchorages as well as the anchorages for safety belts shall meet the requirements of section 21.

Section 24 – Passenger space on the open loading platform in a vehicle of category N

Firmly attached benches may be mounted on the open loading platform of a vehicle of category N₂ or N₃ on the following conditions:

- a) the number of seating places shall not exceed the limits of the carrying capacity;
- b) the thickness of seats and possible seat backs shall not exceed 50 mm;
- c) a space of at least 400 mm x 700 mm shall be reserved for each passenger; and
- d) the loading space shall be equipped with sufficiently high and firm railings.

Section 25 – Taxi lamp

(1) A taxi lamp shall be about 300 mm in width and 115 mm in height and emit yellow light in all directions. The word "TAKSI" or "TAXI" shall be marked in black letters at the front or both at the front and at the rear of the lamp. A taxi number, a symbol indicating the group number and the rank location may be marked in the lamp by black markings. A device which makes the lamp blink as an emergency warning signal may be attached to the lamp.

(2) The lamp shall be installed on the roof of the motor vehicle and it may be installed on the centre line of the vehicle or on the left-hand side at a distance of at least 0.15 metres from the side of the vehicle.

Section 26 – Plate lamps

(1) A plate indicating the route terminal, the route number and the full occupancy of the vehicle of category M₂ or M₃, a plate in a police vehicle or a motor vehicle intended for the official use of the National Board of Customs or the Finnish Frontier Guard and a plate indicating the transport company, the purchaser of transport services, the name of the vehicle owner or the route terminal in a vehicle of category N₂ or N₃ shall emit white or light yellow light which shall not blink. The luminous intensity of the plate in the direction of the reference axis shall not exceed 200 candelas.

(2) The minimum height of the text on a plate indicating the route terminal, the route number and the full occupancy of the vehicle of category M₂ shall be at least 100 mm if the text is written on a single line, and at least 50 mm if the text is written on two lines. The minimum height of the numbers on a plate indicating the route number only shall be 150 mm. The minimum heights in a vehicle of category M₃ are 150 mm, 70 mm and 200 mm respectively.

Section 27 – Stop signalling lamps used by the police, the National Board of Customs and the Finnish Frontier Guard

A stop signalling lamp shall blink 1-2 times per second. The luminous intensity of a stop signalling lamp in the direction of the reference axis and in a direction deviating at least 5° therefrom shall be at least 500 candelas. The lamp shall be placed on the longitudinal median plane or on the left-hand side of the vehicle on the roof, behind the windscreen or above the bumper.

Section 28 – Identification lamps of a towing vehicle

The identification lamps of a towing vehicle shall emit amber light. The luminous intensity of the lamps in the direction of the reference axis shall not exceed 200 candelas. The lamps shall be placed symmetrically on the roof of the vehicle.

Section 29 – Identification lamp of a motor vehicle used for road service or first aid operations

(1) An identification lamp of a motor vehicle used for road service shall not exceed 650 mm in width and 120 mm in height and shall emit yellow light in all

directions. The word “TIEPALVELU”, “VÄGSERVICE” or “ROAD SERVICE” or a combination of these words and, when necessary, the name and symbol of the road service association shall be marked in black letters at the front and at the rear of the lamp. The luminous intensity of the lamp in the direction of the reference axis shall not exceed 200 candelas.

(2) An identification lamp may be installed to a motor vehicle which is registered for private use and which is used in the road service operations organized by a registered association in charge of road service and comprising at least 15 members participating in the voluntary rescue services. Such a vehicle shall be equipped with sufficient first aid and repair devices, spare parts and communication devices.

(3) On grounds set forth in subsection 2, a lamp which emits white light and to which the word “ENSIAPU”, “FÖRSTA HJÄLP” or ”FIRST AID” or a combination of these words and the symbol of the first aid organization is marked in black letters at the front and at the rear may be installed to a motor vehicle used primarily for first aid operations, excluding any requirements concerning repair devices and spare parts.

(4) A certificate, issued no more than one year earlier by the organization in charge of road service or first aid operations and indicating the driver’s sufficient first aid skills and, as concerns road service, repairing skills and the use of the vehicle for this purpose, shall be kept in the vehicle while driving and be presented to a traffic controller upon request. The identification lamp shall be covered or removed, when the vehicle is used on the road without participating in road service or first aid operations.

Section 30 – Lighting device of a breakdown vehicle (575/2003)

A breakdown vehicle shall have a separate device comprising rear position, stop and direction indicator lamps to be placed at the rear of a towed vehicle when the lamps of the towed vehicle cannot be used as laid down in relevant provisions. Alternatively, a breakdown vehicle may be equipped with doubled rear position, stop and direction indicator lamps up behind the cabin.

Section 31 – Sound signalling device and audible reversing alarm of an emergency vehicle

(1) A motor vehicle used as an emergency vehicle shall be equipped with a sound signalling device emitting sound which has a variable pitch or is periodical and which has volume exceeding 104 dBA measured at the distance of seven metres from the front of the vehicle. Such a device shall not be installed to any other vehicle.

(2) A motor vehicle of category other than M₁ may be equipped with an audible reversing alarm emitting periodical sound whenever the motor vehicle is reversing or whenever the reverse gear has been engaged. The sound level of an audible reversing alarm shall not exceed 75 dBA measured at the distance of seven metres from the rear of the vehicle.

Section 32 – Speed label

(1) A vehicle of category N₁ whose maximum permissible speed is 80 km/h shall be equipped with a round label visible to the rear and having a black border on yellow background and a diameter of 240 mm, marked with the figure “80” in black numbers of 120 mm in height. A vehicle of category M₂ or M₃ whose maximum permissible speed is 100 km/h shall be equipped with an equivalent yellow or white label marked with the figure “100”.

(2) A trailer whose towing speed has been separately limited to be less than 80 km/h shall be equipped with a label indicating the maximum permissible speed in kilometres per hour and otherwise conforming to the provision laid down in subsection 1.

(3) Other vehicles whose towing speed has been separately limited to be less than 80 km/h shall also be equipped with a label indicating the maximum permissible speed in kilometres per hour and otherwise conforming to the provision laid down in subsection 1.

Section 33 – Construction and equipment of vehicle chassis

The provisions of this Decree shall also apply to vehicle chassis which are not yet equipped with a bodywork. During temporary transfers, however, they are not required to be equipped with reflex reflectors, rear-view mirrors, wheel guards and spray-suppression devices, even when the chassis is equipped with a cabin, nor with towing devices, front and rear underrun protective devices, side guards, devices to prevent unauthorised use or tachographs.

Chapter 5 – Miscellaneous provisions

Section 34 – Exemptions concerning vehicles intended to be used by drivers and passengers with disabilities

During the registration or modification inspection of a vehicle, exemptions may be granted to special devices of a vehicle intended to be used by drivers and passengers with disabilities provided that such exemptions do not significantly endanger safety.

Section 35 – Exemptions granted upon application by the Finnish Vehicle Administration concerning the construction and equipment of vehicles

- (1) On special grounds, the Finnish Vehicle Administration may
- a) grant a temporary exemption applicable only in Finland to a vehicle type, individual vehicle, system, component or separate technical unit to which an approval required in this Decree has not yet been granted, if the vehicle type, vehicle, system, component or separate technical unit has been tested in Finland or another EEA country and meets the requirements for approval;
 - b) approve an unregistered and unused vehicle imported at least four years prior to its registration to be entered into service in accordance with the requirements applicable at the time of importation; and
 - c) renew an exemption granted for a limited period or to a certain person or corporation for another period or to another person or corporation.
- (2) On special grounds, the Finnish Vehicle Administration may grant an exemption from the requirements concerning the construction and equipment of vehicles laid down in this Decree to an individual vehicle, provided that such an exemption neither endangers road safety nor distorts competition.
- (3) On special grounds, the Finnish Vehicle Administration may grant an exemption from the requirements concerning the construction and equipment of vehicles laid down in this Decree to an individual vehicle or several vehicles of category M₁ which is/are intended to be used for speed racing and whose engine may be tuned in accordance with the rules of the speed contest when the vehicle is used during the race or when it is driven to the place of racing or inspection.
- (4) The Finnish Vehicle Administration may grant a type-approval deviating from the requirements concerning the construction and equipment of vehicles laid down in this Decree to systems, components and separate technical units which are equipped to meet the special needs of drivers or passengers with disabilities.

Section 36 – Exemptions concerning the last vehicles of a series

- (1) The Finnish Vehicle Administration shall see to it that the maximum number of exemptions granted to the last vehicles of a production series is not exceeded. The Finnish Vehicle Administration shall enter the data on a granted exemption in the register of vehicles and in the registration certificate.
- (2) The Finnish Vehicle Administration shall notify the durations and grounds of the granted exemptions to the competent authorities of the other Member States along with the data referred to in Article 5(5) of the Type-Approval Directive. The Finnish Vehicle Administration shall provide the Commission with a list of granted exemptions and their grounds every year.

Section 37 – Exemptions concerning vehicles, components or separate technical units applying new technologies

(1) The Finnish Vehicle Administration may grant an exemption to vehicles, systems, components or separate technical units which have been manufactured by using techniques or solutions not conforming to one or several requirements of one or several special directives, provided that such an exemption neither constitutes any significant environmental nuisance nor endangers road safety.

(2) The Finnish Vehicle Administration shall provide the approval authorities of the other Member States with a copy of the exemption and its annexes and it shall immediately provide the Commission with a report including

- a) grounds for the non-conformity of the vehicle, system, component or separate technical unit to the requirements of a given special directive due to the techniques or solutions concerned;
- b) a description of emerging issues of safety and environmental protection and the adopted measures;
- c) a description of tests and test results which indicate the level of safety and environmental protection conforming to the requirements of a given special directive referred to in subsection 1; and
- d) proposals for amending the special directives concerned or, when necessary, for adopting new special directives.

Section 38 – Reports on granted exemptions

Every year by the end of March, the Finnish Vehicle Administration shall provide the Ministry of Transport and Communications with a list of exemptions granted pursuant to sections 35-37 during the previous year.

Chapter 39 - Transitional provisions and entry into force (1100/2004)

(1) This Decree enters into force on 1 January 2003.

(2) A vehicle, system, component or separate technical unit which has been approved for transport use for the first time in Finland prior to the entry into force of this Decree may be used in traffic, provided that it conforms to the provisions and regulations applicable at or after the entry into force of this Decree.

(3) A vehicle, system, component or separate technical unit which was entered or is to be entered into service for the first time outside Finland in or after 1993 and which is entered into transport use in Finland after the entry into force of this Decree shall meet the requirements which

a) applied to vehicles entered into service for the first time in Finland at the entry into service of the vehicle concerned; or

b) apply on the day when the vehicle is entered into service, in accordance with the annexed tables.

(4) A vehicle, system, component or separate technical unit which was entered into service outside Finland prior to 1993 and which is entered into transport use in Finland after the entry into force of this Decree shall meet

a) the requirements applied to vehicles entered into service for the first time in Finland at the entry into service of the vehicle concerned;

b) the requirements of the latest versions of E Regulations or special directives which the signatory states of the Geneva Agreement or the EEA countries were allowed to apply at the entry into service of the vehicle concerned; however, the exhaust emissions and anchorages for safety belts of rear seats in a vehicle of category M₁ or N₁ shall meet the requirements applicable at the time to vehicles entered into service for the first time in Finland; or

c) national requirements other than those of paragraphs a and b which were applied in an EEA country and which conform at least to the requirements concerning safety and environment referred to in paragraphs a and b.

(5) If the construction or equipment of a vehicle is modified after the entry into force of this Decree, the modified vehicle shall meet the requirements applicable at or after the entry into service of the vehicle. However, the seats of a modified vehicle shall meet the requirements of sections 21-24.

(6) The requirement concerning the use of a speed limitation device laid down in section 16 of the Decree shall apply to

a) vehicles of category M₃ whose maximum mass is not more than 10 tonnes, and which are entered into service on or after 1 January 2005 as well as to vehicles of category M₂ and N₂, which are entered into service on or after 1 January 2005;

b) vehicles of category M₂ to be entered only into national service between 1 January and 31 December 2005 as well as to vehicles of category N₂ to be entered only into national service between 1 January and 31 December 2005 whose maximum mass is not more than 7.5 tonnes, as of 1 January 2006;

c) vehicles which do not exceed the limits for exhaust emissions laid down in Council Directive 88/77/EEC on the approximation of the laws of the Member States relating to measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles referred to in Annex 1(I)(41), as amended by Commission Directive 2001/27/EC, and which are entered into service between 1 October 2001 and 1 January 2005, as of 1 January 2006 for vehicles used in international traffic and as of 1 January 2007 for vehicles used solely in national traffic.

Annexes are not included here.

The implementation provisions of Decree 1248/2002 shall read as follows:

19 June 2003/575:

This Decree enters into force on 1 July 2003. However, Annex 1(II)(5) enters into force on 1 January 2004.

25 September 2003/829:

This Decree enters into force on 30 September 2003.

27 January 2004/74:

This Decree enters into force on 1 February 2004.

4 May 2004/334:

(1) This Decree enters into force on 10 August 2004.

(2) However, Annex 1(I)(2) enters into force on 4 September 2004 and Annex 1(I)(50) enters into force on 1 January 2005.

6 September 2004/840:

This Decree enters into force on 30 September 2004.

8 December 2004/1100:

This Decree enters into force on 15 December 2004.

5 April 2005/234:

This Decree enters into force on 1 January 2006. However, amendments to Annex 1(I)(0) related to Directive 2001/92/EC enter into force on 1 May 2005.

11 May 2005/309:

This Decree enters into force on 20 May 2005. However, Annex 1(I)(46) enters into force on 1 January 2006 and Annex 1(I)(11) on 8 March 2006.

8 November 2005/869:

This Decree enters into force on 15 November 2005.

NB: Unofficial translation from Finnish
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**Annexes to the Decree of the Ministry of Transport and
 Communications on the Construction and Equipment of Motor
 Vehicles and Trailers**
 (1248/2002; amendments up to 869/2005 included)

Annex 1

PART I

**REQUIREMENTS CONCERNING MOTOR VEHICLES AND TRAILERS AS
 WELL AS SYSTEMS, COMPONENTS AND SEPARATE TECHNICAL
 UNITS**

1. This table applies to the type-approval, registration inspection and modification inspection of vehicles of categories M, N and O entered into service or purchased in or after 1993.

2. If the date when the requirement concerning type-approval or compliance enters into force has been given

- a) for a single directive;
- a) for a single amendment to a directive;
- c) for the scope of a directive and one or more amendments to it; or
- c) for the scope of several amendments,

the said directive, as amended, and the amendment(s) enter into force and apply to vehicles subject to type-approval, registration inspection or modification inspection in Finland from the said date.

3. Neither the version nor the entry into force of each E Regulation has been given for any E Regulation complying with a directive. If no EC type-approval has been granted to a vehicle, system, component or separate technical unit or if compliance is required instead of type-approval, the requirements of such version of an E Regulation which at least complies with a directive applicable at the entry into service of the vehicle shall apply.

4. In this table and in its footnotes, 'mass of a vehicle' and 'maximum mass of a vehicle' mean the technically permissible maximum laden mass of a vehicle.

Requirement , system, component or separate technical unit	Base directive	Complying E Regulation	Categories of vehicles covered by the requiremen t	Entry into force	
				Type-approval required	Compliance with a directive or an E Regulation required

	- amending directives			for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type	for a vehicle entered into service for the first time
0. Type-approval of motor vehicles and their trailers (vehicle types of categories M, N and O) (234/2005)	70/156/EEC ¹	-	M, N, O	Category M ₁ : 1 January 1996 ²	Category M ₁ : 1 January 1998 ²	1993	
	- 78/315/EEC ³						
	- 78/547/EEC ⁴						
	- 80/1267/EEC ⁵						
	- 87/358/EEC ⁶						
	- 87/403/EEC ⁷						
	- 92/53/EEC ⁸						
	- 93/81/EEC ⁹					1 October 1993	
- 95/54/EC ¹⁰	10	M, N	Category M ₁ : 1 January 1998	Category M ₁ : 1 October 2002	1 January 1998	1 October 2002	
- 96/27/EC ¹¹	95	M ₁ , N ₁ (height of R point ≤ 700 mm)	1 October 1998	1 October 2003			

¹ Having regard to exemptions on requirements concerning exhaust emissions referred to in points 2 and 41, a vehicle is deemed to meet the requirements of this Decree if it is of a type which is type-approved in accordance with Directive 70/156/EEC.

² However, Directive 70/156/EEC, as amended by Directive 92/53/EEC, applies to vehicles of categories M₁ and L approved in a multi-stage type-approval procedure as well as vehicles of category N type-approved in an EEA country and converted into vehicles of category M₁ from 1 January 1998 as concerns type-approvals and from 1 January 2000 as concerns entry into service.

³ Possibility for type-approval of separate technical units.

1)

⁴ Heating device of passenger compartment and wheel guards added to the list of items to be inspected.

⁵ Power output, torque and fuel consumption added to the list of items to be inspected.

⁶ Revision of provisions concerning definitions, information documents, certificates and submittal of certificates.

⁷ Definitions of off-road vehicles added.

⁸ Reform of type-approval and type-approval obligation concerning vehicles of category M₁.

⁹ Exemptions concerning the last vehicles of a series extended to all categories of vehicles.

¹⁰ Radio interference caused by vehicles and electromagnetic compatibility, see point 10.

¹¹ Side impact, see point 54.

Requirement, system, component or separate technical unit	Base directive - amending directives	Complying E Regulation	Categories of vehicles covered by the requirement	Entry into force			
				Type-approval required		Compliance with a directive or an E Regulation required	
				for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type	for a vehicle entered into service for the first time
	- 96/79/EC ¹²	94	M ₁ ≤ 2500 kg	1 October 1998	1 October 2003		
	- 97/27/EC ¹³	-	M ₂ , M ₃ , N, O			1 August 1997	
	- 98/14/EC ¹⁴	-	M, N, O	Category M ₁ : October 1998	not applicable; earlier certificate of conformity may be used until 30 September 1999	1 October 1998	not applicable; earlier certificate of conformity may be used until 30 September 1999
	- 98/91/EC ¹⁵	105	N, O			1 December 1999	
	- 2000/40/EC ¹⁶	93	N ₂ , N ₃			10 August 2003	
	- 2001/56/EC ¹⁷	-	M, N, O	Category M ₁ : 9 May 2004	Category M ₁ : 9 May 2005	9 May 2004	not applicable

¹² Frontal impact, see point 53.

¹³ Dimensions and masses, categories other than M₁, see point 48.

¹⁴ Development of type-approval procedure.

¹⁵ Recognition of vehicles intended for the transport of dangerous goods, see point 56.

¹⁶ Front underrun protective device, see point 57.

¹⁷ Reform of directive on heating devices, see point 36.

Requirement, system, component or separate technical unit	Base directive	Complying E Regulation	Categories of vehicles covered by the requirement	Entry into force			
				Type-approval required		Compliance with a directive or an E Regulation required	
	- amending directives			for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type	for a vehicle entered into service for the first time
	- 2001/85/EC ¹⁸	36, 52, 66, 107	M ₂ , M ₃	13 February 2004 (applies to the granting of an EC type-approval to a vehicle type or a bodywork type as a separate technical unit)	not applicable	13 February 2004 (see footnote 69: alternative national statute)	13 February 2004 (see footnote 69: alternative national statute)
	- 2001/92/EC ¹⁹	43	M, N, O	1 October 2002	1 July 2003		
	- 2001/116/EC ²⁰	-	M, N, O	Category M ₁ : 1 July 2002	Category M ₁ : 1 July 2003 (applies to the model for certificate of conformity)	other categories of vehicles: 1 July 2002	other categories of vehicle: 1 July 2003 (applies to the model for certificate of conformity)
	- 2003/19/EC	M ₂ , M ₃ , N, O				1 October 2004	not applicable

¹⁸ Special provisions for buses and coaches, see points 48 and 52.

¹⁹ Administrative amendments to the directive on safety glazing, see point 45.

²⁰ First phase of the overall reform of the Type-Approval Directive: reform of its annexes.

Requirement, system, component or separate technical unit	Base directive - amending directives	Complying E Regulation	Categories of vehicles covered by the requirement	Entry into force			
				Type-approval required		Compliance with a directive or an E Regulation required	
				for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type	for a vehicle entered into service for the first time
	- 2003/102/EC ^{20a}	-	M ₁ , N ₁	1 October 2005 / 1 September 2010	31 December 2012 / 1 September 2015		
	- 2003/97/EC ^{20b}	-	M, N	26 January 2006 / 26 January 2007	26 January 2007 / 26 January 2010		
	- 2004/3/EC ^{20c}	-	M ₁ , N ₁	Category M ₁ : 19 February 2005; category N ₁ (I): 1 January 2005; category N ₁ (II and III): 1 January 2007	Category N ₁ (I): 1 January 2006; category N ₁ (II and III): 1 January 2008		
	- 2004/78/EC ^{20d}	-	M, N, O	1 January 2006	1 January 2007		

^{20a} Protection of pedestrians, see point 58.

^{20b} View to the rear, see point 8.

^{20c} Measurement of fuel consumption, see point 39.

^{20d} Heating systems, see point 36.

Requirement, system, component or separate technical unit	Base directive	Complying E Regulation	Categories of vehicles covered by the requirement	Entry into force			
				Type-approval required		Compliance with a directive or an E Regulation required	
				- amending directives	for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type
	- 2004/104/EC ^{20e}	-	M,N,O	Category M1: 1 July 2006	Category M1: 1 January 2009		

2) ^{20e} Radio interference caused by vehicles and electromagnetic compatibility, see item 10

1. Permissible sound level and exhaust system	70/157/EEC	51, 59 (replacement silencer)	M, N			1993		
	- 73/350/EEC							
	- 77/212/EEC							
	- 81/334/EEC							
	- 84/372/EEC							
	- 84/424/EEC							
	- 89/491/EEC							
	- 92/97/EEC (replacement silencers etc.) ²¹						1 October 1995	1 October 1996
- 96/20/EC				1 January 1997	not applicable			
- 1999/101/EC				1 October 2000	not applicable			
2. Measures to be taken against air pollution by gases (light vehicles and positive-ignition engines) (4 May 2004/334)	70/220/EEC	49, 83, 103 (replacement catalytic converter)	M, N	<p>Requirements of the USA concerning passenger cars entered into service in or after 1985 (Code of Federal Regulations, § 86.087-8) or equivalent requirements of Switzerland, Austria, Sweden, Norway or Sweden apply to vehicles of category M₁ equipped with positive-ignition engines from 1 January 1992. This requirement applies to passenger cars of category M₁ equipped with diesel engines and to vans entered into service for the first time from 1 January 1993 as an alternative to requirements based on Directive 91/441/EEC.</p> <p>However, requirements of or equivalent to Directive 83/351/EEC apply to passenger cars with carrying capacity exceeding 760 kg and entered into service in 1992, to off-road passenger cars, to passenger cars registered for export purposes, duty-paid as removal goods or in the possession of an embassy or diplomatic corps, to passenger cars used for speed racing as concerns their use during the race as well as driving to and from the place of racing, to motor vehicles received as inheritance or under a will and to motor vehicles acquired in a customs auction or other auction arranged by the state.</p>				
	- 74/290/EEC							
	- 77/102/EEC							
	- 78/665/EEC							
	- 83/351/EEC							
	- 88/76/EEC							
	- 88/436/EEC							
	- 89/458/EEC							
	- 89/491/EEC							
	- 91/441/EEC ²² (EURO I)							
- 93/59/EEC (category N ₁)				1 January 1995				

²¹ Replacement silencers manufactured in the EEA countries and meeting the requirements of legal provisions in these countries are deemed to comply with the set requirements although they do not bear an approval mark.

²² a) Alternative until 31 December 1995: US level, see points above.

b) A vehicle of category M₁ or N₁ is also deemed to meet the requirements of Directive 91/441/EEC if the engine of the vehicle has been EC type-approved in accordance with Directive 88/77/EEC set forth in point 41 or E approved in accordance with Regulation No 49.

	- 94/12/EC ²³ (EURO 2)			1 January 1996 exemptions concerning diesel engines of the direct-injection type until 30 September 1999	1 January 1997 exemptions concerning diesel engines of the direct-injection type until 30 September 1999	
	- 96/44/EC			1 January 1997	not applicable	
	- 96/69/EC ²⁴ (category N ₁)			Category N ₁ (I) 1 October 1997, (II and III) 1 October 1998, exemptions concerning diesel engines of the direct-injection type until 30 September 1999	Category N ₁ (I) 1 October 1998, (II and III) 1 October 1999, exemptions concerning diesel engines of the direct-injection type until 1 September 1999	
	- 98/69/EC ²⁵ (EURO 3 and 4)			1 January 2000/01/05/06	1 January 2001/02/06/07	

²³ a) However, this does not apply to a vehicle which is designed to carry more than six occupants, driver included, and whose maximum mass exceeds 2500 kg. Requirements of Directive 91/441/EEC apply to these vehicles.

b) A vehicle of category M₁ or N₁ is also deemed to meet the requirements of Directive 94/12/EC if the engine of the vehicle has been EC type-approved in accordance with Directive 88/77/EEC set forth in point 41, as amended by Directive 91/542/EEC, or E approved in accordance with Regulation No 49.

²⁴ a) Applies also to a vehicle which is designed to carry more than six occupants, driver included, and whose maximum mass exceeds 2500 kg.

b) A vehicle of category M₁ or N₁ is also deemed to meet the requirements of Directive 96/69/EC if the engine of the vehicle has been EC type-approved in accordance with Directive 88/77/EEC set forth in point 41, as amended by Directives 91/542/EEC and 96/1/EC, or E approved in accordance with Regulation No 49.

²⁵ Requirements of Directive 98/69/EC apply as follows:

a) limit values laid down in Annex I to the Directive, point 5.3.1.4, table, line A (EURO 3) apply from 1 January 2000 to new vehicle types of category M₁ with the exception of vehicle types whose maximum mass exceeds 2500 kg and to vehicle types of category N₁ (I), from 1 January 2001 to all above-mentioned vehicles entered into service for the first time and to new vehicle types of category N₁ (II and III) and to vehicle types of category M₁ whose maximum mass exceeds 2500 kg and from 1 January 2002 to all vehicles entered into service for the first time whose type-approval requirements enter into force in 2001 in accordance with the above provisions,

b) limit values laid down in Annex I to the Directive, point 5.3.1.4, table, line B (EURO 4) apply from 1 January 2005 to new vehicle types of category M₁ with the exception of vehicle types whose maximum mass exceeds 2500 kg and to vehicle types of category N₁ (I), from 1 January 2006 to all above-mentioned vehicles entered into service for the first time and to new vehicle types of category N₁ (II and III) and to vehicle types of category M whose maximum mass exceeds 2500 kg and from 1 January 2007 to all vehicles entered into service for the first time whose type-approval requirements enter into force in 2006 in accordance with the above provisions,

c) limit values laid down in Annex I to the Directive, point 5.3.1.4, table, line A apply from 1 January 2001 to vehicles of category M₁ and category N₁ (I) referred to in Directive 96/69/EC and entered into service for the first time with the exception of vehicles with seats for more than five occupants in addition to the driver and whose maximum mass exceeds 2500 kg and from 1 January 2002 to vehicles of category N₁ (II and III) and to vehicles with seats for more than five occupants in addition to the driver and whose maximum mass exceeds 2500 kg,

d) vehicles of category M₁ whose total mass exceeds 2000 kg, equipped with diesel engines, which have seats for more than five occupants in addition to the driver or which are off-road vehicles shall be considered equal to vehicles of category N₁ for the purpose of applying subparagraph a,

	- 98/77/EC (replacement catalytic converters)			1 October 1999	
	- 1999/102/EC ²⁶			1 January 2000/01/03/ 05/06	1 January 2001/02/04/ 06/07
	- 2001/1/EC ²⁶			1 January 2003/06	1 January 2004/07
	- 2001/100/EC			1 January 2002/03 ²⁷	not applicable

e) Type VI test (verifying the average low ambient temperature carbon monoxide and hydrocarbon tailpipe emissions after a cold start) laid down in Annex I to the Directive, point 5.3.5 applies from 1 January 2002 to new vehicle types of category M₁ and category N₁ (I) equipped with a positive-ignition engine with the exception of except vehicles designed to carry more than six occupants and vehicles whose maximum mass exceeds 2500 kg, and from 1 January 2003 to new vehicle types of category N₁ (II and III), to new vehicle types of category M₁ with seats for more than five occupants in addition to the driver and to new vehicle types of category M₁ whose maximum mass is greater than 2500 kg but does not exceed 3500 kg, and

f) a vehicle of category M₁ or N₁ is also deemed to meet the requirements of Directive 98/69/EC if the engine of the vehicle has been EC type-approved in accordance with Directive 88/77/EEC set forth in point 41, as amended by Directives 91/542/EEC and 96/1/EC, or E approved in accordance with Regulation No 49.

²⁶ On-board diagnostic (OBD) systems for emission control referred to in Directive 1999/102/EC shall be installed:

a) into new vehicle types of category M₁ equipped with positive-ignition engines fuelled with petrol with the exception of vehicle types whose maximum mass is greater than 2500 kg and into vehicle types of category N₁ (I) from 1 January 2000,

b) into all vehicles equipped with positive-ignition engines referred to in subparagraph a entered into service for the first time from 1 January 2001,

c) into new vehicle types of category N₁ (II and III) equipped with positive-ignition engines fuelled with petrol and into vehicle types of category M₁ whose maximum mass is greater than 2500 kg from 1 January 2001,

d) into all vehicles equipped with positive-ignition engines referred to in subparagraph c entered into service for the first time from 1 January 2002,

e) into new vehicle types of category M₁ equipped with positive-ignition engines permanently or partly fuelled with liquefied petroleum gas or natural gas with the exception of vehicle types whose maximum mass is greater than 2500 kg and into vehicle types of category N₁ (I) from 1 January 2003,

f) into all vehicles equipped with positive-ignition engines referred to in subparagraph e entered into service for the first time from 1 January 2004,

g) into new vehicle types of category N₁ (II and III) equipped with positive-ignition engines permanently or partly fuelled with liquefied petroleum gas or natural gas and into vehicle types of category M₁ whose maximum mass is greater than 2500 kg from 1 January 2006,

h) into all vehicles equipped with positive-ignition engines referred to in subparagraph g entered into service for the first time from 1 January 2007,

i) into new vehicle types of category M₁ equipped with diesel engines with the exception of

- vehicle types designed to carry more than six occupants, driver included,

- vehicle types whose maximum mass is greater than 2500 kg from 1 January 2003,

j) into all vehicles equipped with diesel engines referred to in subparagraph i entered into service for the first time from 1 January 2004,

k) into new vehicle types of category M₁ equipped with diesel engines not covered by subparagraph i with the exception of vehicle types of category M₁ whose maximum mass is greater than 2500 kg and into vehicle types of category N₁ (I) equipped with diesel engines from 1 January 2005,

l) into all vehicles equipped with diesel engines referred to in subparagraph k entered into service for the first time from 1 January 2006,

m) into new vehicle types of category N₁ (II and III) equipped with diesel engines and into vehicle types of category M₁ whose maximum mass is greater than 2500 kg from 1 January 2006, and

n) into all vehicles equipped with diesel engines referred to in subparagraph m entered into service for the first time from 1 January 2007.

²⁷ Low temperature test applies to new vehicle types of category M₁ and category N₁ (I) with the exception of vehicles designed for more than six occupants and vehicles whose maximum mass is greater than 2500 kg from 1 January 2002 and to new vehicle types of category N₁ (II and III), to new vehicle types of category M₁ designed for more than six occupants and to new vehicle types of category M₁ whose maximum mass is greater than 2500 kg but does not exceed 3500 kg from 1 January 2003.

	- 2002/80/EC			1 July 2003 ²⁸	Category M ₁ ≤ 2500 kg, N ₁ (I): 1 January 2006, Category M ₁ > 2500 kg, N ₁ (II and III): 1 January 2007		
	- 2003/76/EC			4 September 2004			
3. Tanks for liquid fuel and rear protective devices²⁹	70/221/EEC	34, 58	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993	
	- 79/490/EEC ³⁰ (rear protective devices)						
	- 81/333/EEC (rear protective devices)						
	- 97/19/EC (tanks for liquid fuel)			Category M ₁ : 1 October 1997	not applicable	1 October 1997	not applicable
	- 2000/8/EC			Category M ₁ : 3 May 2002	Category M ₁ : 3 May 2003	3 May 2002	not applicable
4. Space for mounting and the fixing of rear registration plates	70/222/EEC	-	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	Categories N and O, other vehicles of category M: 1 January 1999	
5. Steering equipment³¹	70/311/EEC	79	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	semi-trailer towing vehicle 1993	

²⁸ New type-approvals may be granted and new vehicles may be approved in the case of small-series type-approvals, last vehicles of a series and solutions applying new technologies. See also Article 4 of the Directive. Replacement catalytic converters are only subject to the type-approval requirement; converters type-approved earlier may still be entered into service. Type-approval authority submits the data referred to in Annex I to the Directive, Appendix 4, point 3, footnote 1 of the Directive to the Commission.

²⁹ Approval of vehicles fuelled with liquefied petroleum gas or natural gas in accordance with E Regulation No 67 or 110 is recognised.

³⁰ In addition to vehicles exempted from the obligation to install a rear protective device in Directive 70/221/EEC, a rear protective device is not required:

- in a dolly designed for coupling a semi-trailer;
- in a special purpose vehicle of category N which may only be used on the road for the purpose of being moved from one building site to another;
- in a vehicle of category N₂G or N₃G nor in a trailer coupled to it; nor
- in a motor vehicle equipped with swap body devices other than swap bodies with legs.

³¹ If a slewing bearing is fitted under the fifth wheel of a dolly, it must be lockable in the central position. The slewing bearing shall not rotate more than 30° in each direction.

	- 92/62/EEC					other vehicles of category M: 1 January 2000	semi-trailer towing vehicle: 1 January 1998, vehicles of category O: 1 January 2000
	- 1999/7/EC			Category M ₁ : 1 October 2000	not applicable	1 October 2000	not applicable
6. Doors	70/387/EEC³²	11	M ₁	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993	
	- 98/90/EC		M ₁ , N	1 October 2000	not applicable	1 October 2000	not applicable
	- 2001/31/EC			1 December 2001	not applicable	1 December 2001	not applicable
7. Audible warning device	70/388/EEC	28	M, N	Category M ₁ : January 1996	Category M ₁ : 1 January 1998	1993	
8. Rear-view mirrors/devices for indirect vision³³ (6 September 2004/840)	71/127/EEC³⁴ (repealed with effect from 26 January 2010)	46	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993	
	- 79/795/EEC ³⁴ (repealed with effect from 26 January 2010)						
	- 85/205/EEC ³⁴ (repealed with effect from 26 January 2010)						
	- 86/562/EEC ³⁴ (repealed with effect from 26 January 2010)						
	- 88/321/EEC ³⁴ (repealed with effect from 26 January 2010)						
	2003/97/EC^{34a}	-		26 January 2006 / 26 January	M ₂ , M ₃ , N ₂ , N ₃ : 26 January		

³² Alternative until 31 December 1995: FMVSS 206.

³³ a) Visibility requirements laid down in Directive 71/127/EEC or E Regulation No 46 do not apply to additional rear-view mirrors in a vehicle of category M₁ or N₁ intended for towing a trailer nor mirrors required for driving instructors in motor vehicles used by driving schools.

b) If the visibility from the driver's seat to the sides is adversely restricted due to the vehicle construction or related device or equipment, the vehicle shall be equipped with necessary additional mirrors enabling the driver to see to the sides of the vehicle and to observe other road users.

³⁴ a) Alternative until 31 December 1995: FMVSS 111 or SFA 4418.

b) No marks or devices which may restrict the visibility to the rear via the rear-view mirror fitted inside the vehicle more than permitted in Directive 71/127/EEC or E Regulation No 46 shall be hung or attached to the rear window of a vehicle of category M₁.

^{34a} a) The Directive does not apply to components and separate technical units intended for the purposes of replacement parts for vehicle types type-approved pursuant to Directive 71/127/EEC before 26 January 2007.

b) Apart from requirements concerning the driver's field of vision laid down in Annex III(5), the Directive does not apply new types of articulated vehicles of categories M₂ and M₃ (I), composed of at least three articulated parts.

	2005/27/EC			2007 ^{34b}	2007 M ₁ , N ₁ : 26 January 2010		
9. Braking devices³⁵	71/320/EEC	13, 13-H, 90, (replacement brake linings)	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993	
	- 74/132/EEC - 75/524/EEC						
	- 79/489/EEC - 85/647/EEC ³⁶ - 88/194/EEC - 91/422/EEC (including requirement concerning an anti-lock system)					Category N ₃ > 16 t, trailer towing vehicle of category O ₄ , category M ₃ > 12 t, ADR vehicles: tanker of category N ₃ , tanker trailer > 6 t and its towing vehicle: 1 December 1994	
	- 98/12/EC (including requirements concerning replacement brake linings)			Category M ₁ : 1 October 1999	Category M ₁ : 31 March 2001 (also applies to brake linings entered into service)	1 October 1999	31 March 2001
	- 2002/78/EC (marking and packaging of brake linings)			Brake linings and their packages meeting the requirements of the directive are recognised with effect from 1 January 2003.			
10. Radio interference caused by vehicles and electromagnetic compatibility (234/2005)	72/245/EEC	10	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	vehicles equipped with positive-ignition engines 1993	
	- 89/491/EEC - 95/54/EEC ³⁷			Category M ₁ : 1 January 1998	Category M ₁ : 1 October 2002	1 January 1998	1 October 2002
	- 2004/104/EC ^{37a}	-	M,N,O	Category M ₁ : 1 July 2006	Category M ₁ : 1 January 2009	Other categories: 1 July 2006	Other categories: 1 January 2009
11. Opacity of exhaust gases	72/306/EEC	24	M, N, O			1993	
	- 89/491/EEC ³⁸			1 January 1997			

^{34b} The latter date applies to Class VI front mirrors.

³⁵ a) Trailers of category O₁ need not be fitted with a service braking device ; however, if trailers of this category are equipped with a service braking device, they must comply with the same requirements as those of category O₂.

b) A vehicle equipped with compressed-air brakes may be approved if it meets the requirements of the Decision of the Ministry of Transport on Braking Devices of Motor Vehicles Equipped with Compressed-Air Brakes and Trailers Coupled Thereto (631/1990) instead of Directive 71/320/EEC or E Regulation No 13.

³⁶ Alternative until 31 December 1995: FMVSS 105.

³⁷ This requirement does not apply to vehicles type-approved pursuant to Directive 72/306/EEC referred to in point 11 or E Regulation No 24 before 1 January 1996.

^{37a} For parts sold as after-market equipment it is sufficient to obtain a Declaration of Conformity in accordance with the procedures laid down in Directive 89/336/EEC or in Directive 1999/5/EC and a declaration of meeting the requirements of the Directive 2004/104/EC, if the parts are not related to functions with reference to immunity levels. In terms of such after-market equipment the notified body reports to the type-approval authorities of all inspections that have resulted in a safety-based rejection. The type-approval authority will report to the Commission of all safety-based rejections by 2 December 2007.

produced by diesel engines (309/2005)	- 97/20/EC			1 October 1997	not applicable	
	- 2005/21/EY			9 March 2006	not applicable	
12. Interior parts of the passenger compartment other than the interior rear-view mirrors, layout of the controls, the roof or sliding roof, the backrest and rear part of the seats	74/60/EEC ³⁹	21	M ₁	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993
	- 78/632/EEC					
	- 2000/4/EC (power-operated windows, roof panel systems and partition systems)			8 April 2002	8 April 2003	
13. Devices to prevent the unauthorized use of motor vehicles	74/61/EEC ⁴⁰	18, 97 (immobilizers and alarm devices)	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993
	95/56/EC ⁴⁰ including immobilizers and alarm devices		M ₁ , N ₁	immobilizer in vehicles of category M ₁ : 1 January 1997	immobilizer in vehicles of category M ₁ : 1 October 1998	Category N ₁ : 1 October 1998
14. Behaviour of steering devices in the event of an impact	74/297/EEC ⁴¹	12	M ₁ , N ₁ < 1500 kg			1993
	- 91/662/EEC ⁴²			1 October 1996	1 October 1997	
15. Strength of seats and of	74/408/EEC ⁴⁴	17, 80 (catego	M, N			1993

³⁸ This requirement does not apply to vehicles type-approved pursuant to Directive 88/346/EEC amending Directive 70/220/EEC referred to in point 2 or any subsequent amendment or Directive 91/542/EEC amending Directive 88/77/EEC referred to in point 41 or any subsequent amendment or a complying E Regulation.

³⁹ Alternative until 31 December 1995: FMVSS 201.

⁴⁰ a) Alternative for new types until the end of 1995 and for new motor vehicles until the end of 1997: FMVSS 114.

b) An ignition lock is accepted as a device to prevent the unauthorised use of a vehicle of category other than M₁ or N₁.
c) If a vehicle of category other than M₁ is equipped with an immobilizer or an alarm device, this device shall meet the requirements of Directive 95/56/EC or E Regulation No 97.

⁴¹ Alternative until 13 June 1995: FMVSS 203 and 204, for motor vehicles equipped with air cushion: FMVSS 204 and 208.

⁴² A vehicle approved pursuant to Directive 96/79/EC referred to in point 53 is deemed to meet the requirements of Directive 74/297/EEC.

⁴³ Not applicable to folding, side-facing nor rear-facing seats.

⁴⁴ Alternative for new types until the end of 1995 and for new motor vehicles until the end of 1997: FMVSS 207.

their anchorages ⁴³	- 81/577/EEC	ries M ₂ and M ₃) 14, (if anchor ages for safety belt in the seat) 80 (as concerns M ₂ and M ₃)		M ₁ : 1 January 1993			
	- 96/37/EC		M, N	Category M ₁ : 1 October 1997	Category M ₁ : 1 October 1999	Category N and categories M ₂ and M ₃ excluding M ₂ ≤ 3,5 tonnes: 1 October 1997, M ₂ ≤ 3,5 tonnes: 1 October 1999	Category N and categories M ₂ and M ₃ excluding M ₂ ≤ 3,5 tonnes: 1 October 1999, M ₂ ≤ 3,5 tonnes: 1 October 2001
16. External projections	74/483/EEC	26	M ₁	1 January 1996	1 January 1998		
	- 79/488/EEC			1 January 1999	not applicable		
17. Speedometer and reverse equipment ⁴⁵ (309/2005)	75/443/EEC	39	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993	
	- 97/39/EC			Category M ₁ : 1 October 1998		other vehicles: 1 October 1998	
18. Statutory plates and inscriptions and their location and method of attachment ⁴⁶ (575/2003)	76/114/EEC	-	M, N, O	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993 however, inscriptions relating to masses in the manufacturer's plate: 21 May 1998	
	- 78/507/EEC						

⁴⁵ A speedometer is not required in a motor vehicle equipped with a tachograph.

⁴⁶ a) If a vehicle is modified so that the information given in the plate changes, the required plate shall be accompanied by another plate indicating the changed information and the fact that the new plate replaces the original one in this respect. The required information may be marked to a plate other than the manufacturer's plate referred to in Directive 76/114/EEC.

b) In addition or instead of the manufacturer's plate, a vehicle of category M₂, M₃, N₂ or N₃ and a trailer of category O₃ or O₄ shall be equipped with

i) a plate relating to dimensions, attached as close to the manufacturer's plate referred to in Directive 76/114/EEC as possible;

ii) a single plate established and attached in accordance with the Directive, containing the information on the two plates referred to in subparagraph i; or

iii) a certificate issued by the person carrying out the inspection, containing the same headings and information as the plates referred to in subparagraph i; the document shall be kept easily accessible for the purpose of inspection and it shall be protected in an appropriate manner.

c) The plate or certificate relating to dimensions shall contain the following data:

19. Anchorages for safety belts (575/2003)	76/115/EEC	14	M, N	Category M ₁ : 1	Category M ₁ : 1	Categories M ₁ and N ₁ as well as M ₂ ≤ 3500 kg: 1993	
	- 81/575/EEC			January 1996	January 1998	Category M ₁ : 1993	
	- 82/318/EEC			Category M ₁ : 1	Category M ₁ : 1	M ₂ ≤ 3500 kg and category N: 1993	M ₂ ≤ 3500 kg and category N: 1 July 1997
	- 90/629/EEC			January 1996	July 1997		
	- 96/38/EC ⁴⁷			Category M ₁ : 1	Category M ₁ : 1	M ₂ > 3500 kg, N and M ₃ : 1	M ₂ > 3500 kg, N and M ₃ : 1
				October 1997	January 1999	October 1997; M ₂ ≤ 3500 kg: 1	October 1999; M ₂ ≤ 3500 kg: 1
						October 1999	October 2001
20. Installation of lighting and light-signalling	76/756/EEC	48	M, N, O	Category M ₁ : 1	Category M ₁ : 1	1993	
	- 83/276/EEC			October	October		
	- 80/233/EEC						

- i) manufacturer's name;
 ii) vehicle identification number;
 iii) length of the power-driven vehicle or of the trailer;
 iii) width of the power-driven vehicle or of the trailer; and
 v) data for measuring the length of the vehicle combination.

d) The data referred to in subparagraph c(v) shall be provided as follows:

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

⁴⁷ If the anchorages for safety belts other than those for front seats in a vehicle of category N₁ converted into a vehicle of category M₁ have not been type-approved, they shall meet the requirements of Directive 76/115/EEC or E Regulation No 14.

⁴⁸ a) In addition to the mandatory lamps and reflex reflectors required in Directive 76/757/EEC and E Regulation No 48, the following lamps and reflex reflectors are required:

- i) an identification lamp in a vehicle of category M₁ used a taxi indicating the nature of the motor vehicle (requirements: see section 25);
 ii) an illuminated plate indicating at least the route terminal at the front of a vehicle of category M₂ or M₃ used in passenger transport requiring permit (requirements: see section 26);
 in a motor vehicle used in local or regional transport, however, an illuminated plate indicating the route number is sufficient and shall also be placed at the rear of the motor vehicle;
 iii) a blinking amber warning lamp in a towing vehicle, a motor vehicle used in road maintenance and a motor vehicle which is used for transportation of milk and which has to be stopped on the left-hand side of the road (requirements: see Part II(4));
 iv) a blinking blue warning lamp in an emergency vehicle (requirements: see Part II(4)); and
 v) amber reflex reflectors visible to the sides, indicating a vehicle component or equipment which is more narrow than other parts of the construction and extends outside the vehicle at the front or more than one metre at the rear.
- b) In addition to the lamps and reflex reflectors permitted by the Directive, a vehicle may be equipped with:
 i) additional passing, driving, direction indicator and front position lamps in a motor vehicle ploughing snow;
 ii) a blinking blue warning lamp (requirements: see Part II(4)) and not more than one blinking, forward-facing red stop signalling lamp (requirements: see section 27) and, on the roof of the bodywork or the cabin, an illuminated blue plate with the text "POLIISI" or "POLIS" or the symbol indicating the National Board of Customs or the Finnish Frontier Guard (requirements: see section 26) in a police vehicle and in a motor vehicle intended for the official use of the police, the National Board of Customs or the Finnish Frontier Guard;
 iii) a blinking amber warning lamp in a motor vehicle used as an emergency vehicle, a motor vehicle used for work carried out on the road or by the roadside, in a motor vehicle used for road service and, on specific grounds, in any motor vehicle with a permission of the Finnish Vehicle Administration (requirements: see Part II(4));

devices⁴⁸	- 82/244/EEC			1998	2000		
	- 84/8/EEC						
	- 89/278/EEC						
	- 91/663/EEC						
	- 97/28/EC						
						1 October 1994	
						1 October 1998	1 October 2000
21. Reflex reflectors	76/757/EEC	3	M, N, O	1993			
	- 97/29/EEC			1 October 1998	1 October 1999		
22. Front position (side), rear position (side), stop, side, end-outline marker and daytime running lamps⁴⁹	76/758/EEC	7, 87, 91	M, N, O	1993			
	- 89/516/EEC			1 October 1995			
	- 97/30/EC			1 October 1998	1 October 1999		
23. Direction indicator lamps	76/759/EEC	6	M, N, O	1993			
	- 89/277/EEC			1 October 1995			
	- 1999/15/EC			1 April 2000	not applicable		
24. Registration plate lamp	76/760/EEC	4	M, N, O	1993			
	- 97/31/EC			1 October 1998	1 October 1999		
25. Headlamps including incandescent electric filament lamps	76/761/EEC	1, 2, 5, 8, 20, 31, 37, 98, 99, 112, 113	M, N	1993			
	- 89/517/EEC			14 June 1995			
	- 1999/17/EC			1 April 2000	not applicable		
26. Front fog lamps	76/762/EEC	19	M, N	1993			
	- 1999/18/EC			1 April 2000	not applicable		
27. Towing devices	77/389/EEC		M, N	Category M ₁ : 1 January 1997		1 January 1997	

- iv) an identification lamp in a vehicle of category M₁ used for road service or first aid operations indicating the nature of the motor vehicle (right to use and requirements: see section 29);
- v) working lamps and auxiliary lamps necessary for loading, unloading or other use in a rescue vehicle, ambulance or maintenance vehicle of category M, other special purpose vehicle of category M, a motor vehicle intended for the official use of the police, the National Board of Customs or the Finnish Frontier Guard as well as a vehicle of category N or O;
- vi) lamps illuminating the plate indicating the transport company, the purchaser of transport services, the name of the vehicle owner or the route terminals in a vehicle of category N₂ or N₃ or indicating the route number at the side and the fullness of the vehicle at the front in a vehicle of category M₂ or M₃ used in passenger transport requiring permit (requirements: see section 26);
- vii) retro-reflective side or rear markings with strips or contour markings and advertisements in a vehicle of category M₂, M₃, N₂, N₃, O₃ or O₄ (requirements: see Annex II(8));
- viii) lamps and reflex reflectors in a vehicle or trailer intended for special transportation or in its load, subject to separate provisions; and
- ix) not more than three identification lamps in a vehicle of category N₂ or N₃ used for towing a trailer in international transport towards Russia (requirements: see section 28).
- c) Provisions of the Directive or E Regulation referred to here apply to the determination of the colour, placing, visibility and direction of lamps and reflex reflectors referred to in subparagraphs a and b.
- d) Additional passing, driving, direction indicator and front position lamps may be fitted on a motor vehicle ploughing snow at such a height as the conditions require; however, passing lamps shall be directed so that they do not cause any unnecessary discomfort to the oncoming traffic. The electrical circuit of the additional passing lamps shall be equipped with a switch placed in a location which makes it impossible to switch the mandatory passing lamps to additional passing lamps or vice versa during driving.

⁴⁹ Alternative to requirements applicable to additional stop lamps until 31 December 1995: FMVSS 108.

	- 96/64/EEC			Category M ₁ : 1 October 1997	not applicable	1 October 1997	not applicable		
28. Rear fog lamps	77/538/EEC	38	M, N, O	1993					
	- 89/518/EEC - 1999/14/EC			1 April 2000	not applicable				
29. Reversing lamps	77/539/EEC	23	M, N, O	1993					
	- 97/32/EC			1 October 1998	1 October 1999				
30. Parking lamps	77/540/EEC	77	M, N	1993					
	- 1999/16/EC			1 April 2000	not applicable				
31. Safety belts⁵⁰ (575/2003)	77/541/EEC	16, 44 (as concerns child restraint)	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	Categories M ₁ and N ₁ as well as M ₂ ≤ 3500 kg: 1993			
	- 81/576/EEC					Category M ₁ : 1993			
	- 82/319/EEC					Category M ₁ : 1 January 1996	Category M ₁ : 1 July 1997	M ₂ ≤ 3500 kg and category N: 1993	M ₂ ≤ 3500 kg and category N: 1 July 1997
	- 90/628/EEC					Category M ₁ : 1 October 1997	Category M ₁ : 1 October 1999	M ₂ > 3500 kg, N and M ₃ : 1 October 1997; M ₂ : ≤ 3500 kg: 1 October 1999	M ₂ > 3500 kg, N and M ₃ : 1 October 1999; M ₂ : ≤ 3500 kg: 1 October 2001
	- 96/36/EC					Category M ₁ : 1 October 2001	Category M ₁ : 1 October 2002	Category N ₁ as well as M ₂ ≤ 3500 kg: 1 October 2002; other vehicle categories: see 96/36/EC	
32. Forward field of vision⁵²	77/649/EEC	-	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1997	1993			
	- 81/643/EEC								
	- 88/366/EEC								
	- 90/630/EEC								

⁵⁰ a) All front- and rear-facing seats of the vehicles of category M and N shall be equipped with safety belts. However, safety belts are not required for:

i) foldable seats;

ii) seats which are intended to be used only when vehicle is standing still; and

iii) vehicles of category M₂ and M₃ which are designed to be used in urban traffic and are fitted with places for standing passengers.

b) A safety device individually designed, equipped and manufactured as a unique sample as required by a person's infirmity or disability as well as a safety device designed and equipped to provide seats for two or more persons at the same time shall also be approved as a restraint or as a safety device.

⁵¹ a) Type-approval requirement applies to child restraint systems in vehicles of category M₁ and to the installation of safety belts on all seats of vehicles of category M₁, including, where fitted, integrated child restraint systems. However, the requirement for three-point belts in all seating positions in vehicles of category M₁ shall apply with effect from 1 April 2002. Until this date, the safety belt installation requirements for vehicles of category M₁ shall be those laid down in Annex XV to Directive 77/541/EEC.

b) The requirement for three-point belts in all seating positions in vehicles of category M₁ entered into service for the first time shall apply with effect from 1 October 2004. Until this date, the safety belt installation requirements for vehicles of category M₁ shall be those laid down in Annex XV to Directive 77/541/EEC.

c) The requirements relating to integrated child restraint systems, where fitted as original equipment to a vehicle, shall apply with effect from 1 January 2001.

⁵² The windscreen of a motor vehicle as well as the side windows and lateral protection of its cabin shall by virtue of their construction and condition be such that the driver has as clear visibility to the front and sides as possible. No marks, objects or devices which can reduce the field of vision other than those especially prescribed may be hung or attached to the outside or the inside of the motor vehicle. However, a parking disc complying with the provisions of the Ministry of Transport and Communications may be attached to the right-hand side of the windscreen. Similarly, a child restraint may be mounted on the seat next to the driver provided that it does not excessively limit the field of vision.

33. Identification of controls	78/316/EEC	-	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1 January 1997	
	- 93/91/EC						
34. Defrosting and demisting devices	78/317/EEC⁵³	-	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993, device required, no special requirements	
35. Windscreen washer and wiper	78/318/EEC⁵⁴	-	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993, device required, no special requirements	
	- 94/68/EC						
36. Heating systems (840/2004)	78/548/EEC (repealed with effect from 9 May 2004)	-	M ₁	1 January 1996	1 January 1998		
	2001/56/EC⁵⁵		M, N O	9 May 2004	9 May 2005		
	- 2004/78/EC			1 January 2006	1 January 2007		
37. Wheel guards	78/549/EEC	-	M ₁	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	Category M ₁ : 1993; other vehicles of categories M, N and O: see section 20 of the Decree	
	- 94/78/EC						
38. Head restraints	78/932/EEC⁵⁶	17, 25, 80	M ₁	1 October 1996	1 October 1998	1993	1993
	(- 96/37/EC, point 15, as concerns integrated head restraints)		M, N	Category M ₁ : 1 October 1997	Category M ₁ : 1 October 1999	Category N and categories M ₂ and M ₃ excluding M ₂ ≤ 3,5 tonnes: 1 October 1997, M ₂ ≤ 3,5 tonnes: 1 October 1999	Category N ₁ and categories M ₂ and M ₃ excluding M ₂ ≤ 3,5 tonnes: 1 October 1999, M ₂ ≤ 3,5 tonnes: 1 October 2001
39. Measurement of fuel consumption⁵⁷ (840/2004)	80/1268/EEC	101	M ₁	1 January 1996	1 January 1997		
	- 89/491/EEC						
	- 93/116/EC						
	- 1999/100/EC						
				Category M ₁ ≤ 2500 kg: 1 January 2000; category M ₁ > 2500 kg: 1 January 2001	Category M ₁ ≤ 2500 kg: 1 January 2001; category M ₁ > 2500 kg: 1 January 2002		

⁵³ The defrosting and demisting device in a vehicle of category M₁ shall be tested at the temperature of -18±3°C.

⁵⁴ Alternative until 31 December 1995: FMVSS 104. The container for the washer fluid in a motor vehicle of category M₂ or M₃ shall have a volume of at least five litres.

⁵⁵ a) Combustion heaters shall conform to type-approval requirements from 9 May 2005;

b) heating device is mandatory only in passenger compartments of vehicles of categories M and N; and

c) if a vehicle of category O is equipped with a heating device, it shall be approved pursuant to the Directive.

⁵⁶ An integrated head restraint shall meet the requirements of Directive 74/408/EEC referred to in point 15 or E Regulation No 17 or, in the case of a vehicle of category M₂ or M₃, requirements of Regulation No 80/01.

⁵⁷ See also the Government Decree on the Notifications of Fuel Consumption and Carbon Dioxide Emissions (938/2000) implementing Directive 1999/94/EC.

	- 2004/3/EC ^{57a}	-	M ₁ , N ₁	Category M ₁ : 19 February 2005; category N ₁ (I): 1 January 2005; category N ₁ (II and III): 1 January 2007	Category N ₁ (I): 1 January 2006; category N ₁ (II and III): 1 January 2008			
40. Measurement of engine power⁵⁸	80/1269/EEC	85	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1997	1 January 1997		
	- 88/195/EEC							
	- 89/491/EEC							
	- 97/21/EC					1 October 1997	not applicable	1 October 1997
	- 1999/99/EC			1 June 2000	not applicable	1 June 2000	not applicable	
41. Reduction of emissions of gaseous and particulate pollutants from diesel engines and engines fuelled with natural gas or liquefied petroleum gas⁵⁸ (309/2005)	88/77/EEC⁵⁹	49	M ₂ , M ₃ , N ₂ , N ₃	1993				
	- 89/491/EEC							
	- 91/542/EEC ⁶⁰ , table at Annex I, point 8.3.1.1			line A (EURO I): 1993	1 October 1993			
				line B (EURO II): 1 October 1995	1 October 1996			
	- 96/1/EC			1 July 1996				

^{57a} a) The requirements of Directive 2004/3/EC apply to completed multi-stage vehicles of category N₁ as follows:

i) to new vehicle types of category N₁ (I) from 1 January 2006, to new vehicle types of category N₁ (II and III) from 1 January 2008,

ii) to vehicles of category N₁ (I) entered into service for the first time from 1 January 2007 and to vehicles of category N₁ (II and III) entered into service for the first time 1 January 2009.

b) However, Directive 2004/3/EC does not apply to vehicles of category N₁ type-approved pursuant to Directive 88/77/EEC if the number of vehicles of category N₁ annually produced by the manufacturer is less than 2,000.

⁵⁸ Net power output of the engine, measured in accordance with Directive 80/1269/EEC, shall be given in advertisements intended for consumers, in other corresponding publications and in the technical data on the motor vehicle.

⁵⁸ Net power output of the engine, measured in accordance with Directive 80/1269/EEC, shall be given in advertisements intended for consumers, in other corresponding publications and in the technical data on the motor vehicle.

⁵⁹ Alternative until 31 December 1995: US level (Code of Federal Regulations §86.085-11).

⁶⁰ a) Alternative for vehicles of categories N₂ and M₂: approval pursuant to Directive 70/220/EEC referred to in point 2.

b) If an engine constructed on the chassis of a motor vehicle is not type-approved in accordance with Directive 88/77/EEC, the engine shall be EC type-approved in accordance with Directive 97/68/EC on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery, as amended by Commission Directive 2001/63/EC and Directives 2002/88/EC and 2004/26/EC of the European Parliament and of the Council. The requirements of Directive 2002/88/EC shall apply with effect from 10 August 2004.

	- 1999/96/EC (EURO III, IV and V) ⁶¹ table at Annex I, point 6.2.1			see footnote 61	see footnote 61	
	- 2001/27/EC ⁶¹			1 October 2001	diesel engines: 1 October 2001 gas engines: 1 October 2003	
42. Side guards	89/297/EEC⁶²	73	N ₂ , N ₃ , O ₃ , O ₄			1993
43. Spray-suppression devices	91/226/EEC⁶³	-				1993
44. Masses and dimensions of vehicles of category M₁	92/21/EEC	-	M ₁	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	
	- 95/48/EC			1 August 1997	not applicable	

⁶¹ The requirements of Directives 1999/96/EC and 2001/27/EC apply as follows:

- limit values laid down in Annex I, point 6.2.1, tables, line A (EURO III) or C of Directive 1999/96/EC apply to new types of diesel and gas engines and to vehicle types equipped with them from 1 October 2000 and to all above-mentioned vehicles entered into service for the first time from 1 October 2001 with the exception of vehicles exported to third countries and replacement engines installed into vehicles in use,
- requirements of Directive 2001/27/EC apply to new types of diesel and gas engines and to vehicle types equipped with them and to all above-mentioned vehicles entered into service for the first time from 1 October 2001 and to vehicles equipped with gas engines from 1 October 2003 with the exception of vehicles exported to third countries and replacement engines to be installed into vehicles in use; however, these requirements apply to vehicles entered into service for the first time from 1 April 2002 if the engine or vehicle has been type-approved pursuant to Directive 1999/96/EC,
- limit values laid down in Annex I, point 6.2.1, tables, line B1 (EURO IV) or C of Directive 1999/96/EC apply to new types of diesel and gas engines and to vehicle types equipped with them from 1 October 2005 and to all above-mentioned vehicles entered into service for the first time from 1 October 2006 with the exception of vehicles exported to third countries and replacement engines to be installed into vehicles in use,
- limit values laid down in Annex I, point 6.2.1, tables, line B2 (EURO V) or C of Directive 1999/96/EC apply to new types of diesel and gas engines and to vehicle types equipped with them from 1 October 2008 and to all above-mentioned vehicles entered into service for the first time from 1 October 2009 with the exception of vehicles exported to third countries and replacement engines to be installed into vehicles in use, and
- new vehicle types shall be equipped with on-board diagnostic (OBD) systems for emission control from 1 October 2005 and vehicles entered into service for the first time from 1 October 2006.

⁶² In addition to vehicles exempted from the obligation to install a side guard in Directive 89/297/EEC, a side guard is not required:

- in a motor vehicle of category N₂G or N₃G nor in a trailer coupled to it; nor
- in a dolly designed for coupling a semi-trailer.

⁶³ Rain flaps referred to in Directive 91/226/EEC may be used in a vehicle of category N₂ whose unladen mass exceeds 7.5 tonnes and in a vehicle of category N₃, O₃ or O₄. Alternatively, in the case of a vehicle of category N₂, N₃, O₃ or O₄, the wheel guards of rear wheels shall be equipped with rain flaps, equal in width with the wheel guards, at the distance of not more than 1.2 metres from the axle of the wheel. The distance of their lower part from the ground, when the motor vehicle is unladen, shall not be more than one fourth of this distance or 200 mm, if one fourth is less than this, unless otherwise required by the construction of the motor vehicle and its suspension. Rain flaps are not required in off-road vehicles and other special purpose vehicles whose use would be essentially hindered by the use of rain flaps.

45. Safety glazing (575/2003)	92/22/EEC ⁶⁴	43	M, N	Category M ₁ : 1 January 1996	Category M ₁ : 1 January 1998	1993
	- 2001/92/EC ⁶⁵			M, N, O	1 October 2002	
46. Tyres (309/2005)	92/23/EEC ⁶⁶	30, 54, 64, 108, 109 (retreaded tyres)	M, N, O	1993		
	- 2001/43/EC (tyre-rolling noise) ⁶⁷		M, N, O	tyre types: 4 August 2003 new vehicle types: 4 February 2004 (see also footnote 66)	new vehicles: 4 February 2005 (see also footnote 66)	
	- 2005/11/EY			1 January 2006	not applicable	
47. Speed limitation devices (840/2004)	92/24/EEC	89	M ₂ , M ₃ , N ₂ , N ₃			M ₃ > 10t, N ₃ : new ones 1 January 1994 in old ones entered into service after 1 January 1998: 1 January 1995 in vehicles used in international transport and 1 January 1996 in vehicles used in national transport M ₂ , M ₃ ≤ 10 t, N ₂ : see section 16
	- 2004/11/EC	-				1 January 2005

⁶⁴ Safety glazing conforming to the standard ANSI Z.26.1-1983 adopted in the United States of America or a subsequent equivalent standard and appropriately marked shall be approved as an alternative to safety glazing conforming to Directive 92/22/EEC or E Regulation No 43 in vehicles of categories other than M₁.

⁶⁵ Requirements apply to safety glazing sold solely as a component from 1 July 2003; safety glazing meeting the requirements of Directive 92/22/EC intended for vehicles in use may still be produced, imported, sold and entered into service.

⁶⁶ a) Tyres conforming to FMVSS 109 and equipped with DOT mark are also accepted as tyres for a motor vehicle other than a motor vehicle of category M₁ with EC type-approval. However, such tyres may be accepted for motor vehicles entered into service after 1 October 1980 whose speed rating is at least 80 km/h and whose nominal rim diameter is greater than 245 mm but less than 635 mm only until the dates included in the implementation schedules laid down in Article 10 a and Annex V, point 4.2 of Directive 2001/43/EC.

b) A retreaded tyre shall bear an indication of the tyre size and load index as well as the indelible marking "Pinnoitettu – Regummerad" on both sides. Such indication is not required if the retreaded tyre is E approved and bears the text "Retread" in accordance with E Regulation No 108 or 109.

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

d) Furthermore, the Decree of Ministry of Transport and Communications on Studs on Vehicle Tyres (408/2003) applies to studded tyres.

⁶⁷ Directive 2001/43/EC applies to tyre types intended for motor vehicles entered into service after 1 October 1980 whose speed rating is at least 80 km/h and whose nominal rim diameter is greater than 245 mm but less than 635 mm. The requirements of the Directive are applied according to the implementation schedules laid down in Article 10 a and Annex V, point 4.2 of the Directive.

48. Masses and dimensions (categories other than M₁) (829/2003)	97/27/EC	-	M ₂ , M ₃ , N, O			1 August 1997 however, requirements concerning engine power/pass ratio, vehicle manoeuvrability and sideward displacement of rearmost edge apply to new types from 22 July 1999 and requirements concerning manoeuvrability of a vehicle of category M ₃ not more than 14.5 metres in length and sideward displacement of rearmost edge apply from 1 January 2004	
	- 2001/85/EC (superstructures of buses and coaches)	36, 52, 66, 107	M ₂ , M ₃	13 February 2004 (applies to the granting of an EC type-approval to a vehicle type or a bodywork type as a separate technical unit)	not applicable	13 February 2004 (see footnote 69: alternative national statute)	13 February 2004 (see footnote 69: alternative national statute)
	- 2003/19/EC	-	M ₂ , M ₃ , N, O	1 October 2004 (applies to the granting of an EC type-approval to a vehicle type or a bodywork type as a separate technical unit)	not applicable	1 October 2004 (see footnote 69: alternative national statute)	1 October 2004 (see footnote 69: alternative national statute)
49. External projections of the cabin	92/114/EEC	61	N			1 January 1997	
50. Coupling devices of trailers (340/2004)	94/20/EC ⁶⁸	55, 102 (close-coupling devices)	M, N, O	Category M ₁ : 1 January 2005	Category M ₁ : 1 January 2005	1 August 1997 however, requirement concerning close-coupling devices: 1 January 1999	

⁶⁸ The requirements of Directive 94/20/EC apply only to vehicles equipped with coupling devices.

51. Fire safety	95/28/EC	-	vehicles of category M ₃ intended for the carriage of more than 22 persons			1 October 1999	
52. Superstructures of buses and coaches⁶⁹	2001/85/EC	36, 52, 66 (strength of superstructure), 107 (double-deck buses and coaches)	M ₂ , M ₃	13 February 2004 (applies to the granting of an EC type-approval to a vehicle type or a bodywork type as a separate technical unit)	not applicable	13 February 2004 (see footnote 69: alternative national statute)	13 February 2004 (see footnote 69: alternative national statute)
53. Frontal impact	96/79/EC⁷⁰	94	M ₁ ≤ 2500 kg	1 October 1998	1 October 2003		
	- 1999/98/EC			1 April 2001	not applicable		
54. Side impact	96/27/EC⁷¹	95	M ₁ , N ₁ (height of R point ≤ 700 mm)	1 October 1998	1 October 2003		
55. Vehicles intended for animal transportation⁷²	- (not yet adopted)	-	N, O				
56. Vehicles intended for the transport of dangerous goods⁷³	98/91/EC	105	N, O			recognised from 1 December 1999	

⁶⁹ A motor vehicle of category M₃ whose width exceeds 2.55 metres or whose length as other than articulated construction exceeds 12 metres shall meet the requirements of the Decision of the Ministry of Transport on the Construction and Equipment of Buses and Coaches (637/1990) from 1993. Requirements of either the said Decision or E Regulation No 36, 52 or 107 or Directive 2001/85/EC referred to in point 52 apply to smaller buses and coaches and from 4 April 2002 (of which date buses and coaches of 15 metres in length were permitted) to all buses and coaches. If the requirements of the said Decision are not applied to the approval of a bus or coach, the strength of its superstructure shall meet the requirements of E Regulation No 66. A double-deck bus or coach shall meet the requirements of E Regulation No 107 or Directive 2001/85/EC referred to in point 52 from 1 October 1998.

⁷⁰ This requirement does not apply to completed multi-stage vehicles of which not more than the maximum number laid down for small series in Annex XII of Directive 70/156/EEC is manufactured nor to vehicles type-approved in accordance with Directive 74/297/EEC referred to in point 14 before 1 October 1998.

⁷¹ This requirement does not apply to completed multi-stage vehicles of which not more than the maximum number laid down for small series in Annex XII of Directive 70/156/EEC is manufactured nor to vehicles type-approved in accordance with two of Directives 70/387/EEC, 74/483/EEC and 76/115/EEC referred to in point 6, 16 and 19 before 1 October 1998.

⁷² The requirements of Directive .../EC apply only when the manufacturer submits an application for type-approval concerning a vehicle intended for animal transportation.

⁷³ The requirements of Directive 98/91/EC apply only when the manufacturer submits an application for type-approval concerning a vehicle intended for the transport of dangerous goods.

57. Front underrun protective devices	2000/40/EC	93	N ₂ , N ₃ ⁷⁴			10 August 2003
58. Protection of pedestrians (74/2004)	2003/102/EC⁷⁵	-	M ₁ , N ₁ ⁷⁶	1 October 2005 / 1 September 2010	31 December 2012 / 1 September 2015	

⁷⁴ In addition to vehicles exempted from the obligation to install an underrun protective device in Directive 2000/4/EC, an underrun protective device is not required in a vehicle in which the construction and placing of the bodywork or chassis or a part or device fixed to the vehicle meet the requirements placed on front underrun protection. Vehicles of category N₂ whose maximum mass does not exceed 7.5 tonnes shall only comply with the ground clearance requirement of 400 mm laid down in this Directive.

⁷⁵ Requirements of Directive 2003/102/EC apply as follows:

- a) requirements laid down in Annex I, point 3.1 or 3.2 apply to new vehicle types from 1 October 2005 with the exception of vehicles which do not differ with respect to their essential aspects of bodywork construction and design forward of the "A" pillars from vehicle types which have been granted type-approval before 1 October 2005, and to all above-mentioned vehicles entered into service for the first time from 31 December 2012, and
- b) requirements laid down in Annex I, point 3.2 to new vehicle types from 1 September 2010 and to all above-mentioned vehicles entered into service for the first time from 1 September 2015.

⁷⁶ Applies to vehicles whose total mass does not exceed 2500 kg. Applies only to vehicles of category N₁ based on vehicles of category M₁.

PART II

**RECOGNITION AND APPROVAL REQUIREMENTS OF VEHICLES, SYSTEMS,
COMPONENTS, AND SEPARATE TECHNICAL UNITS COMPLYING WITH E REGULATIONS**

E Regulations for vehicle systems, components and separate technical units without equivalent special directives are listed in the following table. Systems, components and separate technical units complying with E Regulations set forth in the table shall be approved. If a date is marked in the column "Entry into force", the system, component or separate technical system shall be type-approved on the date of entry into force in accordance with the applicable version of the E Regulation concerned or meet its requirements depending on in which column the date is marked.

Requirement, system, component or separate technical unit	E Regulation	Categories of vehicles covered by the requirement	Entry into force			
			Type-approval required		Compliance with an E Regulation required	
			for a new vehicle type	for a vehicle entered into service for the first time	for a new vehicle type	for a vehicle entered into service for the first time
1. Warning triangle	27	M, N, O	1993			
2. Child restraint	44	M, N	1993			
3. Headlamp cleaner	45	M, N				
4. Warning lamp	65 ¹	M, N	1993			
5. Liquefied petroleum gas (LPG) appliances in vehicles (575/2003)	67	M, N	1 January 2004 ^{1a}			
6. Identification plates of heavy vehicles and long vehicle combinations	70	N ₂ , N ₃ , O			1993 ²	
7. Characteristics of battery-operated electric vehicles	100	M, N				
8. Retro-reflective contour markings and advertisements	104 ³	N ₂ , N ₃ , O ₃ , O ₄				
9. Natural gas (NG) appliances in vehicles	110	M, N				
10. Rollover stability of tankers and tanker trailers	111	N, O				

¹ Alternative: approval by the Finnish Vehicle Administration.

^{1a} Type-approval requirement does not apply to vehicles exported to third countries.

(575/2003)

² A vehicle combination of more than 15.5 metres in length shall be equipped with an identification plate. Alternatively, a vehicle may be equipped with a plate of at least 0.30 m x 0.80 m with red fluorescent or retro-reflective borders 25 mm in width and with a black picture of a vehicle combination on yellow background. Underneath the picture there may be an indication of the length of the combination.

³ a) Materials which reflect white light towards the rear shall not be used in reflective markings. A towing vehicle shall not have reflective markings or advertisements if the trailer has no such markings.

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

c) Retro-reflective advertisements shall be placed on the sides of the vehicle inside contour markings, and advertisements shall not impair the proper functioning of contour markings, lamps and reflex reflectors. An advertisement may comprise a maximum of 15 characters. The height of the characters shall be at least 0.30 metres and not more than 1.00 metre. The surface area of an advertisement made with class "D" reflective materials referred to in the E Regulation No 104 shall not exceed 2.00 sq m.

(575/2003)

**CONSTRUCTION AND EQUIPMENT OF MOTOR CARAVANS, AMBULANCES, HEARSEES,
INVALID TAXIS, RESCUE VEHICLES AND POLICE VEHICLES**

This table may be applied to the EC type-approval and national type-approval of motor caravans, ambulances and hearses as well as to the registration inspection and modification inspection of the above-mentioned vehicles and invalid taxis, rescue vehicles and police vehicles.

(See section 14(2)(a) and explanation after Annex 5)

Item	Object	Number of directive	M ₁ ≤ 2500 ⁽¹⁾ kg	M ₁ > 2500 ⁽¹⁾ kg	M ₂	M ₃
1	Sound levels	70/157/EEC	H	G+H	G+H	G+H
2	Emissions	70/220/EEC	Q	G+Q	G+Q	G+Q
3	Tanks for liquid fuel and rear protective devices	70/221/EEC	F	F	F	F
4	Space for rear registration plates	70/222/EEC	X	X	X	X
5	Steering equipment	70/311/EEC	X	G	G	G
6	Door locks and hinges	70/387/EEC	B	G+B		
7	Audible warning devices	70/388/EEC	X	X	X	X
8 (840/2004)	View to the rear	71/127/EEC (repealed with effect from 26 January 2010) 2003/97/EC	X	G	G	G
9	Braking	71/320/EEC	X	G	G	G
10	Damping of radio interferences	72/245/EEC	X	X	X	X
11	Opacity of exhaust gases produced by diesel engines	72/306/EEC	H	H	H	H
12	Interior fittings	74/60/EEC	C	G+C		
13	Anti-theft devices and immobilizers	74/61/EEC	X	G	G	G
14	Behaviour of steering equipment in the event of an impact	74/297/EEC	X	G		
15	Strength of seats	74/408/EEC	D	G+D	G+D	G+D
16	External projections	74/483/EEC	cabin X; other parts A	cabin G; other parts A		
17	Speedometers and reverse equipment	75/443/EEC	X	X	X	X
18	Statutory plates	76/114/EEC	X ⁽²⁾	X ⁽²⁾	X	X
19	Anchorage for safety belts	76/115/EEC	D	G+L	G+L	G+L
20	Installation of lighting and light-signalling devices	76/756/EEC	A+N	cabin A+G+N; other parts A+N	cabin A+G+N; other parts A+N	cabin A+G+N; other parts A+N
21	Reflex reflectors	76/757/EEC	X	X	X	X
22	End-outline marker, front position (side), rear position (side), stop, daytime running and side lamps	76/758/EEC	X	X	X	X
23	Direction indicator lamps	76/759/EEC	X	X	X	X
24	Rear registration plate lamps	76/760/EEC	X	X	X	X
25	Headlamps (including electric filament lamps)	76/761/EEC	X	X	X	X
26	Front fog lamps	76/762/EEC	X	X	X	X

Item	Object	Number of directive	M ₁ ≤ 2500 ⁽¹⁾ kg	M ₁ > 2500 ⁽¹⁾ kg	M ₂	M ₃
27	Towing hook	77/389/EEC	E	E	E	E
28	Rear fog lamps	77/538/EEC	X	X	X	X
29	Reversing lamps	77/539/EEC	X	X	X	X
30	Parking lamps	77/540/EEC	X	X	X	X
31	Safety belts	77/541/EEC	D	G+M	G+M	G+M
32	Forward field of vision	77/649/EEC	X ⁽³⁾	G ⁽⁵⁾		
33	Identification of controls	78/316/EEC	X	X	X	X
34	Defrosting and demisting devices	78/317/EEC	X	G+O	O	O
35	Washers and wipers	78/318/EEC	X	G+O	O	O
36 (840/2004)	Heating systems	78/548/EEC (repealed with effect from 9 May 2004)2001/56/EC	X	X	X	X
37	Wheel guards	78/549/EEC	X	G		
38	Head restraints	78/932/EEC	D	G+D		
39	CO ₂ emissions and fuel consumption	80/1268/EEC	N/A	N/A		
40	Engine power	80/1269/EEC	X	X	X	X
41	Emissions from diesel engines	88/77/EEC	H	G+H	G+H	G+H
44	Masses and dimensions (passenger cars)	92/21/EEC	X	X		
45	Safety glazing	92/22/EEC	J ⁽⁴⁾	G+J ⁽⁴⁾	G+J ⁽⁴⁾	G+J ⁽⁴⁾
46	Tyres	92/23/EEC	X	G	G	G
47 (840/2004)	Speed limitation devices	92/24/EEC			X ⁽⁵⁾	X
48	Masses and dimensions (vehicles other than those referred to in point 44)	97/27/EC			X	X
50	Coupling devices	94/20/EC	X	G	G	G
51	Burning behaviour of materials	95/28/EC				cabin G, other parts X
52	Buses and coaches	2001/85/EC				
53	Frontal impact	96/79/EC	N/A	N/A		
54	Side impact	96/27/EC	N/A	N/A		
58 (74/2004)	Protection of pedestrians	2003/102/EC	X			
(1) Technically permissible maximum laden mass.						
(2) Type-approval pursuant to the special directive is not required for invalid taxis, rescue vehicles and police vehicles. General requirements of the special directive shall be met.						
(3) The special directive does not apply to police vehicles which cannot meet its requirements because of devices attached for the purpose of carrying out police duties.						
(4) The special directive does not apply to glazing used in police vehicles, manufactured or equipped for the purpose of carrying out specific police duties.						
(5) Applies only to motor caravans. (840/2004)						

CONSTRUCTION AND EQUIPMENT OF ARMoured VEHICLES

This table may be applied to the type-approval of armoured vehicles as well as to the registration inspection and modification inspection of individual armoured vehicles.

(See section 14(2)(b) and explanation after Annex 5)

Item	Object	Number of directive	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
1	Sound levels	70/157/EEC	X	X	A	X	X	A				
2	Emissions	70/220/EEC	A	A	N/A	A	A	N/A				
3	Tanks for liquid fuel and rear protective devices	70/221/EEC	X	X	A	X	X	A	X	X	X	X
4	Space for rear registration plates	70/222/EEC	X	X	X	X	X	X	X	X	X	X
5	Steering equipment	70/311/EEC	X	X	A	X	X	A	X	X	X	X
6	Door locks and hinges	70/387/EEC	X			X	X	A				
7	Audible warning device	70/388/EEC	A+K	A+K	A+K	A+K	A+K	A+K				
8 (840/ 2004)	View to the rear	71/127/EEC (repealed with effect from 26 January 2010) 2003/97/EC	A	A	A	A	A	A				
9	Braking	71/320/EEC	X	X	A	X	X	A	X	X	X	X
10	Damping of radio interferences	72/245/EEC	X	X	X	X	X	X	X	X	X	X
11	Opacity of exhaust gases produced by diesel engines	72/306/EEC	X	X	N/A	X	X	N/A				
12	Interior fittings	74/60/EEC	A									
13	Anti-theft devices and immobilizers	74/61/EEC	X			X						
14	Behaviour of steering equipment in the event of an impact	74/297/EEC	N/A			N/A						
15	Strength of seats	74/408/EEC	X	D	D	D	D	D				
16	External projections	74/483/EEC	A									
17	Speedometers and reverse equipment	75/443/EEC	X	X	X	X	X	X				
18	Statutory plates	76/114/EEC	X	X	X	X	X	X	X	X	X	X
19	Anchorage for safety belts	76/115/EEC	A	A	A	A	A	A				
20	Installation of lighting and light-signalling devices	76/756/EEC	A+N	A+N	A	A+N	A+N	A	A+N	A+N	A+N	A+N
21	Reflex reflectors	76/757/EEC	X	X	X	X	X	X	X	X	X	X
22	End-outline marker, front position (side), rear position (side), stop, daytime running and side lamps	76/758/EEC	X	X	X	X	X	X	X	X	X	X
23	Direction indicator lamps	76/759/EEC	X	X	X	X	X	X	X	X	X	X
24	Rear registration plate lamps	76/760/EEC	X	X	X	X	X	X	X	X	X	X
25	Headlamps (including electric filament lamps)	76/761/EEC	X	X	X	X	X	X				

Item	Object	Number of directive	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
26	Front fog lamps	76/762/EEC	X	X	X	X	X	X				
27	Towing hook	77/389/EEC	A	A	A	A	A	A				
28	Rear fog lamps	77/538/EEC	X	X	X	X	X	X	X	X	X	X
29	Reversing lamps	77/539/EEC	X	X	X	X	X	X	X	X	X	X
30	Parking lamps	77/540/EEC	X	X	X	X	X	X				
31	Safety belts	77/541/EEC	A	A	A	A	A	A				
32	Forward field of vision	77/649/EEC	S									
33	Identification of controls	78/316/EEC	X	X	X	X	X	X				
34	Defrosting and demisting devices	78/317/EEC	A	O	O	O	O	O				
35	Washers and wipers	78/318/EEC	A	O	O	O	O	O				
36 (840/ 2004)	Heating systems	78/548/EEC (repealed with effect from 9 May 2004)2001/56/EC	X	X	X	X	X	X	X	X	X	X
37	Wheel guards	78/549/EEC	X									
38	Head restraints	78/932/EEC	X									
39	CO ₂ emissions and fuel consumption	80/1268/EEC	N/A									
40	Engine power	80/1269/EEC	X	X	X	X	X	X				
41	Emissions from diesel engines	88/77/EEC	A	X	N/A	X	X	N/A				
42	Side guards	89/297/EEC					X	X			X	X
43	Spray-suppression systems	91/226/EEC					X	A			X	X
44	Masses and dimensions (passenger cars)	92/21/EEC	X									
45	Safety glazing	92/22/EEC	N/A									
46	Tyres	92/23/EEC	A	A	A	A	A	A	A	A	A	A
47	Speed limitation devices	92/24/EEC			A		A	A				
48	Masses and dimensions (vehicles other than those referred to in point 44)	97/27/EC		X	A	X	X	A	X	X	X	X
49	External projections of the cabin	92/114/EEC				A	A	A				
50	Coupling devices	94/20/EC	X	X	A	X	X	A	X	X	X	X
51	Burning behaviour of materials	95/28/EC			A							
52	Buses and coaches	2001/85/EC		A	A							
53	Frontal impact	96/79/EC	N/A									
54	Side impact	96/27/EC	N/A			N/A						
56	Vehicles intended for the transport of dangerous goods	98/91/EC				X (1)						
57	Front underrun protective devices	2000/40/EC					X	X				
58 (74/ 2004)	Protection of pedestrians	2003/102/EC	N/A									

- (1) The requirements of Directive 98/91/EC are applicable only when the manufacturer submits an application for EC or E type-approval for a vehicle intended for the transport of dangerous goods.

**CONSTRUCTION AND EQUIPMENT OF OTHER SPECIAL PURPOSE VEHICLES
(INCLUDING TRAILER CARAVANS)**

1. This table may be applied to the type-approval of special purpose vehicles other than motor caravans, ambulances and hearses as well as to the registration inspection and modification inspection of such individual vehicles.

2. Exemptions indicated in this table may be applied only if the manufacturer or the manufacturer's representative is capable of demonstrating to the satisfaction of the approval authority that the vehicle cannot meet all requirements because of the special purpose of the vehicle.

(See section 14(2)(c) and explanation after Annex 5)

Item	Object	Number of directive	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
1	Sound levels	70/157/EEC	H	H	H	H	H				
2	Emissions	70/220/EEC	Q	Q	Q	Q	Q				
3	Tanks for liquid fuel and rear protective devices	70/221/EEC	F	F	F	F	F	X	X	X	X
4	Space for rear registration plates	79/222/EEC	A+R								
5	Steering equipment	70/311/EEC	X	X	X	X	X	X	X	X	X
6	Door locks and hinges	70/387/EEC			B	B	B				
7	Audible warning device	70/388/EEC	X	X	X	X	X				
8 (840/ 2004/)	View to the rear	71/127/EEC (repealed with effect from 26 January 2010) 2003/97/EC	X	X	X	X	X				
9	Braking	71/320/EEC	X	X	X	X	X	X	X	X	X
10	Damping of radio interferences	72/245/EEC	X	X	X	X	X	X	X	X	X
11	Opacity of exhaust gases produced by diesel engines	72/306/EEC	H	H	H	H	H				
13	Anti-theft devices and immobilizers	74/61/EEC	X	X	X	X	X				
14	Behaviour of steering equipment in the event of an impact	74/297/EEC			X						
15	Strength of seats	74/408/EEC	D	D	D	D	D				
17	Speedometers and reverse equipment	75/443/EEC	X	X	X	X	X				
18	Statutory plates	76/114/EEC	X	X	X	X	X	X	X	X	X
19	Anchorage for safety belts	76/115/EEC	D	D	D	D	D				
20	Installation of lighting and light-signalling devices	76/756/EEC	A+N								
21	Reflex reflectors	76/757/EEC	X	X	X	X	X	X	X	X	X
22	End-outline marker, front position (side), rear position (side), stop, daytime running and side lamps	76/758/EEC	X	X	X	X	X	X	X	X	X
23	Direction indicator lamps	76/759/EEC	X	X	X	X	X	X	X	X	X
24	Rear registration plate lamps	76/760/EEC	X	X	X	X	X	X	X	X	X
25	Headlamps (including	76/761/EEC	X	X	X	X	X				

Item	Object	Number of directive	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
	electric filament lamps)										
26	Front fog lamps	76/762/EEC	X	X	X	X	X				
27	Towing hook	77/389/EEC	A	A	A	A	A				
28	Rear fog lamps	77/538/EEC	X	X	X	X	X	X	X	X	X
29	Reversing lamps	77/539/EEC	X	X	X	X	X	X	X	X	X
30	Parking lamps	77/540/EEC	X	X	X	X	X				
31	Safety belts	77/541/EEC	D	D	D	D	D				
33	Identification of controls	78/316/EEC	X	X	X	X	X				
34	Defrosting and demisting devices	78/317/EEC	O	O	O	O	O				
35	Washers and wipers	78/318/EEC	O	O	O	O	O				
36 (840/ 2004/)	Heating systems	2001/56/EC	X	X	X	X	X	X	X	X	X
40	Engine power	80/1269/EEC	X	X	X	X	X				
41	Emissions from diesel engines	88/77/EEC	H	H	H	H	H				
42	Side guards	89/297/EEC				X	X			X	X
43	Spray-suppression systems	91/226/EEC				X	X			X	X
45	Safety glazing	92/22/EEC	J	J	J	J	J	J	J	J	J
46	Tyres	92/23/EEC	X	X	X	X	X	X	X	X	X
47 (840/ 2004)	Speed limitation devices	92/24/EEC	X	X		X	X				
48	Masses and dimensions (vehicles other than those referred to in point 44)	97/27/EC	X	X	X	X	X	X	X	X	X
49	External projections of the cabin	92/114/EEC			X	X	X				
50	Coupling devices	94/20/EC	X	X	X	X	X	X	X	X	X
51	Burning behaviour of materials	95/28/EC		X							
52	Buses and coaches	2001/85/EC	A	A							
54	Side impact	96/27/EC			A						
56	Vehicles intended for the transport of dangerous goods	98/91/EC				X	X	X	X	X	X
57	Front underrun protective devices	2000/40/EC				X	X				

CONSTRUCTION AND EQUIPMENT OF MOBILE CRANES

This table may be applied to the type-approval of mobile cranes as well as to the registration inspection and modification inspection of individual mobile cranes.

(See section 14(2)(d) and explanation after this annex)

Item	Object	Number of directive	Mobile cranes of category N ₃
1	Sound levels	70/157/EEC	T
2	Emissions	70/220/EEC	X
3	Tanks for liquid fuel and rear protective devices	70/221/EEC	X
4	Space for rear registration plates	79/222/EEC	X
5	Steering equipment	70/311/EEC	X (crab steering permitted)
6	Door locks and hinges	70/387/EEC	A
7	Audible warning device	70/388/EEC	X
8 (840/ 2004)	View to the rear	71/127/EEC (repealed with effect from 26 January 2010) 2003/97/EC	X
9	Braking	71/320/EEC	U
10	Damping of radio interferences	72/245/EEC	X
11	Opacity of exhaust gases produced by diesel engines	72/306/EEC	X
12	Interior fittings	74/60/EEC	X
13	Anti-theft devices and immobilizers	74/61/EEC	X
15	Strength of seats	74/408/EEC	D
17	Speedometers and reverse equipment	75/443/EEC	X
18	Statutory plates	76/114/EEC	X
19	Anchorage for safety belts	76/115/EEC	D
20	Installation of lighting and light-signalling devices	76/756/EEC	A + Y
21	Reflex reflectors	76/757/EEC	X
22	End-outline marker, front position (side), rear position (side), stop, side and daytime running lamps	76/758/EEC	X
23	Direction indicator lamps	76/759/EEC	X
24	Rear registration plate lamps	76/760/EEC	X
25	Headlamps (including electric filament lamps)	76/761/EEC	X
26	Front fog lamps	76/762/EEC	X
27	Towing hook	77/389/EEC	A
28	Rear fog lamps	77/538/EEC	X
29	Reversing lamps	77/539/EEC	X
30	Parking lamps	77/540/EEC	X
31	Safety belts	77/541/EEC	D
33	Identification of controls	78/316/EEC	X
34	Defrosting and demisting devices	78/317/EEC	O
35	Washers and wipers	78/318/EEC	O
36 (840/ 2004)	Heating systems	2001/56/EC	X
40	Engine power	80/1269/EEC	X
41	Emissions from diesel engines	88/77/EEC	V
42	Side guards	89/297/EEC	X
43	Spray-suppression systems	91/226/EEC	X
45	Safety glazing	92/22/EEC	J
46	Tyres	92/23/EEC	A, provided that the requirements of ISO 10571:1995 (E) are met or that the ETRTO Standards Manual 1998 is conformed to
47	Speed limitation devices	92/24/EEC	X
48	Masses and dimensions	97/27/EEC	X
49	External projections of the cabin	92/114/EEC	X

Item	Object	Number of directive	Mobile cranes of category N ₃
50	Coupling devices	94/20/EC	X
57	Front underrun protective devices	2000/40/EC	X

Explanation: meaning of letters used in Annexes 2–5:

- N/A This directive does not apply to this vehicle (no requirements).
- X No exemptions except those specified in the special directive.
- A Exemption permitted where special purposes make it impossible to fully comply. The manufacturer shall demonstrate to the satisfaction of the type-approval authority that the vehicle cannot meet the requirements due to its special purpose.
- B Application limited to doors giving access to the seats designated for normal use when the vehicle is travelling on the road and where the distance between the R point of the seat and the average plane of the door surface, measured perpendicular to the longitudinal median plane of the vehicle, does not exceed 500 mm.
- C Application limited to that part of the vehicle in front of the rearmost seat designated for normal use when the vehicle is travelling on the road and also limited to the head-impact zone as defined in Directive 74/60/EEC.
- D Application limited to seats designated for normal use when the vehicle is travelling on the road.
- E Front only.
- F Modification to the routing and length of the refuelling duct and re-positioning of the tank inboard is permissible.
- G Requirements according to the category of the base/incomplete vehicle (the chassis of which was used to build the special purpose vehicle). In the case of incomplete/completed vehicles, it is acceptable that the requirements for vehicles of the corresponding category N (based on maximum mass) are satisfied.
- H Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test.

I repealed (840/2004)

- J For all window glazing other than driver's cab glazing (windscreen and side glasses), the material may be either of safety glass or rigid plastic glazing.
- K Additional panic alarm devices permitted.
- L Application limited to seats designated for normal use when the vehicle is travelling on the road. At least anchorages for lap belts are required in the rear seating positions.
- M Application limited to seats designated for normal use when the vehicle is travelling on the road. At least lap belts are required in the rear seating positions.
- N Provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.
- O The vehicle shall be fitted with an adequate system in the front.

P repealed (840/2004)

- Q Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test. An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference weight.
- R Provided that the registration plates of all EEA countries can be mounted and remain visible.
- S The light transmission factor is at least 60%, also the "A" pillar obstruction angle is not more than 10°.
- T Test to be performed only with the complete/completed vehicle. The vehicle can be tested according to Directive 70/157/EEC as last amended by Directive 1999/101/EC. Concerning point 5.2.2.1 of Annex I to Directive 70/157/EEC the following limit values are applicable:
- 81 dB(A) for vehicles with an engine power of less than 75 kW
- 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW
- 84 dB(A) for vehicles with an engine power of not less than 150 kW
- U Test to be performed only with the complete/completed vehicle. Vehicles up to four axles shall comply with all the requirements laid down by Directive 1971/320/EEC. Exemptions are admitted for vehicles having more than four axles, provided that:

- they are justified by the particular construction; and
- all the braking performances, related to parking, service and secondary braking laid down by Directive 1971/320/EEC are fulfilled.

- V The compliance with Directive 1997/68/EC can be accepted.
- Y Provided that all mandatory lighting devices are installed.

(575/2003)

EXEMPTIONS FROM THE REQUIREMENTS OF ANNEX 1 APPLICABLE TO VEHICLES OF CATEGORY M₁ SUBJECT TO SMALL-SERIES TYPE-APPROVAL AND MANUFACTURED AS UNIQUE SAMPLES

This table may be applied to the small-series type-approval of vehicles of category M₁ (number of individual vehicles within the same type family not more than 300 per year) as well as to the registration inspection and modification inspection of individual vehicles which have been granted small-series type-approval and manufactured as unique samples.

(See section 14(2)(e) and explanation at the end of this annex)

Item	Object	Number of directive	Small-series type-approval and individual approval of a vehicle of category M ₁
1	Sound levels	70/157/EEC	B
2	Emissions	70/220/EEC	B
3	Tanks for liquid fuel and rear protective devices	70/221/EEC	A
4	Space for rear registration plates	79/222/EEC	A
5	Steering equipment	70/311/EEC	C
6	Door locks and hinges	70/387/EEC	C
7	Audible warning device	70/388/EEC	A
8 (840/ 2004)	View to the rear	71/127/EEC (repealed with effect from 26 January 2010) 2003/97/EC	C
9	Braking	71/320/EEC	B
10	Damping of radio interferences	72/245/EEC	B ⁽¹⁾ C ⁽³⁾
11	Opacity of exhaust gases produced by diesel engines	72/306/EEC	B
12	Interior fittings	74/60/EEC	C
13	Anti-theft devices and immobilizers	74/61/EEC	B
14	Behaviour of steering equipment in the event of an impact	74/297/EEC	C
15	Strength of seats	74/408/EEC	C
16	External projections	74/483/EEC	C
17	Speedometers and reverse equipment	75/443/EEC	C
18	Statutory plates	76/114/EEC	B
19	Anchorage for safety belts	76/115/EEC	C
20	Installation of lighting and light-signalling devices	76/756/EEC	A
21	Reflex reflectors	76/757/EEC	X
22	End-outline marker, front position (side), rear position (side), stop, daytime running and side lamps	76/758/EEC	X
23	Direction indicator lamps	76/759/EEC	X
24	Rear registration plate lamps	76/760/EEC	X
25	Headlamps (including electric filament lamps)	76/761/EEC	X
26	Front fog lamps	76/762/EEC	X
27	Towing hook	77/389/EEC	A
28	Rear fog lamps	77/538/EEC	X
29	Reversing lamps	77/539/EEC	X
30	Parking lamps	77/540/EEC	X
31	Safety belts	77/541/EEC	B ⁽²⁾ A ⁽⁴⁾
32	Forward field of vision	77/649/EEC	B
33	Identification of controls	78/316/EEC	X C ⁽⁵⁾
34	Defrosting and demisting devices	78/317/EEC	C
35	Washers and wipers	78/318/EEC	C
36 (840/ 2004)	Heating systems	78/548/EEC (repealed with effect from 9	C

Item	Object	Number of directive	Small-series type-approval and individual approval of a vehicle of category M ₁
		May 2004)	
37	Wheel guards	78/549/EEC	A
38	Head restraints	78/932/EEC	C
39	CO ₂ emissions and fuel consumption	80/1268/EEC	B
40	Engine power	80/1269/EEC	C
41	Emissions from diesel engines	88/77/EEC	B
44	Masses and dimensions (passenger cars)	92/21/EEC	C
45	Safety glazing	92/22/EEC	X ⁽²⁾ A ⁽⁴⁾
46	Tyres	92/23/EEC	X ⁽²⁾ A ⁽⁴⁾ , ⁽⁵⁾
50	Coupling devices	94/20/EC	X
53	Frontal impact	96/79/EC	N/A
54	Side impact	96/27/EC	N/A
58 (74/ 2004)	Protection of pedestrians	2003/102/EC	N/A

⁽¹⁾ applies to electronic sub-assemblies

⁽²⁾ applies to components

⁽³⁾ applies to vehicles

⁽⁴⁾ applies to installation requirements

⁽⁵⁾ applies to vehicles subject to individual approval

Explanation: meaning of letters used in this Annex:

- X Full conformity to the directive required. Type-approval certificate shall be submitted and conformity of production shall be ensured when granting small-series type-approvals.
- A The requirements of the special directive shall be met. Tests laid down in the directive shall be carried out, but they can be carried out by the manufacturer, if this is accepted by the approval authority or the inspection station. Type-approval certificate needs not be submitted and type-approval mark is not required.
- B No exemptions except those specified in the special directive. Type-approval certificate needs not be submitted and type-approval mark is not required. It shall be demonstrated that the requirements are met.
- C The manufacturer shall demonstrate to the satisfaction of the approval authority or of the inspection station that the general requirements of the directive are met.
- N/A The directive is not applicable (no requirements).