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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****119th session**

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Item 12 of the provisional agenda

Consolidated Resolution on the Construction of Vehicles**Proposal for amendments to the Consolidated Resolution on
the Construction of Vehicles (R.E.3)****Submitted by the expert from the International Motorcycle
Manufacturers Association ***

The text reproduced below was prepared by the expert from the International Motorcycle Manufacturers Association (IMMA) to introduce the definition of "bodied quadricycles" of Category L7 in the Consolidated Resolution on the Construction of Vehicles (R.E.3). It is based on informal document GRSG-118-11, presented at the 118th session of the Working Party on General Safety Provisions (GRSG). The modifications to the current text of R.E.3 are marked in bold characters.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Insert new paragraphs 2.9.3. and 2.9.3.1. to read:

"2.9.3. Quadricycles (L7)

2.9.3.1. Bodied quadricycle

Vehicle of category L7 with an enclosed driving and passenger compartment accessible via maximum three sides, whose maximum speed is not more than 90 km/h and whose dimensions do not exceed the following values:

- (a) Length: 3,700 mm;**
- (b) Width: 1,500 mm;**
- (c) Height: 2,500 mm."**

II. Justification

1. The objective of this proposal is to differentiate bodied quadricycles from the wide variety of vehicles of Category L7 covered by the definition in paragraph 2.1.7. of R.E.3, in view of enhancing the passive safety of bodied heavy quadricycles for the transport of passengers.
 2. This amendment to R.E.3 is the first of a three-step approach for the harmonization of passive safety requirements for bodied heavy quadricycles presented by IMMA to the Working Party on Passive Safety (GRSP) at its sixty-sixth session (GRSP-66-20) and to GRSG at its 118th session (GRSG-118-18).
 3. The Category L7 finds its origin in the legislation and market of the European Union and therefore Europe has the largest number of vehicles in circulation. However, recently, some countries outside the European Union have also started regulating quadricycles in their national legislation addressing, among others, dimension criteria, maximum speed and safety performance (e.g. *Category Q* in India or *Micro Mobility* in the Republic of Korea).
 4. In this context, for the sake of harmonization, the dimensional limits and the maximum speed defined in this proposal encompass the variation of classification criteria as established in the European Union, India and the Republic of Korea. IMMA herewith invites other contracting parties with intentions to address the above-mentioned issues to contact IMMA.
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