

Proposal for Amendment X to XX series of amendments of Regulation No.137

The text reproduced below was prepared by the experts from Global NCAP and ANEC on behalf of Consumers International. It proposes a corrigendum to UN Regulation No. 137 to include L7 vehicles in the Scope of the Regulation No 137. The modifications to the current text of UN Regulation No. 137 are marked in bold for new characters.

I. Proposal

Item 1. Scope, amend text to read:

"This Regulation applies to vehicles of category M₁¹ with a maximum permissible mass below 3.5 tonnes **and L7**; other vehicles may be approved at the request of the manufacturer."

II. Justification

L7 vehicles are becoming more and more popular on the roads around the world. In some regions, these vehicles can be driven by less experienced and younger drivers. Consumers that buy these vehicles deserve a minimum protection in frontal impacts as crash tests conducted by Euro NCAP revealed that in some L7 vehicles, protection is limited. In some other markets, L7s are now being offered in rental companies like Hertz. In India, approval for the use of L7s has been delayed due to a public interest litigation being filed, challenging the safety of the vehicles.

The absence of basic minimum protection in these vehicles exposes the occupants to a high risk of fatal and serious injuries. As L7s have the characteristics of a small vehicle, they should offer comparable levels of safety. The L7 industry has failed so far to invest in the safety of these vehicles and legislation will compel them to manufacturer vehicles that will better protect its occupants.

Popular L7 vehicles in Europe were tested by Euro NCAP in 2014 and showed very low levels of protection in 50km/h full in crash test scenarios. The results revealed critical safety problems with significantly lower levels of occupant protection than for passenger vehicles. [A further round of testing was conducted in 2016 and the results showed very little progress has been made and the test results were just as dismal.](#)

The crash test results can be found at:

<https://www.euroncap.com/en/ratings-rewards/quadricycle-ratings/>
<https://www.euroncap.com/en/vehicle-safety/safety-campaigns/2014-quadricycles-tests/>

In 2016 Global NCAP share its concern about L7 safety levels with the Chairman of WP29 (Annex 1). In 2015 L7 vehicles were also raised as a concern in India. (Annex 2).

Japan presentation in 55th GRSP ('new mobility'):

<http://www.unece.org/fileadmin/DAM/trans/doc/2014/wp29grsp/GRSP-55-26r1.pdf>

Euro NCAP presentation (by CI) in 56th GRSP

<http://www.unece.org/fileadmin/DAM/trans/doc/2014/wp29grsp/GRSP-56-29e.pdf>

USA presentation in 59th GRSP ('non-traditional vehicles')

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/wp29grsp/GRSP-59-18e.pdf>

Korean presentation in 59th GRSP ('micromobility')

<http://www.unece.org/fileadmin/DAM/trans/doc/2017/wp29grsp/GRSP-61-24.pdf>

Euro NCAP in 170th WP29:

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/wp29/WP29-170-38e.pdf>

WP29 recommendation in 172nd session (par 41, report of GRSP chairman):

Referring to new activities of GRSP on how to improve safety of L7 category of vehicles, he recommended the need to address roadworthiness issue related to this category of vehicles, especially frontal collision as performed by Euro NCAP. WP.29 endorsed the recommendation of the Chair of GRSP

Some images of real life crashes of L7 vehicles in one region in the Netherlands:


