

# Korean Safety Regulations on Micro Mobility related to passive safety

## ● Implementation of Safety Regulations on Micro Mobility

- Reference : L7 category vehicle in EU regulation 168/2013

- Classification and safety regulations on Micro Mobility

\* Research : Reference GRSP-61-24\_Introduction plan for implementing safety requirements of micro mobility

- Enforcement date: 11 July 2018

- Classification of Micro Mobility

- Power : Maximum continuous related power : 15kw or less  
(Internal-combustion engine : 250cc or less)
- Dimensions : Length : 3.6m or less, Width : 1.5m or less, Height : 2.0m or less
- Vehicle Type : passenger vehicle(600kg or less), vehicle for the carriage of goods(750kg or less)



## ● Major requirements related to passive safety

- **Door latch & hinge** : similar to UN R11, apply about 80% of load

Applied Load	Striker & Latch (direction)	Hinge (direction)
UN R11	1,130 kg (Vertical) 905 kg (Width)	1,130 kg (Longitudinal) 905 kg (Width)
Korean Requirements	910 kg (Vertical) 730 kg (Width)	910 kg (Longitudinal) 905 kg (Width)

- **Seatbelt Anchorage**

- 2 points-seatbelt : 1,820kg (0.2s or more)
- 3 points-seatbelt : 1,100kg (0.2s or more at pelvic & torso)

Applied Load	2 points-seatbelt	3 points-seatbelt
UN R14 (Seatbelt anchorage)	2,270 kg (pelvic)	1,360 kg (pelvic & torso)
Korean Requirement	1,820 kg (pelvic)	1,100 kg (pelvic & torso)

- **Seat Anchorage**

- Applied load : 20 times of seat weight

- **Electrical Safety of high voltage system**

- After collision test\*, Check the safety insulation & prevention against electrical shock

\* Frontal : 48.3km/h, Rear : 48.3km/h, Lateral : 50km/h



**Thank you for your attention**