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**PROPOSAL TO AMEND SPECIAL RESOLUTION No. 1 CONCERNING THE COMMON
DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS**

Submitted by the representatives of the United Kingdom and the
International Motorcycle Manufacturers Association

Note: This document contains a proposal to re-align the definitions of category 3 vehicles of the Special Resolution No. 1 (S.R.1) with those of the L-category defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2, and Amend.4) and applied under the 1958 Agreement. The re-alignment was proposed by the International Motorcycle Manufacturers Association (IMMA) at the seventeenth session of the Executive Committee of the 1998 Agreement (AC.3) and, in principle, agreed by AC.3 (ECE/TRANS/WP.29/1052, para. 112).

A. PROPOSAL

The text of the Special Resolution No. 1 (S.R.1),

Annex 2, paragraphs 2.1.4. and 2.1.5., amend to read:

"2.1.4. "Category 3-4 vehicle: motorcycle with sidecar" means a vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

2.1.5. "Category 3-5 vehicle: tricycle" means a vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."

B. JUSTIFICATION

The definitions for motorcycles with sidecars and tricycle in S.R.1 currently read as follows:

"Category 3-4 vehicle: tricycle" means a vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

"Category 3-5 vehicle: motorcycle with sidecar" means a vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

This is in reverse order from the equivalent definitions of the L-category in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2, and Amend.4), which read as follows:

"L₄ (motor cycle with sidecar): a vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."

"L₅ (tricycle): a vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."

The purpose of this amendment is to realign these definitions so that there will be far less risk of mistakes in the transcription of gtrs into the equivalent UNECE Regulation and, generally, to facilitate the understanding of the gtr proposals for experts coming from Contracting Parties to the 1958 Agreement.
