

Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3)

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

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 the Consolidated Resolution on the Construction of Vehicles (R.E.3), in view of enhancing the passive safety of bodied heavy quadricycles for the transport of passengers.

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 GRSP at its 66th session (GRSP-66-20).

The L7 vehicle category 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).

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.