

In the Motor Cycle Working Group of 17 December 2014 the European Commission has presented and made public two proposals:

1. Special Resolution No 1 (S.R.1) – Proposal for amendment 4 on Global Registry

Source: https://circabc.europa.eu/sd/a/5650da0a-fb3d-4f58-a8af-64e5ed4109dc/SR1_Amend_Cat3_v2.pdf

2. Proposal for an amendment of the Consolidated Resolution on the Construction of Vehicles (R.E.3)

Source: https://circabc.europa.eu/sd/a/a91f9fdf-4fb9-45fd-a951-33eb1ba328b7/RE3_Amend_L_Cat_v1.pdf

In this document you will find the current position and draft proposal of Conebi (formal Colibi-Coliped) with suggestions to amend slightly these two proposals of the European Commission on a global UN-ECE level.

Ad.1

Current proposed text: Special Resolution No 1 (S.R.1)

Point 2, amend to read:

2. POWER DRIVEN VEHICLES WITH TWO OR THREE WHEELS

2.1. "Category 3 vehicle" means a power driven vehicle with two or three wheels designed and constructed for the carriage of persons and/or goods:

2.1.1. "Category 3-1 vehicle: light two-wheeled powered vehicle" means either a subcategory 3-1A powered cycle or a subcategory 3-1B two-wheeled moped";

2.1.1.1 "Category 3-1A vehicle: powered cycle" means a cycle designed to pedal equipped with an auxiliary propulsion unit with the primary aim to aid pedalling and having an output of the auxiliary propulsion unit which is cut off at a vehicle speed ≤ 25 km/h and with a maximum continuous rated or net power ≤ 1000 W;

2.1.1.2 "Category 3-1B vehicle: two-wheeled moped" means a power driven two-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W;

2.1.2. "Category 3-2 vehicle: three-wheeled moped" means a power driven three-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W, and with a mass in running order ≤ 270 kg;

2.1.3. "Category 3-3 vehicle: etc. etc.

Proposal Conebi (formal Colibi-Coliped) with suggestions to amend the text of Special Resolution No 1 (S.R.1)

2. POWER DRIVEN VEHICLES WITH TWO OR THREE WHEELS

2.1. "Category 3 vehicle" means a power driven vehicle with two or three wheels designed and constructed for the carriage of persons and/or goods:

2.1.1. "Category 3-1 vehicle: light two-wheeled powered vehicle" means either a subcategory 3-1A powered cycle or a subcategory 3-1B two-wheeled moped";

2.1.1.1 "Category 3-1A vehicle: powered cycle" means a cycle designed to pedal equipped with an auxiliary propulsion unit with the primary aim to aid pedalling and having an output of the auxiliary propulsion unit which is cut off at a vehicle speed ≤ 25 km/h and with a maximum continuous rated or net power **> 250 W and** ≤ 1000 W;

Justification:

In the European Union pedal cycles (with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of less than or equal to 250 W, where the output of the motor is cut off when the cyclist stops pedalling and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h), also known as EPAC (Electrically Power Assisted Cycle), are exempted from the type approval requirements in Directive 2002/24 and Regulation 168/2013. In EU-countries these EPACs have to follow the traffic rules of cyclists, so the proposal in item 2.1.1.1. needs a little modification to keep the EPAC out of the scope / definition of the in item 2.1.1.1. new introduced "Category 3-1A vehicle: powered cycle" and out of the overall scope / definition of "Category 3 Vehicles".

2.1.1.2 "Category 3-1B vehicle: two-wheeled moped" means a power driven two-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W;
SE)

2.1.2. "Category 3-2 vehicle: three-wheeled moped" means a power driven three-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W, and with a mass in running order ≤ 270 kg;

2.1.3. "Category 3-3 vehicle: etc. etc.

Footnote amendments:

1) or a maximum design vehicle speed < 45 km/h, or a maximum vehicle speed ≤ 45 km/h for cycles designed to pedal of category 3-1B, at the choice of the Contracting Party.

SE)

"Category 3-1B two wheeled moped - cycles designed to pedal, also known as a speed-EPAC" means a power driven vehicle which shall be fitted with pedals, enabling the vehicle to be propelled solely by the rider's muscular leg power equipped with an auxiliary propulsion unit of which the auxiliary power shall be added to the driver's pedal power and shall be less than or equal to four times the actual pedal power and which is cut off at a vehicle speed ≤ 50 (or 45) km/h. The cycles design to pedal shall have a mass in running order ≤ 35 kg and shall feature adjustable rider positioning in order to enhance the ergonomic posture of the rider for pedalling.

Justification:

Cycles designed to pedal of category 3-1B (also known as a speed-EPAC) will need a different way of testing with regard to the energy efficiency because of the use of human power and which have to be developed in the coming year(s).

If necessary this footnote can be introduced also in a second phase at the moment the energy efficiency test requirements for Cycles designed to pedal of category 3-1B are introduced.

Ad. 2

Current proposed text (from the representative of the European Commission):

Proposal for an amendment of the Consolidated Resolution on the Construction of Vehicles (R.E.3)

Page 2 - Amend Chapter 2 to read:

"2. Classification of power-driven vehicles and trailers

2.2.1. Category L – family of light power driven vehicles designed and constructed for the carriage of persons and/or goods:

2.1.1. "Category L1, light two-wheeled powered vehicle": means either a subcategory L1-A powered cycle or a subcategory L1-B two-wheeled moped;

2.1.1.1. "Category L1-A, powered cycle" means a cycle designed to pedal equipped with an auxiliary propulsion unit with the primary aim to aid pedalling and having an output of the auxiliary propulsion unit which is cut off at a vehicle speed ≤ 25 km/h and with a maximum continuous rated or net power ≤ 1000 W;

2.1.1.2. "Category L1-B, two-wheeled moped" means a power driven two-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W;

2.1.2. "Category L2, three-wheeled moped" means a light three-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W, and with a mass in running order ≤ 270 kg;

2.1.3. "Category L3, two-wheeled motorcycle" means..... etc. etc.

Proposal Conebi (formal Colibi-Coliped) with suggestions to amend slightly the text of proposal for an amendment of the Consolidated Resolution on the Construction of Vehicles (R.E.3)

Page 2 - Amend Chapter 2 to read:

"2. Classification of power-driven vehicles and trailers

2.2.1. Category L – family of light power driven vehicles designed and constructed for the carriage of persons and/or goods:

2.1.1. "Category L1, light two-wheeled powered vehicle": means either a subcategory L1-A powered cycle or a subcategory L1-B two-wheeled moped;

2.1.1.1. "Category L1-A, powered cycle" means a cycle designed to pedal equipped with an auxiliary propulsion unit with the primary aim to aid pedalling and having an output of the auxiliary propulsion unit which is cut off at a vehicle speed ≤ 25 km/h and with a maximum continuous rated or net power **> 250 W and** ≤ 1000 W;

Justification:

In the European Union pedal cycles (with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of less than or equal to 250 W, where the output of the motor is cut off when the cyclist stops pedalling and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h), also known as EPAC (Electrically Power Assisted Cycle), are exempted from the type approval requirements in Directive 2002/24 and Regulation 168/2013. In EU-countries these EPACs have to follow the traffic rules of cyclists, so the proposal in item 2.1.1.1. needs a little modification to keep the EPAC out of the scope / definition of the in item 2.1.1.1. new introduced "Category 3-1A vehicle: powered cycle" and out of the overall scope / definition of "Category 3 Vehicles".

2.1.1.2." Category L1-B, two-wheeled moped" means a power driven two-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W;
SE)

2.1.2. "Category L2, three-wheeled moped" means a light three-wheeled vehicle with a maximum design vehicle speed ≤ 50 km/h and with a maximum continuous rated or net power ≤ 4000 W, and with a mass in running order ≤ 270 kg;

2.1.3. "Category L3, two-wheeled motorcycle" means..... etc. etc.

Footnote(s) amendments:

1 or a maximum design vehicle speed < 45 km/h, or a maximum vehicle speed for cycles designed to pedal of category L1-B, at the choice of the Contracting Party.

SE)

"Category 3-1B two wheeled moped - cycles designed to pedal, also known as a speed-EPAC" means a power driven vehicle which shall be fitted with pedals, enabling the vehicle to be propelled solely by the rider's muscular leg power equipped with an auxiliary propulsion unit of which the auxiliary power shall be added to the driver's pedal power and shall be less than or equal to four times the actual pedal power and which is cut off at a vehicle speed ≤ 50 (or 45) km/h. The cycles design to pedal shall have a mass in running order ≤ 35 kg and shall feature adjustable rider positioning in order to enhance the ergonomic posture of the rider for pedalling.

Justification:

Cycles designed to pedal of category L1-B (also known as a speed-EPAC) will most probably need several dedicated additional requirements and/or exceptions on several UN-ECE Regulations to improve the safety of the vehicle and/or the usability and/or the approvability of this kind of vehicle. CONEBI is thinking on i.e.:

- UN-ECE R10 - EMC, introducing EMC test equivalence with EPAC EMC requirements;
- UN-ECE R60 - Identification of controls, tell tales and indicators for 2-wheeled vehicles, introducing a special symbol for the walking assistance function;
- UN-ECE-R62 - Unauthorized use (2- and 3-wheeled vehicles), introducing special requirements for vehicles with a mass in running order below 35kg;
- UN-ECE-R78 - Braking for category L, introducing an exemption for the requirements regarding ease of fluid-level checking and regards braking performance, for vehicles with wheel rims widths of 45 mm or less (code 1.75), the possibility to test with both brakes;
- UN-ECE-R88 – Retro-reflective tyres for 2-wheeled vehicles.
- UN-ECE-RXYZ – NEW REGULATION - prescriptions regarding strength and construction of Cycles designed to pedal of category L1-B.

Introducing test requirements for handlebar and stem-assembly, seat-post, front forks and frames as encompassed in standard ISO 4210:2014, specifying safety and performance requirements for the design, assembly, and testing of bicycles and subassemblies intended for use on public roads.