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Paris, le 21 february 2008

## RECOMMENDATION ON THE SAFETY OF LIGHT ENGINE-POWERED QUADRICYCLES OR “MINICARS”

*The Consumer Safety Commission,*

**HAVING REGARD TO** the Consumer Code and specifically Articles L. 224-1, L. 224-4, R. 224-4 and R. 224-7 to R. 224-12

**HAVING REGARD TO** petitions no. 07-017 and 07-050

**Whereas,**

### **I- The CSC Referral Proprio Motu**

In France, the total number of “light engine-powered quadricycles”, i.e., the legal name of what are commonly called minicars or licence-free cars, has gone from 60,000 vehicles in 1985 to 140,000 in 2006. This is due to various factors, including the recent policy of withdrawing driving licences. The profiles of minicar drivers and driving zones are changing, while the vehicles been subject to European regulations for two- or three-wheel motor vehicles since 1992. In terms of appearance, performance, comfort, and user safety, they are a far cry from the first car body-encased mopeds.

At its plenary session of 15 March 2007, the Commission decided to initiate a procedure for a draft recommendation, to monitor the safety of light engine-powered quadricycles or minicars, so as to have a clearer assessment of actual advances and the new hazards incurred from increased minicar dissemination.

The referral procedure proprio motu was initiated in July 2007; a consumer lodged a complaint with the Commission and filed a petition (registered under number 07-050 in July 2007) questioning the solidity and stability of a licence-free car purchased in February 2006. He complained of numerous breakdowns and

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premature body degradation, and the lack of vehicle stability after the minicar toppled over at low speed while negotiating a traffic circle.

## II – The Light Engine-Powered Quadricycle Market

### A – The Vehicles and their Changes



From the very beginning, the automotive industry has produced miniaturised two-passenger vehicles. However, until the late 1960s, a license was required to drive the vehicles because the driving performance of some was comparable to that of a standard size car.



The first license-free cars, which came on the market in the 1970s, were one- or two-passenger, three-wheel car body-encased mopeds fitted with a noisy, low performance, petrol-powered dual-stroke 50cc engine. They had to weigh as little as possible, have a light frame and only the strict minimum of equipment (no heating, no boot, and sometimes no lateral windows or doors), to facilitate their smooth integration into traffic. Total authorised weight was 200kg.



As the vehicles were neither very reliable nor comfortable, the market, albeit booming with more than twenty manufacturers, collapsed in the 1980s. One manufacturer, exploiting a loophole in the regulations that only stipulated that “positive ignition engines” (viz. petrol engines) were limited to a maximum cylinder capacity of 50cc, equipped his vehicles with sturdier diesel-powered (compression) engines with deliberately restricted power at 4kW (5.6 HP) but with higher torque. In 1986, unladen weight was set at 350kg (not including fuel) and vehicle characteristics were redefined so as to make a clear difference between these vehicles and mopeds.

In 1992, European regulations went into effect. To this day, they define the characteristics for the type-approval of the minicars authorised to drive in EU countries.



Cylinder capacity is still limited to 50cc for positive ignition engines; for the other types of engines, power cannot exceed 4kWh. Maximum design speed is restricted to 45km per hour, maximum unladen weight is 350kg for a 200-kilogram load, not including fuel and batteries. Maximum size is 2 metres wide, 4 metres long and 2.50 metres high; however maximum surface contact area has not been defined.

In practice, manufacturers have gone well beyond the requirements of some of the directives, regarding the type and characteristics of the equipment fitted onto the vehicles, thus turning *de facto* the latter into a hybrid category half-way between two-wheel vehicles and so-called “city” cars.



Since 1988, some manufacturers have successfully subjected their models to head-on, lateral and rear collision tests at specialised laboratories (UTAC in France or ADAC in Germany), to assess the overall safety of their vehicles and improve them.

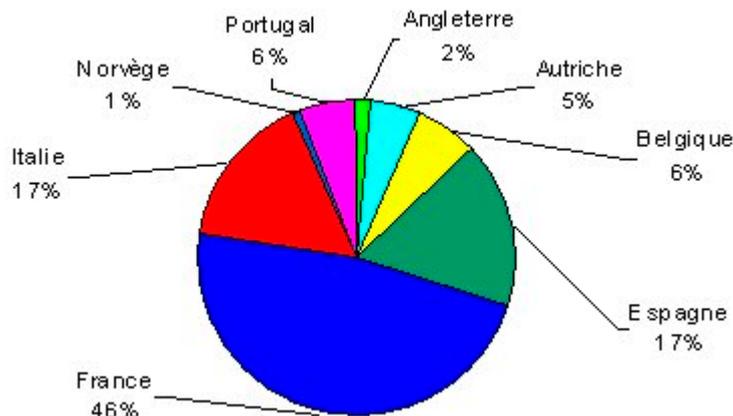
All these factors combined with manufacturers' determination to develop their market by revamping their product image make it hard to distinguish between minicars and certain standard automobiles.

Furthermore the use of standard spare parts and the disappearance of several minicar manufacturers in the nineties have substantially contributed to the industrialisation of minicar production and the broadening of the customer base. However, production volumes are still low and, for want of economies of scale, minicar purchasing cost is high, ranging from €9,500 to more than €15,000.

### **B – Market Growth**

About a dozen manufacturers (French and Italian for the most part) share the European market of light engine-powered quadricycles. In France, they are independent manufacturers or subsidiaries of larges industrial groups and only produce passenger car and utility vehicle models of light and heavy engine-powered quadricycles. The leading French manufacturer has 42% of the European market while the next three have 50% between them. Yearly production volumes for the European market are on the order of 2,500 to 14,000 vehicles, according to manufacturers.

Despite strong growth, it is still a niche market. The total number of minicars in Europe is about 306,000. With nearly half of all vehicles in France, the country accounts for Europe's number one minicar market followed by Spain, Italy and Portugal.



### **Licence-free Cars in Europe**

France (0.55%) holds second position for penetration rate (viz., the number of minicars compared to total of all passenger cars) after Portugal (0.74%).

New minicar registrations have been rising sharply since 2003. With an average of 9,000 vehicles per year, the market jumped from 10,000 in 2004 to more than 13,000 in 2005. Used minicar registrations are twice as high as new minicar registrations.

For AFQUAD<sup>1</sup>, the used car boom is mainly explained by the fact that it is hard to get the new driving license: figures show more than 42% fail the written test and 48% fail the practical driving test. Due to a shortage of examiners, waiting periods for taking the practical test range from six weeks to six months, depending on the *département*.

Minicar sales are through exclusive or multi-make dealership networks, garage owners, used car and farming equipment dealers, and garden centres. In the provinces, dealers regularly attend trade events or go to homes to present their products or ensure deliveries. They handle minicar maintenance and provide basic instructions for vehicle handling at time of delivery.

Because the vehicles are expensive, medium-term rental and hire purchase with a purchasing option systems are also growing. However, there are not enough rental vehicles to meet the rising demand and the used minicar market on the Internet is also growing, particularly on auction websites.

License-free cars have maintained important social utility because they are the only means of transportation for certain population groups. According to manufacturers, these can be broken down as follows:

- 65% are people over 50, mostly men with or without driving licenses living in rural areas or remote suburbs and who for various reasons do not want to drive standard cars anymore or at all, although they have mobility needs due to their isolation. One-third of this population group are people in unstable health (they are ill or disabled; are wards or under guardianship).
- 30% have a job, are between 25 and 50 and don't have the time or resources to take the driving test but do need transportation to get to work. These customers drive minicars until they can take their driving test (between 1 and 3 years). In cities, this group also includes young 25 to 35 year-old executives who drive a minicar because of traffic and parking problems.
- 3% are drivers who have been fined for multiple albeit minor traffic violations and as a result have lost the 12 points on their driving license. According to experts, there could be major social and pedagogic impacts in having these offenders driving license-free cars, such as getting them used to driving under maximum legal speed limits. Dealers have pointed that three-quarters of the drivers keep their vehicle at the end of the rental term, which would tend to prove that they are satisfied with using a license-free car. In this group, the number of drivers fined for not having insurance, driving without a license, recurrent driving under influence (DUI) or “excessive speeding” (more than 50km per hour over the legal speed

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<sup>1</sup> AFQUAD, *Association Européenne des Fabricants et Importateurs de Quadricycles*, European Association of Quadricycle Manufacturers and Importers

limit) and who have been forbidden by the Court from driving engine-powered ground vehicles for five years is marginal.

- 2% are young, often well-off city dwellers without a driving license whose parents think that a license-free car, which is safer than a moped, is a way of giving them freedom of movement while they learn how to drive.

Experts have pointed out that accidentology (for minor damage) is higher than average in this group as the young people's attitude toward risk is different than that of an ordinary minicar driver. Professionals have also reported a higher rate of requests for de-restriction of engine speed or for actual de-restriction despite technological changes (installed automatic variator making it very hard to tinker with the engine), a higher rate of vehicle loans to other young people, of conveying more passengers than the authorised number, and so on.

### **III – REGULATIONS APPLICABLE TO MINICARS**

#### **A – The Vehicles**

Starting in the 1980s, France was the first European country to establish special regulations for minicars. In 1983 and 1986 several texts were included in the Highway Code that defined the regulatory requirements for mandatory weight, speed, lighting, braking and safety systems on the vehicles. Pursuant to the Decree of 6 September 1991, minicar registration is now mandatory.

From 1992 on, under the free movement of goods within the European Union, a series of Directives, which have been transposed into French law, defined the regulations for Europe. The main directives in effect are listed below.

- Amended Directive 2002/24/EC repealing Directive 92/61/EEC relating to EU type-approval procedure for two- or three-wheel motor vehicles and for their technical parts or components, which must comply with the requirements listed in special directives that have been adopted separately;
- Directive 93/93/EC amended by Directive 2004/86/EC on the masses and dimensions of two- or three-wheel motor vehicles;
- Directive 95/1/EC on maximum design speed, maximum torque and maximum net engine power of two- or three-wheel motor vehicles;
- Amended Directive 97/24/EC of the European Parliament and the Council of 17 June 1997 on certain components or characteristics of two- or three-wheel motor vehicles, amending Directive 92/61/EC by defining the characteristics of the tyres on minicars, among others.

The Directives are constantly changing to take account of the necessary adaptation to technical progress and the new requirements stemming from the limitation of CO<sup>2</sup> emissions. Together the texts constitute the minimum basic requirements with which manufacturers comply.

Furthermore, while manufacturers would like engine-powered quadricycles to remain within the scope of amended Directive 2002/24/EC by fitting their vehicles with devices and systems designed for standard cars – although this Directive does not oblige them to do so – manufacturers necessarily comply with the requirements of amended Directive 170/156/EEC on the type-approval of motor vehicles and their trailers.

However, some Highway Code requirements for fitting cars with signalling and braking apply either partially or not at all to light engine-powered quadricycles, including:

- Only a rear license plate is mandatory (Article R. 317-8)
- Full beam headlights and rear fog lights or hazard warning flashers are not mandatory (article R. 313-9 et R. 313-17)
- License plate lighting (Article R. 313-12) and an installed warning light (Article R. 313-17) are not mandatory

Last, the Decree provided for in Article R. 313-28 on slow vehicle signalling allows minicar manufacturers to fit their vehicles with a special orange light for slow moving vehicles, to improve vehicle visibility for other road users. However, minicars are not subject to Decree no. 2007-271 of 27 February 2007 that makes it mandatory for mopeds and light motorcycles to keep their headlights on during the day (Article R. 416-17 of the Highway Code).

Light engine-powered quadricycles, which are in the moped class of vehicles, are also not subject to the technical control, which is mandatory for most automobiles over three years old under the provisions of Decree no. 91-369 of 15 April 1991. For drivers who would nevertheless like to have the general condition of their vehicle checked at an approved control centre, it is hard to find an establishment that will agree to check all the 133 mandatory items on a minicar, or a centre equipped to conduct controls tailored to minicar size, weight and performance.

After several studies, including the May 2007 study by the General Council of the National Roads Authority entitled “Conditions for Implementing Technical Controls of Two-Wheel Motor Vehicles” and the study by the Economic and Social Council called “Road Safety and Traffic: The Responsibility of the Different Stakeholders”, Mr. **Mariani** submitted a bill to the French National Assembly entitled “Making technical controls mandatory for mopeds, motorcycles and related vehicles”. Its purpose was to implement technical controls for this category of vehicles, to reduce accident risks and environmental damage due to lack of maintenance and engine speed de-restriction. In its current draft, the bill includes light engine-powered quadricycles that belong to the moped category.

Both studies list the following reasons (among others) to warrant the technical control of mopeds and motorcycles:

- “Educational” value in terms of teaching road safety and providing information on routine vehicle maintenance
- The limitation of the (sometimes dangerous) practices of speed de-restriction and engine tuning
- Clearing up the used market for these vehicles and consumer protection against hidden defects

## **B. Driving Requirements**

### **1. Mandatory Driver Training**

In France, one must be 16 or over to drive a light engine-powered quadricycle but there is no special driving “license”, obtained after a driving test, that could be withdrawn from the holder in case of violation – even a serious one – while driving a minicar or any other type of vehicle. Nevertheless, some drivers must have a certificate testifying to training prior to driving light engine-powered quadricycles.

Those born before 1988 do not have to have any mandatory prior training. They may, if they wish, attend a practical driving course provided by minicar dealers at time of vehicle delivery or, in some cases, by a partner driving school. For Highway Code knowledge, each new vehicle is delivered with an informative booklet designed by AFQUAD.

Those born after 1 January 1988 must have the road safety certificate (BSR<sup>2</sup>), light quadricycle option. Before acquiring this certificate, the holder must first have obtained the school road safety certificate (ASSR<sup>3</sup>) or the equivalent certificate (ASR) for early school-leavers. The certificate is granted after a five-hour practical course on traffic roads, driving a vehicle (moped or light quadricycle) under the supervision of a qualified professional instructor.

However, there is a problem with the delivery of the road safety certificate, light quadricycle option because driving schools are neither prepared nor equipped to provide the practical driving lessons.

Mandatory training for light engine-powered quadricycle drivers is not the same in every Member State. However, the general trend has always been in the direction of highway code training and mostly practical driving courses. Experiments in this area, especially in the Netherlands at the initiative of importers and road safety stakeholders, have always been useful or even essential for the improved integration of minicar drivers into the road user population. However, the situation is set to change.

As there is no mutual recognition clause of the different licenses, certificates, permits or attestations, it is hard if not impossible for minicars to take cross-border trips. That is why the new Directive 2006/126/EC of 22 December 2006 on driving licenses, whose purpose is to curtail driving license fraud while ensuring the free movement of citizens and the improvement of road safety, has created an “AM” driving license category for mopeds and light engine-powered quadricycles. The license should be set up by 1 January 2012 at the latest in each EU country.

Manufacturers, public authorities and driving school professionals are now addressing the definition of the programme for the new license. They all agree that the content, teaching methods and final examination requirements should take into account the specific profiles of the different users (age, level of education, and so on).

## **2. Other Mandatory Requirements**

### *Roadways Open to Minicar Traffic*

Light engine-powered quadricycles are banned from driving on motorways (Article R 421-2 of the Highway Code) and dual carriageways. In principle, these roads have two lanes in each direction, separated by a central island; they are accessed via motorway junctions. However, road status depends on the authorities' decision to classify a road in a given group, a decision that does not depend on any technical characteristics. The status may be granted to all or part of a national or departmental road, or to certain ring roads in urban and outlying areas. A white-framed blue sign with the drawing of a white car tells drivers that the road is considered as a motorway.

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<sup>2</sup> BSR, *brevet de sécurité routière*

<sup>3</sup> ASSR, *attestation scolaire de sécurité routière*

All the driving and parking limits or bans for two- or four-wheel motor vehicles are applicable to minicars and drivers must know about said limits or bans.

### *Mandatory Insurance*

As motor-powered ground vehicles, minicars must have mandatory civil liability insurance (Article L. 211-1 and L. 211-2 of the Insurance Code).

Very different conditions apply depending on driver history (driving license holder or not; suspended or withdrawn driving license, with or without an accident where driver was liable; driver penalised for DUI, and so on). Some insurers have laid down their own limits, i.e., minimum and maximum driving ages, 18 and 77 respectively; owner must be licensed to drive an engine-powered ground vehicle.

## **IV. RISK ASSESSMENT**

### **A - Accidentology**

The Commission has collected accidentology data for light engine-powered quadricycles from the Ministry of Transport, via the National Inter-Ministerial Observatory on Road Safety<sup>4</sup>, AFQUAD and FFSA<sup>5</sup>. The data pertains to the period from 1993 to 2005 exclusively, that is to say after the rollout of the European type-approval procedure and mandatory minicar registration.

It should be pointed out that minicars account for only 0.5% of all passenger cars registered in France. The samples reviewed are small (on the order of several dozen to several hundred occurrences).

Only accidents with fatalities or injured persons, involving police intervention and hospitalisation, are addressed. However, according to dealers and insurers, the accidentology of light engine-powered quadricycles is primarily characterised by numerous minor accidents with mainly material damages, and is thus outside the scope of statistical collection.

#### **1. Number of Accidents and Accident Victims**

There are few minicar accidents compared to the total number of road accidents. In cities, over the past twelve years, the average number of road accidents involving minicars was 326.

Compared to the total number of minicars and compared with other vehicle categories, minicars turn out to be slightly safer than passenger cars (1.2 times more fatalities), three times safer than mopeds and more than eight times safer than motorcycles.

#### **2. Accident Seriousness**

The average rate of fatalities in minicar accidents has been 6.9% over the past twelve years, i.e., slightly more than for all road vehicles (6.3%). However, the trend is sharply improving.

Consequently, based on currently available statistics, minicars do not seem to be more or less accident-prone than passenger cars, as the level of fatality and injury

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<sup>4</sup> ONISR, *Office national interministériel de sécurité routière*

<sup>5</sup> FFSA, *Fédération française des sociétés d'assurance*, French Federation of Insurance Companies  
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rates per accident are similar. However, the share of serious injuries among the injured is lower for vehicles driving more slowly, which also cover 40% less mileage.

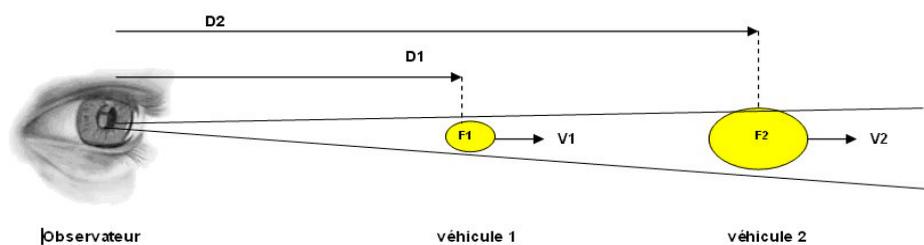
### 3. Accident Circumstances

A detailed 2004 study conducted by the Ministry for Transport entitled “The Major Topics of Road Safety”, based on police and gendarmerie reports, provides a description of typical minicar accidents. They occur indiscriminately on small community roads (45%), departmental roads (44%), in dry weather (83%), and on straight roads (71%). Drivers, i.e., men over 65 in half the cases (55%) hit another vehicle (63% of the accidents) head-on (78%). Most of the vehicles involved were not changing direction (57%).

#### B – Vehicle Related Problems

Although light engine-powered quadricycles are clearly safer than in 1985, the Commission, and sometimes even the professionals, believe that several safety problems remain:

- The limitation of the unladen weight of light engine-powered quadricycles is an impediment to technical advances in terms of safety
- There is an imbalance between engine performance and the rest of the basic minicar equipment
- Minicars are not subject to regulated technical controls
- There is a high risk that other road users confuse light engine-powered quadricycles with standard passenger cars. From a strictly physiological standpoint, the vision of an observer arriving behind a minicar on a straight road perceives the “angular thickness” of a close small vehicle ( $d1$ ) as being the same as that of a larger more distant vehicle ( $d2 > d1$ ). Binocular vision, which perceives relief, does not compensate for this mistake if the distance of the objects is long compared to the gap between both eyes. It is a kind of parallax error.



[Observer vehicle 1 Vehicle 2]

In view of this, attaching an immediately identifiable sign (a shape) on minicars during the day and night, as is done for tractors or public works machines, would be a safety factor considering the theoretical maximum minicar speed of 45km per hour. Other countries such as Belgium and the Netherlands have already made minicar identification mandatory, viz., a round sign displayed at the rear of the vehicle.

The issue of maintaining the level of minicar quality is raised if the market is open to new manufacturers. Manufacturers design products that integrate more

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equipment than what they must comply with according to the minimum technical rules pursuant to amended Directive 2002/24/EC and the Highway Code. In more lenient countries, less conscientious manufacturers may get type-approval for minicars meeting minimum required technical rules and car body encased mopeds could once again be driving in France and Europe, without front license plate, without hazard warning flashers or airbags, etc.

### **C – User Related Problems**

Today, people without driving licenses– and thus without any training in traffic rules – and other people whose driving behaviour has led to the withdrawal of their driving license may drive minicars in France.

There are no checks of a person’s physical and intellectual ability to drive a minicar.

For minicar drivers, alcohol is an accident factor twice as high as for other road users. On this subject it should be pointed out that the drivers of mopeds, motorcycles and all types of quadricycles are seldom the target of drunk driving prevention campaigns.

The development of minicars in urban and peri-urban areas may prompt users to drive on roads forbidden to minicar traffic

### **V – THE CSC RECOMMENDATION**

Since the Consumer Safety Commission’s first 1985 recommendation on minicars, “light engine-powered quadricycles” or minicars have become miniature automobiles whose technical construction and design are increasingly like the design and construction of small standard urban cars that may reach speeds of more than 100km per hour and that may drive on high-speed motorways.

Nevertheless, minicars are still subject to European regulations on CE type-approval of two- or three-wheel motor vehicles and to some provisions of the Highway Code, which today seem obsolete considering the technical changes of minicars. People who do not have any driving license or any valid driving license can drive them. Last, the fact that technical controls are not mandatory clears the way for engine de-restriction, thus enabling the vehicles to reach speeds for which they were not designed.

### **BASED ON THIS DATA**

**Whereas** it would be advantageous to improve the way minicars are taken into account in the road accident statistics drawn up by the public authorities, and specifically through a finer analysis of the circumstances of the accidents these vehicles cause or are involved in;

**Whereas** minicars or light engine-powered quadricycles meet the mobility needs of a share of the population and, in this respect, have important social utility;

**Whereas** substantial advances have been made by European manufacturers to improve minicar safety over the past twenty years;

**Whereas** minicars are fitted with an engine that is too powerful compared to:

- Their maximum legal driving speed;

- The performance of the other equipment on the minicar (chassis, body, bumper, brakes, suspension, steering, and so on).

**Whereas** minicars are not subject to regulatory technical controls performed by a network of approved professionals;

**Whereas**, in traffic, the other road users have trouble objectively perceiving minicar performance limits because the minicars look like certain standard passenger cars;

**Whereas** the terms of the European type-approval of minicars do not guarantee - in every circumstance and in the future - that current minicar safety levels will be maintained; a safety level that has been reached exclusively due to a voluntary policy of European manufacturers;

**Whereas** people without a driving license, thus without any training in traffic rules and other people whose behaviour has led to the withdrawal of their driving license are allowed to drive minicars in France;

**Whereas** in France, for cars used for private purposes, two- or three-wheel vehicles and minicars, there is no prior or subsequent regular medical check of driver's driving abilities;

**Whereas** minicar drivers are not targeted enough in DUI prevention campaigns;

**Whereas** the special nature of road infrastructures in urban and peri-urban areas may prompt minicar drivers to drive accidentally on speedways that the regulations ban them from using, thus increasing the hazards incurred by the difference of maximum speeds when a collision occurs;

*After having heard a representative of the European Quadricycle League (EQUAL) association in session.*

## **THE COMMISSION RECOMMENDS THAT**

### **1 – The Public Authorities**

- Intervene at a European level to strengthen regulations defining the EC type-approval procedure for light engine-powered quadricycles and their technical parts and components so that their “maximum design speed” is strictly limited to 45km per hour and to make minicar signalling system mandatory so that minicars can be identified as slow moving vehicles during the daytime and at night, as Article R. 313-28 of the French Highway Code provides for, as an optional clause.
- In France:
  - Improve the integration of minicars in road accident statistics, specifically via a more detailed analysis of the circumstances of the accidents minicars cause or are involved in;
  - Update the Highway Code in the area of minimum minicar equipment (lighting and signalling system, reverse, and so on) to prevent vehicles that are less safe than the ones now produced by European manufacturers from driving in traffic;
  - Set up a mandatory, regular technical control for minicars, including at time of sale between individuals, which would improve the general

condition of all currently operational minicars and would control engine de-restriction practices and alterations of the technical characteristics of the vehicles;

- Make it mandatory for any person wanting to drive an automobile or a minicar to undergo a regular driving ability medical check;
- Broaden the prevention messages about DUI to address minicar drivers, and strengthen controls of alcohol levels for their users.

## **2 – Manufacturers**

- Pending the improvement of the systems limiting maximum design speed of minicar engines, set up procedures to deter dealership network members and buyers from de-restricting minicar engines (penalties, warranty period extension, refusal to trade-in de-restricted vehicles, and so on).

## **3 – Dealers**

- Refuse to de-restrict minicar engines and to buy back or trade-in for the purchase of a new vehicle, any minicar whose engine has been de-restricted.
- Pending the rollout of the AM Category license, systematically offer, jointly with road safety stakeholders and insurers, highway code classes and practical driving training for minicars.

## **4 – Insurers**

- Prompt their clients, through tailored pricing among others, to attend classes on the written and practical driving test prior to driving a minicar and to undergo regular medical check-ups to verify their road driving ability.

## **5 - Consumers**

- People who are not license holders who would like to drive minicars should attend classes on the written and basic practical driving test with qualified professionals so they can control their vehicle and drive in traffic in better safety conditions.
- When they purchase a used car, demand a technical diagnosis of vehicle condition from a professional and refuse to purchase any vehicle that has undergone any type of transformation to increase its speed.
- Install a special signal light on the vehicle, compliant with Article R. 313-28 of the Highway Code; pending installation, systematically switch on the headlights (front and rear lights) so they are more clearly seen by other road users.
- Never de-restrict the engine of their minicar or have it de-restricted.

- Never tinker with their vehicle, in any way whatsoever, to alter its performance or design without first consulting a professional about the consequences of said tinkering for driver safety.
- Before embarking on a trip on unknown roads, especially in urban areas, check that the roads they might take are not forbidden to minicars and, in this respect, exercise extreme caution when using the route indications provided by onboard navigators.
- Comply with prevention messages on drinking and driving and, if needed, check their level of alcohol by using a breathalyser before driving.

**ADOPTED AT THE SESSION OF 21 FEBRUARY 2008**

**BASED ON THE REPORT BY Mr. CHARLES HEMERY**

**assisted by Mrs. Muriel GRISOT, Commission Technical Advisor, in accordance with Article R. 224-4 of the Consumer Code**