

Motorised 2-3 wheelers and Licence-free vehicles:

workshop equipment, roadworthiness testing, parts and accessories, services

The motorised 2-3-wheeler market remains robust

210,968

vehicles registrations*

While it had been sluggish until November, the market bounced back very strongly in the last month of 2024, owing to the introduction of the Euro 5+ emission standard on 1 January 2025 which forced brands to pre-register Euro 5 models that they still had in stock. **December was a record month, with 20,500 new registrations, twice the usual figure.** Since 2020, the 2-3 wheeler market has enjoyed years of steady growth, and is still buoyant.

+2,5%

in 2024
Vs 2023

ELECTRIFICATION REMAINS VERY LOW

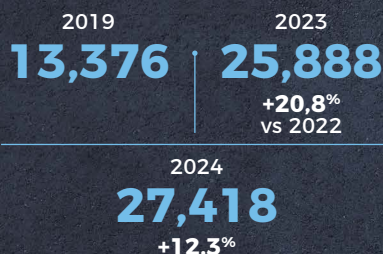
-10,000

electric 2 and 3-wheelers
registered in 2023

less than 5% of the market.

THE LICENCE-FREE CAR MARKET: A BIG MOVER IN FRANCE

The licence-free car (or mini car) market in France has experienced very strong growth in recent years. Annual mini car registrations doubled from:



Growth remained strong in 2024, despite a slowdown at the end of the year.

The 2024 manufacturer rankings show the growing interest of carmakers in this market.

Aixam	8,790
Citroën, l'Ami	8,488
Fiat, Topolino	3,929
Ligier	3,457

In 2025, the arrival of Renault with its subsidiary Mobilize and its two models (Duo with or without a licence, Bento with or without a licence), will increase the influence of car manufacturers on the mini car market.

This growth and diversification are a response to the new demands of urban mobility and people's desire for accessible, environmentally friendly transport solutions.

282,600

licence-free cars in circulation
in France, in 2024

The energy transition is underway here too:

the market, historically dominated by diesel engines (95% in 2019), has seen a significant transformation with electric models, which accounted for one in two mini cars sold in 2023. Licence-free vehicles attract a wide range of customers, including young people aged 14 and over who only need a moped licence, but also businesses, which accounted for almost 20% of purchases in 2024, a proportion rising fast.



Roadworthiness testing of category L

On 15 April 2024, roadworthiness testing for all L-category vehicles became compulsory.

This applies to a parc
of approximately

4,500,000
vehicles



Detailed by segment in the table below L

L1e & L2e	Mopeds < 50cc.
L1eA	E-bikes.
L3	Motorcycles of all engine cylinder capacities: recently qualified riders (< 35 kW), motorbikes with sidecars, motorbikes with all engine cylinder capacities (> 35 kW), light motorcycles (< 125cc and < 11 kW).
L3e & A1	Motorbikes < 125cc and < 11 kW (15bhp), including motorbikes and mopeds, motorised 2- and 3-wheelers.
L3e-A2	Motorbikes < 35 kW, intended for use by A2 drivers (young people between 18 and 24, power rating below 47.5 bhp).
L3e-A3	Motorbikes < 35 kW, (high power ratings and cylinder capacities), that can be ridden with an A1 driving licence by riders aged 25 and above.
L5e	Motorised tricycles, such as Vespa delivery bikes or trikes; load rating 500 kg for passenger transports and 600 kg for goods. So-called three-wheeled 'scooters' and 'maxi-scooters' can fall under this category.
L6e	Quads < 50cc, < 425 kg unladen, and < 45 km/h; or L7e quads (under 600 kg goods transport or 400 kg passenger transport).
L7e	Licence-free vehicles: max speed < 45 km/h, max 2 passengers, < 50cc (petrol) or < 500cc (diesel). Can be driven from the age of 14 with a moped (AM) licence.



PLANING TECHNICAL INSPECTION

For vehicles first registered

Before 31/12/2016

Between 01/01/2017 to 31/12/2019

Between 01/01/2020 to 31/12/2021

After 01/01/2022

Technical inspection due date

TI maximum April 15, 2024

TI in 2025

TI in 2026

Mandatory inspection within 6 months of 5 years

MANDATORY EQUIPMENT AND TRAINING FOR CENTRES AND INSPECTORS

At 15 April 2024

Mandatory equipment that can be shared with car testing:

- Pollution testing: opacimeter, personal care exhaust gas analyser
>> This also requires the purchase of sensors specifically tailored to L category vehicles (exhaust extensions)
- Tyre inflator, car tyre depth gauge can also be shared with car testing

Specific obligations for 2 and 3-wheelers:

- A set of front and rear motorbike stands with adjustable centre distance for two-wheelers
- A wheel clamp suited to two-wheelers installed in such a way as to stabilise the vehicle
- A mobile jack (but not a scissor jack) with minimum load bearing capacity of one tonne, and wheel chocks

Training:

- If professional holds a car testing qualification: training to extend this certification of 33 hours split between theory and practice
- If they do not already hold car testing certification (e.g.: new centre), a 140-hour training course and 'bac pro' (vocational high school qualification) compulsory
- Suppliers provide training for sound level meters (2025) and accelerometers (2026)

In 2025

Mandatory equipment:

- March 2025: sound level meter compulsory
- 1 January 2026: accelerometer (to measure maximum speed of L1e, mopeds below -50cc) with program and rev sensor

RECOMMENDED BUT NOT MANDATORY EQUIPMENT

Recommendations of Order:

- Vehicle lift to bear approx. 500 kg with front wheel blocking mechanism, this makes visual inspections easier.

**Source: order of 23/10/2023 on L category roadworthiness testing*



POINTS CHECKED

78 points in these areas

- 0 | Vehicle identification
- 1 | Braking equipment
- 2 | Steering
- 3 | Visibility
- 4 | Lamps, reflective devices and electrical equipment
- 5 | Axles, wheels, tyres and suspension
- 6 | Chassis and related accessories
- 7 | Other equipment (horn; odometer, seatbelt)
- 8 | Pollution

Defects

- 165 defects can be noted
- Minor = no action necessary
- Major and Critical =
- Follow-up check within 2 months

Validity

- 3 years

Frequency

- 5 / 3 / 3 ...