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ANNEX I

GENERAL DEFINITIONS, CRITERIA FOR VEHICLE CATEGORISATION, TYPES OF VEHICLE AND TYPES OF BODYWORK

PART A

Criteria for vehicle categorisation

1. Vehicle categories

For the purposes of EU type-approval and national type-approval, as well as for EU individual vehicle approval and national individual vehicle approval, vehicles shall be categorised in accordance with the classification referred to in Article 4.

Approval can only be granted for the categories referred to in Article 4(1).

2. Vehicle subcategories

2.1. Off-road vehicles

‘Off-road vehicle (ORV)’ means a vehicle that belongs to category M or N, having specific technical features which permit its use off the normal roads.

For those categories of vehicles, the letter ‘G’ shall be added as suffix to the letter and numeral identifying the vehicle category.

The criteria for the subcategorisation of vehicles as ORV are specified in point 4 of this Part.

2.2. Special purpose vehicles (SPV)

2.2.1. For incomplete vehicles that are intended to fall into the SPV subcategory, the letter ‘S’ shall be added as suffix to the letter and numeral identifying the vehicle category.

The various types of special purpose vehicles are defined and listed in point 5.

2.3. Off road special purpose vehicle

2.3.1. ‘Off road special purpose vehicle (ORV-SPV)’ means a vehicle that belongs either to category M or N having the specific technical features referred to in points 2.1 and 2.2.

For those categories of vehicles, the letter ‘G’ shall be added as suffix to the letter and numeral identifying the vehicle category.

Moreover, for incomplete vehicles that are intended to fall into the SPV subcategory, the letter ‘S’ shall be added as second suffix.

3. Criteria for the categorisation of vehicles in category N

3.1. The categorisation of a type of vehicle in category N shall be based on the technical features of the vehicle as referred to in points 3.2 to 3.6.

3.2. As a matter of principle, the compartment(s) where all the seating positions are located, shall be completely separated from the loading area.

3.3. By way of derogation from the requirements of point 3.2, persons and goods may be transported in the same compartment under the condition that the loading area is

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provided with securing devices designed to protect persons transported against the displacement of the load during driving, including severe braking and cornering.

- 3.4. Securing devices - lashing devices - intended for securing the load as required in point 3.3 as well as partitioning systems, intended for vehicles up to 7,5 tonnes shall be designed in accordance with the provisions of sections 3 and 4 of international standard ISO 27956:2009 'Road vehicles – Securing of cargo in delivery vans – Requirements and test methods'.
- 3.4.1. The requirements referred to in point 3.4 may be verified by a statement of compliance provided by the manufacturer.
- 3.4.2. As an alternative to the requirements of point 3.4, the manufacturer may demonstrate to the satisfaction of the approval authority that the securing devices fitted show an equivalent level of protection as provided in the referred standard.
- 3.5. The number of seating positions excluding the driver's seating position shall not exceed:
- (a) 6 in the case of N_1 vehicles;
- (b) 8 in the case of N_2 or N_3 vehicles.
- 3.6. Vehicles shall show a goods-carrying capacity equal or higher than the person-carrying capacity expressed in kg.
- 3.6.1. For such purposes, the following equations shall be satisfied in all configurations, in particular when all seating positions are occupied:
- (a) when $N = 0$:
- $$P - M \geq 100 \text{ kg}$$
- (b) when $0 < N \leq 2$:
- $$P - (M + N \times 68) \geq 150 \text{ kg};$$
- (c) when $N > 2$:
- $$P - (M + N \times 68) \geq N \times 68;$$
- where the letters have the following meaning:
- ‘P’ is the technically permissible maximum laden mass;
- ‘M’ is the mass in running order;
- ‘N’ is the number of seating positions excluding the driver's seating position.
- 3.6.2. The mass of equipment that is fitted to the vehicle in order to accommodate goods (e.g. tank, bodywork, etc.), to handle goods (e.g. crane, lift, etc.) and to secure goods (e.g. cargo securing devices) shall be included in M.
- 3.6.3. The mass of equipment that is not used for the purposes referred to in point 3.6.2 (such as a compressor, a winch, an electric power generator, broadcasting equipment, etc.) shall not be included in M for the purposes of the application of the formulae referred to in point 3.6.1.
- 3.7. The requirements referred to in points 3.2 to 3.6 shall be met for all variants and versions within the type of vehicle.

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3.8. Criteria for the categorisation of vehicles as N₁.

3.8.1. A vehicle shall be categorised as N₁ when all the applicable criteria are met.

When one or more of the criteria are not met, the vehicle shall be categorised as M₁.

3.8.2. In addition to the general criteria referred to in points 3.2 to 3.6, the criteria specified in this point shall be met for the categorisation of vehicles for which the compartment where the driver is located and the load are within a single unit (i.e. bodywork 'BB').

3.8.2.1. The fact that a wall or a partition, complete or partial, is fitted between a seat row and the cargo area shall not rule out the obligation to meet the required criteria.

3.8.2.2. The criteria shall be as follows:

(a) the loading of the goods shall be possible by a rear door, a tailgate or a side-door designed and constructed for that purposes;

(b) in the case of a rear door or a tailgate, the loading aperture shall meet the following requirements:

(i) in the case the vehicle is fitted with only one row of seats or with only the driver seat, the minimum height of the loading aperture shall be at least 600 mm;

(ii) in the case the vehicle is fitted with two or more rows of seats, the minimum height of the loading aperture shall be at least 800 mm and the aperture shall show a surface of at least 12 800 cm²;

(c) The cargo area shall meet the following requirements:

'cargo area' means the part of the vehicle located behind the row(s) of seats or behind the driver seat when the vehicle is fitted with only one driver seat;

(i) the loading surface of the cargo area shall be generally flat;

(ii) where the vehicle is fitted with only one row of seats or with one seat, the minimum length of the cargo area shall be at least 40 % of the wheelbase;

(iii) where the vehicle is fitted with two or more rows of seats, the minimum length of the cargo area shall be at least 30 % of the wheelbase.

Where the seats of the last row of seats can be easily removed from the vehicle without the use of special tools, the requirements regarding the length of the cargo area shall be met with all the seats installed in the vehicle;

(iv) the requirements regarding the length of the cargo area shall be met when the seats of the first row or of the last row, as the case may be, are upright in their normal position for use by the vehicle occupants.

3.8.2.3. Specific conditions for measurement

3.8.2.3.1. Definitions

(a) 'Height of the loading aperture', means the vertical distance between two horizontal planes tangent respectively to the highest point of the lower part of the doorway and the lowest point of the upper part of the doorway;

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- (b) ‘Surface of the loading aperture’ means the greatest surface of the orthogonal projection on a vertical plane, perpendicular to the centreline of the vehicle, of the maximum aperture permitted when the rear door(s) or tailgate is (are) wide open;
- (c) ‘Wheelbase’, for the purposes of application of the formulae in points 3.8.2.2 and 3.8.3.1, means the distance between:
 - (i) the centreline of the front axle and the centreline of the second axle in the case of a two axle vehicle; or
 - (ii) the centreline of the front axle and the centreline of a virtual axle equally distant from the second and third axle in the case of a three axle vehicle.

3.8.2.3.2. Seat adjustments

- (a) The seats shall be adjusted at their rear outermost positions;
- (b) The seat back, if adjustable, shall be adjusted as to accommodate the three-dimensional H-point machine at a torso angle of 25 degrees;
- (c) The seat back, if not adjustable, shall be in the position designed by the vehicle manufacturer;
- (d) When the seat is adjustable in height, it shall be adjusted to its lowest position.

3.8.2.3.3. Vehicle conditions

- (a) The vehicle shall be in loaded conditions corresponding to its maximum mass;
- (b) The vehicle shall be with its wheels straight ahead.

3.8.2.3.4. The requirements of point 3.8.2.3.2 shall not apply when the vehicle is fitted with a wall or a partition.

3.8.2.3.5. Measurement of the length of the cargo area

- (a) When the vehicle is not fitted with a partition or a wall, the length shall be measured from a vertical plane tangent to the rear outermost point of the top of the seat back to the rear internal pane or door or tailgate, in closed position;
- (b) When the vehicle is fitted with a partition or a wall, the length shall be measured from a vertical plane tangent to the rear outermost point of the partition or the wall to the rear internal pane or door or tailgate, as the case may be, in closed position;
- (c) The requirements concerning the length shall be fulfilled at least along a horizontal line situated in the longitudinal vertical plane passing through the centreline of the vehicle, at the level of the load floor.

3.8.3. In addition to the general criteria referred to in points 3.2 to 3.6, the criteria specified in this point shall be met for the categorisation of vehicles for which the compartment where the driver is located and the load are not within a single unit (i.e. bodywork ‘BE’).

3.8.3.1. Where the vehicle is fitted with an enclosure type body, the following shall apply:

- (a) the loading of the goods shall be possible by a rear door, a tailgate or a panel or other means;

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- (b) the minimum height of the loading aperture shall be at least 800 mm and the aperture shall show a surface of at least 12 800 cm²;
 - (c) The minimum length of the cargo area shall be at least 40 % of the wheelbase.
- 3.8.3.2. Where the vehicle is fitted with an open type cargo area, only the provisions referred to in points 3.8.3.1(a) and (c) shall apply.
- 3.8.3.3. For the application of the provisions referred to in point 3.8.3, the definitions in point 3.8.2.3.1 shall apply.
- 3.8.3.4. However, the requirements concerning the length of the cargo area shall be fulfilled along a horizontal line situated in the longitudinal plane passing through the centreline of the vehicle at the level of the load floor.
4. Criteria for the sub-categorisation of vehicles as off-road vehicles
- 4.1. M₁ or N₁ vehicles shall be subcategorised as off-road vehicles if they satisfy at the same time the following conditions:
- (a) at least one front and at least one rear axle designed to be driven simultaneously irrespective of whether one powered axle can be disengaged;
 - (b) at least one differential locking mechanism or a mechanism having similar effect is fitted;
 - (c) they are able to climb at least a 25 % gradient as a solo vehicle;
 - (d) they satisfy five out of the following six requirements:
 - (i) the approach angle shall be at least 25 degrees;
 - (ii) the departure angle shall be at least 20 degrees;
 - (iii) the ramp angle shall be at least 20 degrees;
 - (iv) the ground clearance under the front axle shall be at least 180 mm;
 - (v) the ground clearance under the rear axle shall be at least 180 mm;
 - (vi) the ground clearance between the axles shall be at least 200 mm.
- 4.2. M₂, N₂ or M₃ vehicles the maximum mass of which does not exceed 12 tonnes shall be subcategorised as off-road vehicles if they satisfy either the condition set out in point (a) or the conditions set out in both points (b) and (c):
- (a) all their axles are driven simultaneously, irrespective of whether one or more powered axles can be disengaged;
 - (b)
 - (i) at least one front and at least one rear axle are designed to be driven simultaneously irrespective of whether one powered axle can be disengaged;
 - (ii) at least one differential locking mechanism or a mechanism having the same effect is fitted;
 - (iii) they are able to climb a 25 % gradient as a solo vehicle;
 - (c) they satisfy at least five out of the following six requirements if their maximum mass does not exceed 7,5 tonnes and at least four if their maximum mass exceeds 7,5 tonnes:

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- (i) the approach angle shall be at least 25 degrees;
 - (ii) the departure angle shall be at least 25 degrees;
 - (iii) the ramp angle shall be at least 25 degrees;
 - (iv) the ground clearance under the front axle shall be at least 250 mm;
 - (v) the ground clearance between axles shall be at least 300 mm;
 - (vi) the ground clearance under the rear axle shall be at least 250 mm.
- 4.3. M₃ or N₃ vehicles whose maximum mass exceeds 12 tonnes shall be subcategorised as off-road vehicles if they satisfy either the condition set out in point (a) or the conditions set out in both points (b) and (c):
- (a) all their axles are driven simultaneously, irrespective of whether one or more powered axles can be disengaged;
 - (b)
 - (i) at least half of the axles (or two axles out of the three in the case of a three axle vehicle and three axles in the case of a five axle vehicle) is designed to be driven simultaneously, irrespective of whether one powered axle can be disengaged;
 - (ii) there is at least one differential locking mechanism or a mechanism having similar effect;
 - (iii) they are able to climb a 25 % gradient as solo vehicle;
 - (c) they satisfy at least four out of the following six requirements:
 - (i) the approach angle shall be at least 25 degrees;
 - (ii) the departure angle shall be at least 25 degrees;
 - (iii) the ramp angle shall be at least 25 degrees;
 - (iv) the ground clearance under the front axle shall be at least 250 mm;
 - (v) the ground clearance between axles shall be at least 300 mm;
 - (vi) the ground clearance under the rear axle shall be at least 250 mm.
- 4.4. The procedure for checking compliance with the geometrical provisions referred to in this Part shall be set out in Appendix 1.
- 4.5. The requirements in points 4.1(a), 4.2(a), 4.2(b), 4.3(a), 4.3(b) on simultaneous driven axles are considered to have been fulfilled if one of the following conditions is fulfilled:
- (a) the transmission of the tractive power to all axles is performed by mechanical means only which provides traction in heavy off-road; or
 - (b) each of the wheels of the axle in question is driven by an individual hydraulic or electric motor.

If the axles according to the requirements in points 4.1(a), 4.2(a), 4.2(b), 4.3(a), 4.3(b) on simultaneous driven axles are not powered by mechanical means only, the propulsion of the individual wheels shall be designed for heavy off-road operation. In such case it shall be ensured

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that at least 75 % of total tractive power can be transmitted to the wheel in question when the tractive conditions under the other wheels do not allow to transmit the tractive power properly via these wheels.

The auxiliary drive system according to point 4.5(b) shall not allow to disengage the tractive power automatically until the vehicle reaches 75 % of the maximum vehicle design speed or reaches 65 km/h.

5. Special purpose vehicles

	Name	Code	Definition
5.1.	Motor caravan	SA	A vehicle of category M with living accommodation space which contains the following equipment as a minimum: (a) seats and table; (b) sleeping accommodation which may be converted from the seats; (c) cooking facilities; (d) storage facilities. This equipment shall be rigidly fixed to the living compartment. However, the table may be designed to be easily removable.
5.2.	Armoured vehicle	SB	A vehicle intended for the protection of conveyed persons or goods with anti-bullet armour plating.
5.3.	Ambulance	SC	A vehicle of category M intended for the transport of sick or injured persons and having special equipment for such purpose.
5.4.	Hearse	SD	A vehicle of category M intended for the transport of deceased

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			persons and having special equipment for such purpose.
5.5.	Wheelchair accessible vehicle	SH	A vehicle of category M ₁ constructed or converted specifically so that they accommodate one or more persons seated in their wheelchairs when travelling on the road.
5.6.	Trailer caravan	SE	A vehicle of category O as defined in term 3.2.1.3 of international standard ISO 3833:1977.
5.7.	Mobile crane	SF	A vehicle of category N ₃ , not fitted for the carriage of goods, provided with a crane whose lifting moment is equal to or higher than 400 kNm.
5.8.	Special group	SG	A special purpose vehicle that does not enter in any of the definitions mentioned in this Part.
5.9.	Converter dolly	SJ	A vehicle of category O equipped with a fifth-wheel coupling to support a semi-trailer with a view to converting the latter into a trailer.
5.10.	Exceptional load transport trailer	SK	A vehicle of category O ₄ intended for the transport of indivisible loads that is subject to speed and traffic restrictions because of its dimensions. Under this term are also included hydraulic modular trailers irrespective

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			of the number of modules.
5.11.	Exceptional load transport motor vehicle	SL	<p>A road tractor or tractor unit for semi-trailer of category N₃ meeting all the following conditions:</p> <p>(a) having more than two axles and at least half of the axles (two axles out of three in the case of a three axle vehicle and three axles out of five in the case of a five axle vehicle) designed to be driven simultaneously, irrespective of whether one powered axle can be disengaged;</p> <p>(b) that is designed for towing and pushing exceptional load transport trailer of category O₄;</p> <p>(c) that has a minimum engine power of 350 kW; and</p> <p>(d) that can be equipped with an additional front</p>

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			coupling device for heavy towable masses.
5.12.	Multi-equipment carrier	SM	<p>An off-road vehicle of category N (as defined in point 2.3) designed and constructed for pulling, pushing, carrying and actuating certain inter-changeable equipment:</p> <p>(a) with not less than two mounting areas for this equipment;</p> <p>(b) with standardised, mechanical, hydraulic and/or electrical interfaces (e.g. Power take off) for powering and actuating the inter-changeable equipment; and</p> <p>(c) that fulfils the definition of international standard ISO 3833-1977, paragraph 3.1.4 (special vehicle).</p> <p>If the vehicle is equipped with an auxiliary load platform, its</p>

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			<p>maximum length shall not exceed:</p> <p>(a) 1,4 times of the front or rear track width of the vehicle, whichever is the larger in the case of two axle vehicles; or</p> <p>(b) 2,0 times of the front or rear track width of the vehicle, whichever is the larger in the case of vehicles having more than two axles.</p>
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6. Remarks

6.1. Type-approval shall not be granted:

- (a) to converter dolly as defined in point 5.9 of this Part;
- (b) to rigid drawbar trailers as defined in point 5.4 of Part C;
- (c) to trailers in which persons may be carried when travelling on the road.

6.2. Point 6.1 is without prejudice to Article 42 on national small series type-approval.

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