Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (Text with EEA relevance) (repealed)

ANNEX II

Definition of vehicle categories and vehicle types

A.DEFINITION OF VEHICLE CATEGORY

Vehicle categories are defined according to the following classification: (Where reference is made to 'maximum mass' in the following definitions, this means 'technically permissible maximum laden mass' as specified in item 2.8 of Annex I.)

1.

Category M:	Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.
Category M_1:	Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
Category M_2:	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
Category M_3:	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

The types of bodywork and codifications pertinent to the vehicles of category M are defined in Part C of this Annex paragraph 1 (vehicles of category M_1) and paragraph 2 (vehicles of categories M_2 and M_3) to be used for the purpose specified in that Part.

2.

Category N:	Motor vehicles with at least four wheels designed and constructed for the carriage of goods.
Category N_1:	Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3,5 tonnes.
Category N_2:	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3,5 tonnes but not exceeding 12 tonnes.
Category N_3:	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

In the case of a towing vehicle designed to be coupled to a semi-trailer or centre-axle trailer, the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running order, increased by the mass corresponding to the maximum static vertical load transferred to the

tractor vehicle by the semi-trailer or centre-axle trailer and, where applicable, by the maximum mass of the tractor vehicles own load.

The types of bodywork and codifications pertinent to the vehicles of category N are defined in Part C of this Annex paragraph 3 to be used for the purpose specified in that Part.

3.

Category O:	Trailers (including semi-trailers).
Category O_1:	Trailers with a maximum mass not exceeding 0,75 tonnes
Category O_2:	Trailers with a maximum mass exceeding 0,75 tonnes but not exceeding 3,5 tonnes.
Category O_3:	Trailers with a maximum mass exceeding 3,5 tonnes but not exceeding 10 tonnes.
Category O_4:	Trailers with a maximum mass exceeding 10 tonnes.

In the case of a semi-trailer or centre-axle trailer, the maximum mass to be considered for classifying the trailer corresponds to the static vertical load transmitted to the ground by the axle or axles of the semi-trailer or centre-axle trailer when coupled to the towing vehicle and carrying its maximum load.

The types of bodywork and codifications pertinent to the vehicles of category O are defined in Part C of this Annex paragraph 4 to be used for the purpose specified in that Part.

4. Off-road vehicles (symbol G)

4.1. Vehicles in category N_1 with a maximum mass not exceeding two tonnes and vehicles in category M_1 are considered to be off-road vehicles if they have:

— at least one front axle and at least one rear axle designed to be driven simultaneously including vehicles where the drive to one axle can be disengaged,

— at least one differential locking mechanism or at least one mechanism having a similar effect and if they can climb a 30 % gradient calculated for a solo vehicle.

In addition, they must satisfy at least five of the following six requirements:

— the approach angle must be at least 25 degrees,

— the departure angle must be at least 20 degrees,

— the ramp angle must be at least 20 degrees,

— the ground clearance under the front axle must be at least 180 mm,

— the ground clearance under the rear axle must be at least 180 mm,

— the ground clearance between the axles must be at least 200 mm.

4.2. Vehicles in category N_1 with a maximum mass exceeding two tonnes or in category N_2, M_2 or M_3 with a maximum mass not exceeding 12 tonnes are considered to be off-road vehicles either if all their wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following three requirements are satisfied:

— at least one front and at least one rear axle are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged,

— there is at least one differential locking mechanism or at least one mechanism having a similar effect,
— they can climb a 25 % gradient calculated for a solo vehicle.

4.3. Vehicles in category M_3 with a maximum mass exceeding 12 tonnes or in category N_3 are to be considered to be off-road vehicles either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following requirements are satisfied:
— at least half the wheels are driven,
— there is at least one differential locking mechanism or at least one mechanism having a similar effect,
— they can climb a 25 % gradient calculated for a solo vehicle,
— at least four of the following six requirements are satisfied:
  — the approach angle must be at least 25 degrees,
  — the departure angle must be at least 25 degrees,
  — the ramp angle must be at least 25 degrees,
  — the ground clearance under the front axle must be at least 250 mm,
  — the ground clearance between the axles must be at least 300 mm,
  — the ground clearance under the rear axle must be at least 250 mm.

4.4. Load and checking conditions.

4.4.1. Vehicles in category N_1 with a maximum mass not exceeding two tonnes and vehicles in category M_1 must be in running order, namely with coolant fluid, lubricants, fuel, tools, spare-wheel and driver (see footnote ([o]) in Annex I).

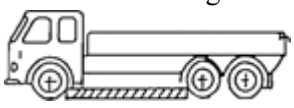
4.4.2. Motor vehicles other than those referred to in 4.4.1 must be loaded to the technically permissible maximum mass stated by the manufacturer.

4.4.3. The ability to climb the required gradients (25 % and 30 %) is verified by simple calculation. In exceptional cases, however, the technical services may ask for a vehicle of the type concerned to be submitted to it for an actual test.

4.4.4. When measuring approach and departure angles and ramp angles, no account is taken of underrun protective devices.

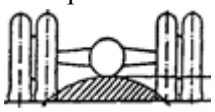
4.5. Definitions and sketches of ground clearance. (For definitions of approach angle, departure angle, ramp angle, see Annex I, footnotes ([na]), ([nb]) and ([nc])).

4.5.1. ‘Ground clearance between the axles’ means the shortest distance between the ground plane and the lowest fixed point of the vehicle. Multi-axled bogies are considered to be a single axle.



4.5.2. ‘Ground clearance beneath one axle’ means the distance beneath the highest point of the arc of a circle passing through the centre of the tyre footprint of the wheels on one axle (the inner wheels in the case of twin tyres) and touching the lowest fixed point of the vehicle between the wheels.

No rigid part of the vehicle may project to the shaded area of the diagram. Where appropriate, the ground clearance of several axles is indicated in accordance with their arrangement, for example 280/250/250.



4.6. Combined designation

Symbol 'G' shall be combined with either symbol 'M' or 'N'. For example, a vehicle of category N_1 which is suited for off-road use shall be designated as N_1G.

5. 'Special purpose vehicle' means a vehicle intended to perform a function which requires special body arrangements and/or equipment. This category shall include wheel-chair accessible vehicles.

5.1. 'Motor Caravan' means a special purpose M category vehicle constructed to include living accommodation which contains at least the following equipment:

— seats and table,

— sleeping accommodation which may be converted from the seats,

— cooking facilities, and

— 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 vehicles' means vehicles intended for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements.

5.3. 'Ambulances' means motor vehicles of category M intended for the transport of sick or injured people and having special equipment for such purpose.

5.4. 'Hearses' means motor vehicles of category M intended for the transport of deceased people and having special equipment for such purpose.

5.5. 'Wheelchair accessible vehicle' means vehicles of category M_1 constructed or converted specifically so that they accommodate one or more person(s) seated in their wheelchair(s) when travelling on the road.

5.6. 'Trailer caravans' see ISO Standard 3833-77, term No 3.2.1.3.

5.7. 'Mobile cranes' means a special purpose 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. 'Other special purpose vehicles' means vehicles as defined in item 5 above, with the exception of those mentioned in items 5.1 to 5.6.

The codifications pertinent to 'special purpose vehicles' are defined in Part C of this Annex, paragraph 5 to be used for the purpose specified in that Part.

B. DEFINITION OF VEHICLE TYPE

1. For the purposes of category M_1:

A 'type' shall consist of vehicles which do not differ in at least the following essential respects:

— the manufacturer,

— the manufacturer's type designation,
— essential aspects of construction and design:
  — chassis/floor pan (obvious and fundamental differences),
  — power plant (internal combustion/electric/hybrid).

'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
— body style (e.g. saloon, hatchback, coupé, convertible, station-wagon, multi-purpose vehicle),
— power plant:
  — working principle (as in item 3.2.1.1 of Annex III),
  — number and arrangement of cylinders,
  — power differences of more than 30 % (the highest is more than 1,3 times the lowest),
  — capacity differences of more than 20 % (the highest is more than 1,2 times the lowest),
— powered axles (number, position, interconnection),
— steered axles (number and position).

'Version' of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

Multiple entries of the following parameters may not be combined within one version:
— technically permissible maximum laden mass,
— engine capacity,
— maximum net power,
— type of gearbox and number of gears,
— maximum number of seating positions as defined in Annex II C.

2. For the purpose of categories M_2 and M_3:

A 'type' shall consist of vehicles which do not differ in at least the following essential respects:
— the manufacturer,
— the manufacturer's type designation,
— category,
— essential aspects of construction and design:
  — chassis/self-supporting body, single-/double deck, rigid/articulated (obvious and fundamental differences),
  — number of axles,
  — power plant (internal combustion/electric/hybrid),

'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
— class as defined in Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001 relating to special provisions for vehicles used for the carriage of passengers comprising more than eight seats in addition to the driver's seat[(1)] (only for complete vehicles),
— extent of build (e.g. complete/incomplete),
— power plant:
  — working principle (as in item 3.2.1.1 of Annex III),

- number and arrangement of cylinders,
- power differences of more than 50 % (the highest is more than 1,5 times the lowest),
- capacity differences of more than 50 % (the highest is more than 1,5 times the lowest),
- location (front, mid, rear),

— technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),

— powered axles (number, position, interconnection),

— steered axles (number and position).

‘Version’ of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

3. For the purpose of categories N_1, N_2 and N_3:

A ‘type’ shall consist of vehicles, which do not differ in at least the following essential respects:

— the manufacturer,

— the manufacturer’s type designation,

— category,

— essential aspects of construction and design:
  - chassis/floor pan (obvious and fundamental differences),
  - number of axles,
  - power plant (internal combustion/electric/hybrid).

‘Variant’ of a type means vehicles within a type which do not differ in at least the following essential respects:

— body structural concept (e.g. platform truck/tipper/tanker/semi-trailer towing vehicle) (only for complete vehicles),

— extent of build (e.g. complete/incomplete),

— power plant:
  - working principle (as in item 3.2.1.1 of Annex III),
  - number and arrangement of cylinders,
  - power differences of more than 50 % (the highest is more than 1,5 times the lowest),
  - capacity differences of more than 50 % (the highest is more than 1,5 times the lowest),

— technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),

— powered axles (number, position, interconnection),

— steered axles (number and position),

‘Version’ of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

4. For the purpose of categories O_1, O_2, O_3 and O_4:

A ‘type’ shall consist of vehicles which do not differ in at least the following essential respects:

— the manufacturer,

— the manufacturer’s type designation,

— category,
— essential aspects of construction and design:
  — chassis/self supporting body (obvious and fundamental differences),
  — number of axles,
  — drawbar trailer/semi-trailer/centre axle trailer,
  — type of braking system (e.g. unbraked/inertia/power).

'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
— extent of build (e.g. complete/incomplete),
— body style (e.g. caravans/platform/tanker) (only for complete/completed vehicles),
— technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),
— steered axles (number and position).

'Version' of a variant means vehicles, which consist of a combination of items shown in the information package.

5. For all categories:

Full identification of the vehicle just from the designations of type, variant and version must be consistent with a single accurate definition of all the technical characteristics required for the vehicle to be put into service.

C. DEFINITION OF TYPE OF BODYWORK (only for complete/completed vehicles)

The type of bodywork in Annex I, Annex III, Part 1, item 9,1 and in Annex IX, item 37 shall be indicated by the following codification:

1. Passenger cars (M_1)

AA Saloon	ISO Standard 3833-1977, term No 3.1.1.1, but including also vehicles with more than four side windows.
AB Hatchback	Saloon (AA) with a hatch at the rear end of the vehicle.
AC Station wagon	ISO Standard 3833-1977, term No 3.1.1.4 (estate car)
AD Coupé	ISO Standard 3833-1977, term No 3.1.1.5
AE Convertible	ISO Standard 3833-1977, term No 3.1.1.6
AF Multi-purpose vehicle	Motor vehicle other than those mentioned in AA to AE intended for carrying passengers and their luggage or goods, in a single compartment. However, if such a vehicle meets both of the following conditions: (i) the number of seating positions, excluding the driver, is not more than six; a 'seating position' shall be regarded as existing if the vehicle

		is provided with 'accessible' seat anchorages; 'accessible' shall mean those anchorages, which can be used. In order to prevent anchorages being 'accessible', the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools; and
	(ii)	$P - (M + N \times 68) > N \times 68$ where: P = technically permissible maximum laden mass in kg M = mass in running order in kg N = number of seating positions excluding the driver. This vehicle is not considered to be a vehicle of category M_1.

2. Motor vehicles of category M_2 or M_3

Vehicles of Class I (see Directive 2001/85/EC)

CA	Single deck
CB	Double deck
CC	Articulated single deck
CD	Articulated double deck
CE	Low-floor single deck
CF	Low-floor double deck
CG	Articulated low-floor single deck
CH	Articulated low-floor double deck

Vehicles of Class II (see Directive 2001/85/EC)

CI	Single deck
CJ	Double deck
CK	Articulated single deck

CL	Articulated double deck
CM	Low-floor single deck
CN	Low-floor double deck
CO	Articulated low-floor single deck
CP	Articulated low-floor double deck

Vehicles of Class III (see Directive 2001/85/EC)

CQ	Single deck
CR	Double deck
CS	Articulated single deck
CT	Articulated double deck

Vehicles of Class A (see Directive 2001/85/EC)

CU	Single deck
CV	Low-floor single deck

Vehicles of Class B (see Directive 2001/85/EC)

CW	Single deck

3. Motor vehicles of category N

BA	Lorry	See Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers[a] Annex I item 2.1.1
BB	Van	Lorry with the cab integrated into the body
BC	Semi-trailer towing vehicle	See Directive 97/27/EC Annex I item 2.1.1
BD	Trailer towing vehicle (road tractor)	See Directive 97/27/EC Annex I item 2.1.1

a OJ L 233, 25.8.1997, p. 1. Directive as last amended by Commission Directive 2003/19/EC (OJ L 79, 26.3.2003, p. 6).

— However, if a vehicle defined as BB with a technically permissible maximum mass not exceeding 3 500 kg:
  — has more than 6 seating positions excluding the driver

or

— meets both of the following conditions:

(i) the number of seating positions, excluding the driver, is not more than 6 and

(ii) $P - (M + N \times 68) \leq N \times 68$

this vehicle is not considered to be a vehicle of category N.

— However, if a vehicle defined as BA, BB with a technically permissible maximum mass exceeding 3 500 kg, BC or BD meets at least one of the following conditions:

(i) the number of seating positions, excluding the driver, is more than 8 or

(ii) $P - (M + N \times 68) \leq N \times 68$

this vehicle is not considered to be a vehicle of category N.

See Part C, item of this Annex for the definitions of 'seating positions', P, M and N.

4. *Vehicles of category O*

DA	Semi-trailer	See Directive 97/27/EC Annex I item 2.2.2
DB	Drawbar trailer	See Directive 97/27/EC Annex I item 2.2.3
DC	Centre-axle trailer	See Directive 97/27/EC Annex I item 2.2.4

5. *Special purpose vehicles*

SA	Motor caravans (See Annex II A item 5.1)
SB	Armoured vehicles (See Annex II A item 5.2)
SC	Ambulances (See Annex II A item 5.3)
SD	Hearses (See Annex II A item 5.4)
SE	Trailer caravans (See Annex II A item 5.6)
SF	Mobile cranes (See Annex II A item 5.7)
SG	Other special purpose vehicles (See Annex II A item 5.8)
SH	Wheel-chair accessible vehicle (See Annex II A item 5.5)

(**1**) OJ L 42, 13.2.2002, p. 1.