

[<sup>F1</sup>ANNEX II**GENERAL DEFINITIONS, CRITERIA FOR VEHICLE  
CATEGORISATION, VEHICLE TYPES AND TYPES OF BODYWORK****Textual Amendments**

- F1** Substituted by Commission Regulation (EU) No 678/2011 of 14 July 2011 replacing Annex II and amending Annexes IV, IX and XI to Directive 2007/46/EC of the European Parliament and of the Council 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).

## PART B

**Criteria for vehicle types, variants and versions**

1. **Category M<sub>1</sub>**
  - 1.1. Vehicle type
    - 1.1.1. A 'vehicle type' shall consist of vehicles which have all of the following features in common:
      - (a) the manufacturer's company name.

A change in the legal form of ownership of the company does not require that a new approval has to be granted;
      - (b) the design and assembly of the essential parts of the body structure in the case of a self-supporting body.

The same shall apply *mutatis mutandis* to vehicles the bodywork of which is bolted on or welded to a separate frame;
      - (c) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.
    - 1.1.2. By way of derogation from the requirements of point 1.1.1(b), when the manufacturer uses the floor portion of the body structure as well as the essential constituent elements forming the front part of the body structure located directly in front of the windscreen bay, in the construction of different kinds of bodywork (for example a saloon and a coupe), those vehicles may be considered as belonging to the same type. Evidence thereof shall be provided by the manufacturer.
    - 1.1.3. A type shall consist of at least one variant and one version.
  - 1.2. Variant
    - 1.2.1. A 'variant' within a vehicle type shall group the vehicles which have all of the following construction features in common:
      - (a) the number of lateral doors or the type of bodywork as defined in Section 1 of Part C when the manufacturer uses the criterion of point 1.1.2;

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

- (b) the power plant with regard to the following construction features:
  - (i) the type of energy supply (internal combustion engine, electric motor or other);
  - (ii) the working principle (positive ignition, compression ignition or other);
  - (iii) the number and arrangement of cylinders in the case of internal combustion engine (L4, V6 or other);
- (c) the number of axles;
- (d) the number, and interconnection of powered axles;
- (e) the number of steered axles;
- (f) the stage of completion (e.g. complete/incomplete).

### 1.3. Version

1.3.1. A 'version' within a variant shall group the vehicles which have all the following features in common:

- (a) the technically permissible maximum laden mass;
- (b) the engine capacity in the case of internal combustion engine;
- (c) the maximum engine power output or the maximum continuous rated power (electric motor);
- (d) the nature of the fuel (petrol, gas oil, LPG, bi-fuel or other);
- (e) the maximum number of seating positions;
- (f) drive-by sound level;
- (g) exhaust emission level (for example Euro 5, Euro 6 or other);
- (h) combined or weighted, combined CO<sub>2</sub> emissions;
- (i) electric energy consumption (weighted, combined);
- (j) combined or weighted, combined fuel consumption;
- (k) the existence of a unique set of innovative technologies, as specified in Article 12 of Regulation (EC) No 443/2009<sup>(1)</sup>.

*[<sup>F2</sup>As an alternative to the criteria (h), (i) and (j), the vehicles grouped into a version shall have all tests performed for the calculation of their CO<sub>2</sub> emissions, electric energy consumption and fuel consumptions according to the provisions of sub-Annex 6 to Annex XXI of Regulation (EU) 2017/1151 in common.]*

#### Textual Amendments

- F2** Inserted by [Commission Regulation \(EU\) 2017/1151](#) of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament

and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (Text with EEA relevance).

## 2. **Categories M<sub>2</sub> and M<sub>3</sub>**

### 2.1. Vehicle type

2.1.1. A 'vehicle type' shall consist of vehicles which have all of the following features in common:

(a) the manufacturer's company name.

A change in the legal form of ownership of the company does not require that a new approval has to be granted;

(b) the category;

(c) the following aspects of construction and design:

(i) the design and construction of the essential constituent elements forming the chassis;

(ii) the design and construction of the essential constituent elements forming the body structure in the case of a self-supporting body;

(d) the number of decks (single or double);

(e) the number of sections (rigid/articulated);

(f) the number of axles;

(g) the mode of energy supply (on-board or off-board);

(h) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.

2.1.2. A type shall consist of at least one variant and one version.

### 2.2. Variant

2.2.1. A 'variant' within a vehicle type shall group the vehicles which have all of the following construction features in common:

(a) the type of bodywork as defined in Section 2 of Part C;

(b) the class or combination of classes of vehicles as defined in point 2.1.1 of Annex I to Directive 2001/85/EC (only in the case of complete and completed vehicles);

(c) the stage of completion (e.g. complete/incomplete/completed);

(d) the power plant with regard to the following construction features:

(i) the type of energy supply (internal combustion engine, electric motor or other);

(ii) the working principle (positive ignition, compression ignition or other);

(iii) the number and arrangement of cylinders in the case of internal combustion engine (L6, V8 or other).

### 2.3. Version

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

2.3.1. A ‘version’ within a variant shall group the vehicles which have all the following features in common:

- (a) the technically permissible maximum laden mass;
- (b) the ability of the vehicle to tow a trailer or not;
- (c) the engine capacity in the case of internal combustion engine;
- (d) the maximum engine power output or the maximum continuous rated power (electric motor);
- (e) the nature of the fuel (petrol, gas oil, LPG, bi-fuel or other);
- (f) drive-by sound level;
- (g) exhaust emission level (for example Euro IV, Euro V or other).

### 3. **Category N<sub>1</sub>**

#### 3.1. Vehicle type

3.1.1. A ‘vehicle type’ shall consist of vehicles which have all of the following features in common:

- (a) the manufacturer’s company name.  
A change in the legal form of ownership of the company does not require that a new approval has to be granted;
- (b) the design and assembly of the essential parts of the body structure in the case of a self-supporting body;
- (c) the design and the construction of the essential constituent elements forming the chassis in the case of a non self-supporting body;
- (d) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.

3.1.2. By way of derogation from the requirements of point 3.1.1(b), when the manufacturer uses the floor portion of the body structure as well the essential constituent elements forming the front part of the body structure located directly in front of the windscreen bay, in the construction of different kinds of bodywork (for example a van and a chassis-cab, different wheelbases and different roof heights), those vehicles may be considered as belonging to the same type. Evidence thereof shall be provided by the manufacturer.

3.1.3. A type shall consist of at least one variant and one version.

#### 3.2. Variant

3.2.1. A ‘variant’ within a vehicle type shall group the vehicles which have all of the following construction features in common:

- (a) the number of lateral doors or the type of bodywork as defined in Section 3 of Part C (for complete and completed vehicles) when the manufacturer uses the criterion of point 3.1.2;
- (b) the stage of completion (e.g. complete/incomplete/completed);

- (c) the power plant with regard to the following construction features:
  - (i) the type of energy supply (internal combustion engine, electric motor or other);
  - (ii) the working principle (positive ignition, compression ignition or other);
  - (iii) the number and arrangement of cylinders in the case of internal combustion engine (L6, V8 or other);
- (d) the number of axles;
- (e) the number and interconnection of powered axles;
- (f) the number of steered axles.

### 3.3. Version

3.3.1. A 'version' within a variant shall group the vehicles which have all the following features in common:

- (a) the technically permissible maximum laden mass;
- (b) the engine capacity in the case of internal combustion engine;
- (c) the maximum engine power output or maximum continuous rated power (electric motor);
- (d) the nature of the fuel (petrol, gas oil, LPG, bi-fuel or other);
- (e) the maximum number of seating positions;
- (f) drive-by sound level;
- (g) exhaust emission level (for example Euro 5, Euro 6 or other);
- (h) combined or weighted, combined CO<sub>2</sub> emissions;
- (i) electric energy consumption (weighted, combined);
- (j) combined or weighted, combined fuel consumption<sup>[F3]</sup>;
- (k) <sup>[F2]</sup>the existence of a unique set of innovative technologies, as specified in Article 12 of Regulation (EU) No 510/2011<sup>(2)</sup>.]

#### Textual Amendments

**F3** Substituted by Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (Text with EEA relevance).

<sup>[F2]</sup>As an alternative to the criteria (h), (i) and (j), the vehicles grouped into a version shall have all tests performed for the calculation of their CO<sub>2</sub> emissions, electric energy consumption and fuel consumptions according to the provisions of sub-Annex 6 to Annex XXI of Regulation (EU) 2017/1151 in common.]

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

#### 4. Categories N<sub>2</sub> and N<sub>3</sub>

##### 4.1. Vehicle type

4.1.1. A 'vehicle type' shall consist of vehicles which have all of the following essential features in common:

(a) the manufacturer's company name.

A change in the legal form of ownership of the company does not require that a new approval has to be granted;

(b) the category;

(c) the design and construction of the chassis that are common to a single line of product;

(d) the number of axles;

(e) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.

4.1.2. A type shall consist of at least one variant and one version.

##### 4.2. Variant

4.2.1. A 'variant' within a vehicle type shall group the vehicles which have all of the following construction features in common:

(a) the body structural concept or type of bodywork as referred to in Section 3 of Part C and in Appendix 2 (only for complete and completed vehicles);

(b) the stage of completion (e.g. complete/incomplete/completed);

(c) the power plant with regard to the following construction features:

(i) the type of energy supply (internal combustion engine, electric motor or other);

(ii) the working principle (positive ignition, compression ignition or other);

(iii) the number and arrangement of cylinders in the case of internal combustion engine (L6, V8 or other);

(d) the number and interconnection of powered axles;

(e) the number of steered axles.

##### 4.3. Version

4.3.1. A 'version' within a variant shall group the vehicles which have all the following features in common:

(a) the technically permissible maximum laden mass;

(b) the ability or not to tow a trailer as follows:

(i) an unbraked trailer;

(ii) a trailer with an inertia (or overrun) braking system as defined in point 2.12 of UNECE Regulation No 13;

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

- (iii) a trailer with a continuous or semi-continuous braking system as defined in points 2.9 and 2.10 of UNECE Regulation No 13;
- (iv) a trailer of category O<sub>4</sub> that results in a maximum mass of the combination not exceeding 44 tonnes;
- (v) a trailer of category O<sub>4</sub> that results in a maximum mass of the combination exceeding 44 tonnes;
- (c) the engine capacity;
- (d) the maximum engine power output;
- (e) the nature of the fuel (petrol, gas oil, LPG, bi-fuel or other);
- (f) drive-by sound level;
- (g) exhaust emission level (for example Euro IV, Euro V or other).

## 5. **Categories O<sub>1</sub> and O<sub>2</sub>**

### 5.1. Vehicle type

5.1.1. A 'vehicle type' shall consist of vehicles which have all of the following features in common:

- (a) the manufacturer's company name.  
A change in the legal form of ownership of the company does not require that a new approval has to be granted;
- (b) the category;
- (c) the concept as defined in section 4 of Part C;
- (d) the following aspects of construction and design:
  - (i) the design and construction of the essential constituent elements forming the chassis;
  - (ii) the design and construction of the essential constituent elements forming the body structure in the case of a self-supporting body;
- (e) the number of axles;
- (f) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.

5.1.2. A type shall consist of at least one variant and one version.

### 5.2. Variant

5.2.1. A 'variant' within a vehicle type shall group the vehicles which have all of the following construction features in common:

- (a) the kind of bodywork as referred to in Appendix 2 (for complete and completed vehicles);
- (b) the stage of completion (e.g. complete/incomplete/completed);

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

(c) the type of braking system (e.g. unbraked/inertia/power).

### 5.3. Version

5.3.1. A 'version' within a variant shall group the vehicles which have all the following features in common:

- (a) the technically permissible maximum laden mass;
- (b) the concept of the suspension (air, steel or rubber suspension, torsion bar or other);
- (c) the concept of the drawbar (triangle, tube or other).

## 6. Categories O<sub>3</sub> and O<sub>4</sub>

### 6.1. Vehicle type

6.1.1. A 'vehicle type' shall consist of vehicles which have all of the following features in common:

- (a) the manufacturer's company name.

A change in the legal form of ownership of the company does not require that a new approval has to be granted;

- (b) the category;
- (c) the concept of the trailer with relation to the definitions in section 4 of Part C;
- (d) the following aspects of construction and design:
  - (i) the design and construction of the essential constituent elements forming the chassis;
  - (ii) the design and construction of the essential constituent elements forming the body structure in the case of trailers with a self-supporting body;
- (e) the number of axles;
- (f) in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle.

6.1.2. A type shall consist of at least one variant and one version.

### 6.2. Variants

6.2.1. A 'variant' within a vehicle type shall group the vehicles which have all of the following construction and design features in common:

- (a) the kind of bodywork as referred to in Appendix 2 (for complete and completed vehicles);
- (b) the stage of completion (e.g. complete/incomplete/completed);
- (c) the concept of the suspensions (steel, air or hydraulic suspension);
- (d) the following technical features:
  - (i) the capability or not for the chassis to be extendible;
  - (ii) the deck height (normal, low loader, semi-low loader etc.).



### 6.3. Versions

6.3.1. A 'version' within a variant shall group the vehicles which have all the following features in common:

- (a) the technically permissible maximum laden mass;
- (b) the subdivisions or combination of subdivisions referred to in points 3.2 and 3.3 of Annex I to Directive 96/53/EC into which the axle spacing between two consecutive axles forming a group belongs;
- (c) the definition of the axles in the following respects:
  - (i) lift axles (number and position);
  - (ii) loadable axles (number and position);
  - (iii) steered axle (number and position).

## 7. Common requirements for all vehicle categories

7.1. When a vehicle falls into several categories because of its maximum mass or the number of seating positions or both, the manufacturer may select to use the criteria of one or the other vehicle category for the definition of the variants and the versions.

7.1.1. Examples:

- (a) a vehicle 'A' may be type-approved as  $N_1$  (3,5 tonnes) and  $N_2$  (4,2 tonnes) in relation to its maximum mass. In such a case, the parameters mentioned in category  $N_1$  may be used also for the vehicle that falls into category  $N_2$  (or vice-versa);
- (b) A vehicle 'B' may be type-approved as  $M_1$  and  $M_2$  in relation to the number of seating positions ( $7 + 1$  or  $10 + 1$ ), the parameters mentioned in category  $M_1$  may be used also for the vehicle that falls into category  $M_2$  (or vice-versa).

7.2. A vehicle of category N may be type-approved against the provisions required for category  $M_1$  or  $M_2$ , as the case may be, when it is intended to be converted into a vehicle of that category during the next step of a multi-stage type-approval procedure.

7.2.1. This option shall only be permitted for incomplete vehicles.

Such vehicles shall be identified by a specific variant code given by the manufacturer of the base vehicle.

7.3. Type-, variant- and version designations

7.3.1. The manufacturer shall allocate an alphanumeric code to each vehicle type, variant and version, made up of Roman letters and/or Arabic numerals.

The use of brackets and hyphens is permitted provided they do not replace a letter or a numeral.

7.3.2. The whole code shall be designated: Type-Variant-Version or 'TVV'.

7.3.3. The TVV shall clearly and unequivocally identify a unique combination of technical features in relation to the criteria defined in Part B of this Annex.

7.3.4. The same manufacturer may use the same code in order to define a vehicle type when the latter falls in two or more categories.

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

- 7.3.5. The same manufacturer shall not use the same code in order to define a vehicle type for more than one type-approval within the same vehicle category.
- 7.4. Number of characters for the TVV
- 7.4.1. The number of characters shall not exceed:
- (a) 15 for the code of the vehicle type;
  - (b) 25 for the code of one variant;
  - (c) 35 for the code of one version.
- 7.4.2. The complete alphanumeric 'TVV' shall not contain more than 75 characters.
- 7.4.3. When the TVV is used as a whole, a space shall be left between the type, the variant and the version.

Example of such TVV: 159AF[...space]0054[...space]977K(BE).]

---

*Status: EU Directives are published on this site to aid cross referencing from UK legislation. Since IP completion day (31 December 2020 11.00 p.m.) no amendments have been applied to this version.*

---

- (1) [<sup>F1</sup>OJ L 140, 5.6.2009, p. 1.  
(2) [<sup>F2</sup>OJ L 145 31.5.2011, p. 1.]]

#### **Textual Amendments**

- F1** Substituted by Commission Regulation (EU) No 678/2011 of 14 July 2011 replacing Annex II and amending Annexes IV, IX and XI to Directive 2007/46/EC of the European Parliament and of the Council 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).
- F2** Inserted by Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (Text with EEA relevance).