

| Definition of Categories | | | | | | Document No. WLTP-01-05 |
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| EC | ECE | ECE (1998 Agreement) | Japan | India | China | Australia |
| Category M Motor vehicles with at least four wheels designed and constructed for the carriage of passengers. | Category M Power-driven vehicles having at least four wheels and used for the carriage of passengers | 'Category 1 vehicle' means a power driven vehicle with four or more wheels designed and constructed primarily for the carriage of (a) person(s). | Category M Power-driven vehicles having at least four wheels and used for the carriage of passengers | Category M Motor vehicles with at least four wheels used for the carriage of passengers. | Category M Power-driven vehicles having at least four wheels and used for the carriage of passengers | Passenger Car (MA) A passenger vehicle, not being an off-road passenger vehicle or a forward-control passenger, vehicle having up to 9 seating positions, including that of the driver. |
| Category M1 Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat | Category M1 Vehicles used for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat. | 'Category 1-1 vehicle' means a category 1 vehicle comprising not more than eight seating positions in addition to the driver's seating position. A category 1-1 vehicle cannot have standing passengers. | Category M1 Vehicles used for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat. | Category M1 Vehicles used for the carriage of passengers, comprising no more than eight seats in addition to the driver's seat. | Category M1 Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat | Forward-control Passenger vehicle (MB) A passenger vehicle, not being an off-road passenger vehicle, having up to 9 seating positions, including that of the driver, and in which the centre of the steering wheel is in the forward quarter of the vehicle's 'Total Length'. MB1: up to 2.7 t 'GVM' MB2: over 2.7 t 'GVM' |
| | Vehicles of category M2 and M3 belong to : (i) one or more of the three classes (ClassI, ClassII, ClassIII) (ii) one of the two classes (Class A, Class B) Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement. Class II : Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats. Class III : Vehicles constructed exclusively for the carriage of seated passengers. Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has seats and may have provisions for standing passengers. Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has no provisions for standing passengers. | 'Category 1-2 vehicle' means a category 1 vehicle designed for the carriage of more than eight passengers, whether seated or standing, in addition to the driver. | Vehicles of category M2 and M3 belong to : (i) one or more of the three classes (ClassI, ClassII, ClassIII) (ii) one of the two classes (Class A, Class B) Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement. Class II : Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats. Class III : Vehicles constructed exclusively for the carriage of seated passengers. Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has seats and may have provisions for standing passengers. Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has no provisions for standing passengers. | Vehicles of category M2 and M3 belong to : (i) one or more of the three classes (ClassI, ClassII, ClassIII) (ii) one of the two classes (Class A, Class B) Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement. Class II : Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats. Class III : Vehicles constructed exclusively for the carriage of seated passengers. Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has seats and may have provisions for standing passengers. Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has no provisions for standing passengers. | Vehicles of category M2 and M3 belong to : (i) one or more of the three classes (ClassI, ClassII, ClassIII) (ii) one of the two classes (Class A, Class B) Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement; a vehicle of this class has 22 seats or more in addition to the driver. Class II : Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats; a vehicle of this class has 22 seats or more in addition to the driver. Class III : Vehicles constructed exclusively for the carriage of seated passengers; a vehicle of this class has 22 seats or more in addition to the driver. Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has not more than 22 seats except for the driver. Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has not more than 22 seats except for the driver. | Omni-buses A passenger vehicle having more than 9 seating positions, including that of the driver. An omnibus comprising 2 or more non-separable but articulated units shall be considered as a single vehicle. |
| Category M2 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 M2 Vehicles used 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 M2 Vehicles used 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 M2 A vehicles used for the carriage of passengers, comprising nine or more seats in addition to the driver's seat and having a GVW not exceeding 5 tonnes. | Category M2 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. | Light Omnibus (MD) An omnibus with a 'Gross Vehicle Mass' not exceeding 5.0 t. MD1 up to 3.5 tonnes 'GVM', up to 12 'Seats' MD2 up to 3.5 tonnes 'GVM', over 12 'Seats' MD3 over 3.5 tonnes, up to 4.5 tonnes 'GVM' MD4 over 4.5 tonnes, up to 5 tonnes 'GVM' MD5 up to 2.7 tonnes 'GVM' MD6 over 2.7 tonnes 'GVM' |
| Category M3 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. | Category M3 Vehicles used 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. | | Category M3 Vehicles used 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. | Category M3 A vehicles used for the carriage of passengers, comprising nine or more seats in addition to the driver's seat and having a GVW exceeding 5 tonnes. | | HEAVY OMNIBUS (ME) An omnibus with a 'Gross Vehicle Mass' exceeding 5.0 tonnes. |
| Category N Motor vehicles with at least four wheels designed and constructed for the carriage of goods. | Category N Power-driven vehicles having at least four wheels and used for the carriage of goods | 'Category 2 vehicle' means a power driven vehicle with four or more wheels designed and constructed primarily for the carriage of goods. This category shall also include: i) tractive units ii) chassis designed specifically to be equipped with special equipment. To determine whether a vehicle is to be regarded as a category 1 vehicle or a category 2 vehicle for the application of gtrs, the following shall apply in cases where it is not immediately apparent whether a vehicle is a category 1 or 2 vehicle: If a vehicle meets all of the following conditions: P - (M + N x 68) > N x 68, N ≤ 6 and Pay mass as defined in paragraph 7. of Annex 3 exceeds 150 kg for the vehicle, as configured with the maximum mass of factory fitted optional equipment, the vehicle shall be deemed to be a category 2 vehicle. In all other cases, the vehicle shall be deemed to be a category 1 vehicle. Where, | Category N Power-driven vehicles having at least four wheels and used for the carriage of goods | Category N Means Motor vehicles with at least four wheels used for the carriage of goods. These vehicles can carry persons in addition to the goods subject to the conditions of classification under MN categories. | Category N Power-driven vehicles having at least four wheels and used for the carriage of goods | Good Vehicles A Motor vehicle constructed primarily for the carriage of goods and having at least 4 wheels; or 3 wheels and a 'Gross Vehicle Mass' exceeding 1.0 t. A vehicle constructed for both the carriage of persons and the carriage of goods shall be considered to be primarily for the carriage of goods if the number of seating positions times 68kg is less than 50% difference between the 'Gross Vehicle Mass' and the 'Unladen Mass'. The equipment and installations carried on certain special-purpose vehicles not designed for the carriage of passengers (crane vehicles, workshop vehicles, publicity vehicles etc.) are regarded as being equivalent to goods for the purposes of this definition. A goods vehicle comprising 2 or more non-separable by agricultured units shall be considered as being as a single vehicle. |
| Category N1 Means a vehicle used for the carriage of goods and having a GVW exceeding 12 tonnes. | Category N1 Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes. | | Category N1 Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes. | Category N1 Means a vehicle used for carriage of goods and having a GVW not exceeding 3.5 tonnes. | Category N1 Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes. | Light Goods Vehicle (NA) A goods vehicle with a 'Gross Vehicle Mass' not exceeding 3.5 t NA1: up to 2.7 t 'GVM' NA2: over 2.7 t 'GVM' |
| Category N2 Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes. | Category N2 Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes. | | Category N2 Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes. | Category N2 A vehicle used for carriage of goods and having a GVW exceeding 3.5 tonnes but not exceeding 12 tonnes. | Category N2 Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes. | MEDIUM GOODS VEHICLE (NB) A goods vehicle with a 'Gross Vehicle Mass' exceeding 3.5 tonnes but not exceeding 12.0 tonnes. NB1 over 3.5 tonnes, up to 4.5 tonnes 'GVM' NB2 over 4.5 tonnes, up to 12 tonnes 'GVM' |
| Category N3 Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes. | Category N3 Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes. | | Category N3 Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes. | Category N3 A vehicle used for carriage of goods and having a GVW exceeding 3.5 tonnes but not exceeding 12 tonnes. | Category N3 Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes. | HEAVY GOODS VEHICLE (NC) A goods vehicle with a 'Gross Vehicle Mass' exceeding 12.0 tonnes. |
| Off-road vehicles G Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 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°; - the departure angle must be at least 20°; - the ramp angle must be at least 20°; - 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. Vehicles in category N1 with a maximum mass exceeding two tonnes or in category N2, M2 or M3 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. | Off-road vehicles G Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 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°; - the departure angle must be at least 20°; - the ramp angle must be at least 20°; - 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. Vehicles in category N1 with a maximum mass exceeding two tonnes or in category N2, M2 or M3 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. | | Off-road vehicles G Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 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°; - the departure angle must be at least 20°; - the ramp angle must be at least 20°; - 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. Vehicles in category N1 with a maximum mass exceeding two tonnes or in category N2, M2 or M3 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. | Off-road vehicles G Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 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°; - the departure angle must be at least 20°; - the ramp angle must be at least 20°; - 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. Vehicles in category N1 with a maximum mass exceeding two tonnes or in category N2, M2 or M3 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. | Off-road vehicles G Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 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°; - the departure angle must be at least 20°; - the ramp angle must be at least 20°; - 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. Vehicles in category N1 with a maximum mass exceeding two tonnes or in category N2, M2 or M3 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. | Off-road PASSENGER VEHICLE (MC) A passenger vehicle having up to 9 seating positions, including that of the driver and being designed with special features for off-road operation. A vehicle with special features for off-road operation is a vehicle that: (a) Unless otherwise 'Approved' has 4 wheel drive; and (b) has at least 4 of the following 5 characteristics calculated when the vehicle is at its 'Unladen Mass' on a level surface, with the front wheels parallel to the vehicle's longitudinal centreline, and the tyres inflated to the 'Manufacturer's' recommended pressure: (i) 'Approach Angle' of not less than 28 degrees; (ii) 'Breakover Angle' of not less than 14 degrees; (iii) 'Departure Angle' of not less than 20 degrees; (iv) 'Running Clearance' of not less than 200 mm; (v) 'Front Axle Clearance', 'Rear Axle Clearance' or 'Suspension Clearance' of not less than 175 mm each. MC1 up to 2.7 tonnes 'GVM' MC2 over 2.7 tonnes 'GVM' |