
Definitions and classifications of power-driven vehicles and trailers



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Introduction

This document provides harmonized definitions and the classification used in the harmonized African Standards for vehicle standards in order to unify the understanding of the various categories available internationally. This document applies to all wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles. The establishment of the definitions of categories, masses and dimensions of vehicles will help to harmonize African Standards which improve the safety and environmental protection features of automobiles, and that will reduce development and manufacturing costs as well as the cost to consumers.

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Definitions and classifications of power-driven vehicles and trailers

1 Scope

This African Standard provides the general definitions and the classifications which apply to all wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ECE/TRANS/WP.29/78, *Consolidated Resolution on the Construction of Vehicles (R.E.3)*

ISO 612, *Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions*

ISO 3833, *Road Vehicles — Types — Terms and definitions*

3 Definitions of vehicles

For the purpose of this standard the following definitions apply.

3.1

power-driven vehicle

a self-propelled road vehicle, other than a moped in the territories of Contracting Parties which do not treat mopeds as motor cycles, and other than a rail-borne vehicle

3.2

motor vehicle

a power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term embraces trolley-buses, that is to say, vehicles connected to an electric conductor and not rail-borne. It does not cover vehicles such as agricultural tractors, which are only incidentally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods

3.3

motor cycle

a two-wheeled vehicle, with or without side-car, which is equipped with a propelling engine. Contracting Parties may also treat as motor cycles in their domestic legislation three-wheeled vehicles whose unladen mass does not exceed 400 kg. The term "motor cycle" does not include mopeds, although Contracting Parties may treat mopeds as motor cycles for the purpose of the Convention

3.4

moped

a two-wheeled or three-wheeled vehicle which is fitted with an internal combustion engine having a cylinder capacity not exceeding 50 cm³ and a maximum design speed not exceeding 50 km per hour.

3.5

Trailer

a non-self-propelled vehicle, which is designed and constructed to be towed by a power-driven vehicle and includes semi-trailers

3.6

combination of vehicles

coupled vehicles which travel on the road as a unit

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3.7

articulated vehicle

a combination of vehicles comprising a motor vehicle and semi-trailer coupled to the motor vehicle

3.8

road tractor

road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers)

3.9

agricultural tractor

a vehicle specifically designed to deliver a high tractive effort at slow speeds, for the purposes of hauling a trailer or machinery

3.10

manufacturer

the person or body who is responsible to the Type Approval Authority (TAA) for all aspects of the type approval process and for ensuring the conformity of production. It is not essential that the person or body is directly involved in all stages of the construction of the vehicle or component which is the subject of the approval process

3.11

manufacturer's representative

any natural or legal person established in the Community who is duly appointed by the manufacturer to represent him to the approval authority and to act on his behalf in matters covered by the UN Regulations requirements for approval, and where reference is made to the term 'manufacturer', it is to be understood as indicating either the manufacturer or his representative

3.12

component

a device intended to be part of a vehicle, which may be approved independently of a vehicle where the UN regulations makes express provisions for so doing

3.13

separate technical unit

a device intended to be part of a vehicle, which may be approved separately, but only in relation to one or more specified types of vehicle where the UN regulations makes express provisions for so doing

3.14

original parts or equipment

parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the UN regulations requirements and specifications and production standards of the vehicle manufacturer

4 Classification of power-driven vehicles and trailers

4.1 Category L: Motor vehicles two and three and four wheels

4.1.1 Category L₁: A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

4.1.2 Category L₂: A three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

4.1.3 Category L₃: A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

4.1.4 Category L₄: A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motor cycles with sidecars).

4.1.5 Category L₅: A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

4.1.6 Category L₆: A vehicle with four wheels whose unladen mass is not more than 350 kg, not including the mass of the batteries in case of electric vehicles, whose maximum design speed is not more than 45 km/h, and whose engine cylinder capacity does not exceed 50 cm³ for spark (positive) ignition engines, or whose maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or whose maximum continuous rated power does not exceed 4 kW in the case of electric engines.

4.1.7 Category L₇: A vehicle with four wheels, other than that classified for the category L₆, whose unladen mass is not more than 400 kg (550 kg for vehicles intended for carrying goods), not including the mass of batteries in the case of electric vehicles and whose maximum continuous rated power does not exceed 15 kW.

4.2 Category M: Power-driven vehicles having at least four wheels and used for the carriage of passengers

4.2.1 Category M₁: Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat.

4.2.2 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.

4.2.3 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.

4.2.4 Vehicles of categories M₂ and M₃ belong to:

4.2.4.1 For vehicles having a capacity exceeding 22 passengers in addition to the driver, there are three classes of vehicles:

4.2.4.1.1 Class I: Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.

4.2.4.1.2 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.

4.2.4.1.3 Class III: Vehicles constructed exclusively for the carriage of seated passengers.

4.2.4.1.4 A vehicle may be regarded as belonging in more than one class. In such a case it may be approved for each class to which it corresponds.

4.2.4.2 For vehicles having a capacity not exceeding 22 passengers in addition to the driver, there are two classes of vehicles:

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4.2.4.2.1 Class A: Vehicles designed to carry standing passengers; a vehicle of this class has seats and shall have provisions for standing passengers.

4.2.4.2.2 Class B: Vehicles not designed to carry standing passengers; a vehicle of this class has no provision for standing passengers.

4.2.5 Remarks

4.2.5.1 Articulated bus or coach is a vehicle which consists of two or more rigid sections which articulate relative to one another; the passengers compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which abnormally only found in workshop.

4.2.5.2 Articulated buses or coaches comprising two or more non-separable but articulated units shall be considered as single vehicles.

4.2.5.3 In the case of a towing vehicle designed to be coupled to a semi-trailer (tractor for semi-trailer), the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer and, where applicable, by the maximum mass of the tractor vehicle's own load.

4.2.5.4 Mass of a vehicle in running order means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle.

4.3 Category N: Power-driven vehicles having at least four wheels and used for the carriage of goods

4.3.1 Category N₁: Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.

4.3.2 Category N₂: Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.

4.3.3 Category N₃: Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes.

4.3.4 Remarks

4.3.4.1 In the case of a towing vehicle designed to be coupled to a semi-trailer (tractor for semi-trailer), the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer and, where applicable, by the maximum mass of the tractor vehicle's own load.

4.3.4.2 The equipment and installations carried on certain special purpose vehicles (crane vehicles, workshop vehicles, publicity vehicles, etc.) are regarded as being equivalent to goods.

4.4 Category O: Trailers (including semi-trailers)

4.4.1 Category O₁: Trailers with a maximum mass not exceeding 0.75 tonnes.

4.4.2 Category O₂: Trailers with a maximum mass exceeding 0.75 tonnes, but not exceeding 3.5 tonnes.

4.4.3 Category O₃: Trailers with a maximum mass exceeding 3.5 tonnes, but not exceeding 10 tonnes.

4.4.4 Category O₄: Trailers with a maximum mass exceeding 10 tonnes.

4.4.5 Furthermore, trailers of categories O₂, O₃ and O₄ are of one of the three following types:

4.4.5.1 Semi-trailer: A towed vehicle, in which the axle(s) is (are) positioned behind the centre of gravity of the vehicle (when uniformly loaded), and which is equipped with a connecting device permitting horizontal and vertical forces to be transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.

4.4.5.2 Full trailer: A towed vehicle having at least two axles, and equipped with a towing device which can move vertically (in relation to the trailer) and controls the direction of the front axle(s), but which transmits no significant static load to the towing vehicle. One or more of the axles may be driven by the towing vehicle.

4.4.5.3 Centre-axle trailer: A towed vehicle, equipped with a towing device which cannot move vertically (in relation to the trailer) and in which the axle(s) is (are) positioned close to the centre of gravity of the vehicle (when uniformly loaded) such that only a small static vertical load, not exceeding 10 per cent of that corresponding to the maximum mass of the trailer or a load of 1,000 daN (1000 kg)¹ (whichever is the lesser) is transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.

4.4.6 Remark

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.

4.5 Special purpose vehicle

A vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary.

4.5.1 Motor caravan: A special purpose M₁ category vehicle constructed to include accommodation space which contains at least the following equipment:

- (a) Seats and table;
- (b) Sleeping accommodation which may be converted from the seats;
- (c) Cooking facilities; and
- (d) Storage facilities.

This equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable.

4.5.2 Armoured vehicle: Vehicle intended for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements.

4.5.3 Ambulance: Motor vehicle of category M intended for the transport of sick or injured people and having special equipment for such purpose.

4.5.4 Hearse: Motor vehicle intended for the transport of deceased people and having special equipment for such purpose.

¹ 1 dekanewton (daN) = 10 N; 1 kg = 9.80665N ≈ 10 N; hence 1 daN ≈ 1 kg

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4.6 Agricultural vehicles (Categories T, R and S)

4.6.1 Category T: Motorised, wheeled or 1 tracked agricultural or forestry vehicle having at least two axles and a maximum design speed of not less than 6 km/h, the main function of which lies in its tractive power and which has been especially designed to pull, push, carry and actuate certain interchangeable equipment designed to perform agricultural or forestry work, or to tow agricultural or forestry trailers or equipment; it may be adapted to carry a load in the context of agricultural or forestry work and/or may be equipped with one or more passenger seats.

4.6.2 Category R — Agricultural trailer: agricultural or forestry vehicle intended mainly to be towed by a tractor and intended mainly to carry loads or to process materials and where the ratio of the technically permissible maximum laden mass to the unladen mass of that vehicle is equal to or greater than 3.0.

4.6.3 Category S — Interchangeable towed equipment: means any vehicle used in agriculture or forestry which is designed to be towed by a tractor, changes or adds to its functions, permanently incorporates an implement or is designed to process materials, which may include a load platform designed and constructed to receive any tools and appliances needed for those purposes and to store temporarily any materials produced or needed during work and where the ratio of the technically permissible maximum laden mass to the unladen mass of that vehicle is less than 3.0.

4.7 Non-road mobile machinery

Any mobile machine, transportable industrial equipment or vehicle with or without body work, not intended for the use of passenger- or goods-transport on the road, in which an internal combustion engine is installed.

4.8 Category G: Off-road vehicles

4.8.1 Definition

Off-road vehicles are considered to be the vehicles of categories M and N satisfying the requirements of this paragraph, checked under the conditions indicated in paragraphs 4.8.2. and 4.8.3.

4.8.1.1 Vehicles in category N₁ with a maximum mass not exceeding 2 tonnes and vehicles in category M1 are considered to be off-road vehicles if they have:

- (a) 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;
- (b) At least one differential locking mechanism or at least one mechanism having a similar effect; and
- (c) If they can climb a 30 per cent gradient calculated for a solo vehicle;
- (d) In addition, they shall satisfy a least five of the following six requirements:
 - (i) The approach angle shall be at least 25°;
 - (ii) The departure angle shall be at least 20°;
 - (iii) The ramp angle shall be at least 20°;
 - (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.

4.8.1.2 Vehicles in category N_1 with a maximum mass exceeding 2 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:

- (a) At least one front axle and at least one rear axle are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged;
- (b) There is at least one differential locking mechanism or at least one mechanism having a similar effect;
- (c) They can climb a 25 per cent gradient calculated for a solo vehicle.

4.8.1.3 Vehicles in category M_3 with a maximum mass exceeding 12 tonnes or in category N_3 are considered to be off-road 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:

- (a) At least half the wheels are driven;
- (b) There is at least one differential locking mechanism or at least one mechanism having a similar effect;
- (c) They can climb a 25 per cent gradient calculated for a solo vehicle;
- (d) At least four of the following six requirements are satisfied:
 - (i) The approach angle shall be at least 25° ;
 - (ii) The departure angle shall be at least 25° ;
 - (iii) The ramp angle shall be at least 25° ;
 - (iv) The ground clearance under the front axle shall be at least 250 mm;
 - (v) The ground clearance between the axles shall be at least 300 mm;
 - (vi) The ground clearance under the rear axle shall be at least 250 mm.

4.8.2 Load and checking conditions

4.8.2.1 Vehicles in category N_1 with a maximum mass not exceeding two tonnes and vehicles in category M_1 shall be in running order, namely with coolant fluid, lubricants, fuel, tools, spare-wheel and a driver considered to weigh a standard 75 kilograms.

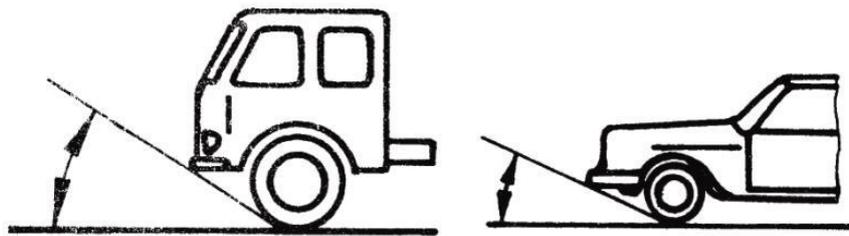
4.8.2.2 Power-driven vehicles other than those referred to in paragraph 4.8.2.1. shall be loaded to the technically permissible maximum mass stated by the manufacturer.

4.8.2.3 The ability to climb the required gradients (25 per cent and 30 per cent) 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.

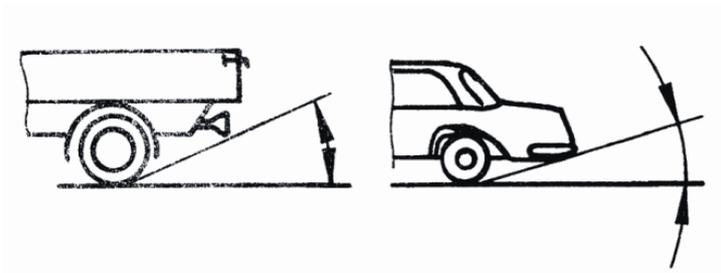
4.8.2.4 When measuring front and rear incidence angles and ramp angles, no account is taken of underrun protective devices.

4.8.3 Definitions and sketches of front and rear incidence angles, ramp angle and ground clearance

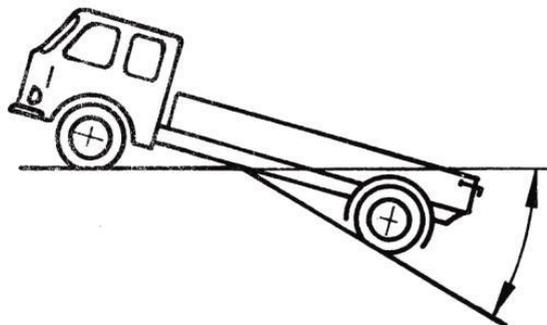
4.8.3.1 Approach angle— see Standard ISO 612, term No. 6.10.



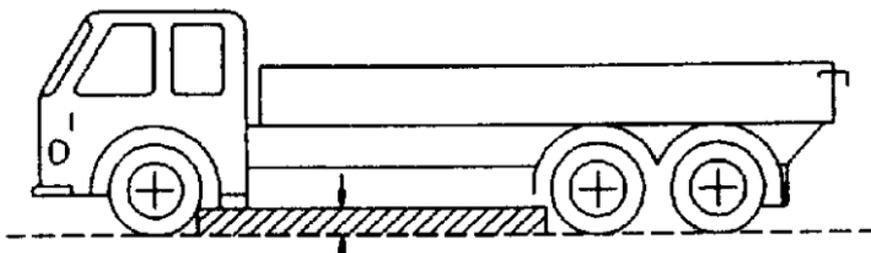
4.8.3.2 **Departure angle**— see Standard ISO 612, term No. 6.11.



4.8.3.3 **Ramp angle** — see Standard ISO 612, term No. 6.9.



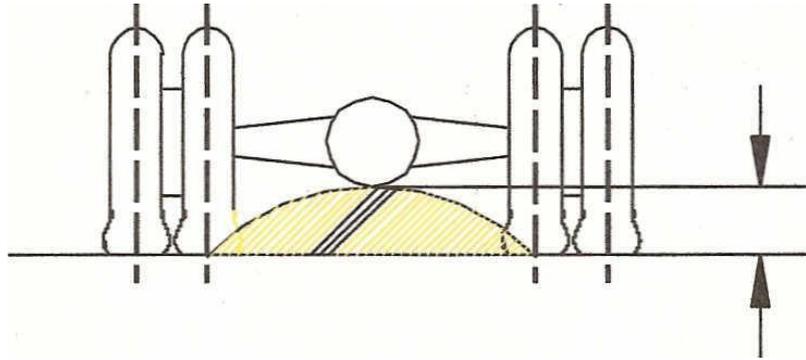
4.8.3.4 **Ground clearance between the axles:** means the shortest distance between the ground plane and the lowest fixed point of the vehicle.



4.8.3.5 **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 into 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.



4.8.4 Combined designation

Symbols M and N may be combined with symbol G. For example, a vehicle of category N₁ which is suited for off-road use may be designated as N₁G.

4.9 Definition of type of bodywork (only for complete/completed vehicles)

The type of bodywork may be indicated by the following codification:

4.9.1 Passenger cars (M₁)

4.9.1.1 AA Saloon

Standard ISO 3833, term No. 3.1.1.1., but including also vehicles with more than 4 side windows.

<p>3.1.1.1</p>	<p>Saloon (sedan)</p> <p>NOTE — If the two-side windows are not divided by a central pillar, this car may be called “coach”.</p>	<p>Body Closed, with or without central pillar to side windows.</p> <p>Hood/Roof Fixed, rigid roof. A portion of the roof may, however, be openable.</p> <p>Accommodation 4 or more seats in at least 2 rows.</p> <p>Doors 2 or 4 side doors. There may also be a rear opening.</p> <p>Windows 4 side windows.</p>	
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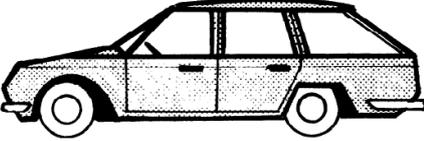
4.9.1.2 AB Hatchback

Saloon (AA) with a hatch at the rear end of the vehicle.

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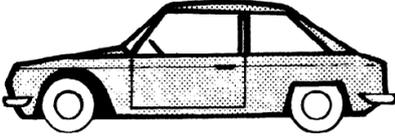
4.9.1.3 AC Station Wagon (Estate car)

Standard ISO 3833, term No. 3.1.1.4.

3.1.1.4	Station wagen	<p>Body Closed. Rear shape is designed in order to give a larger interior volume.</p> <p>Hood/Roof Fixed, rigid roof. A portion of the roof may, however, be openable.</p> <p>Accommodation 4 or more seats in at least 2 rows. The row or rows of seats may have forward-foldable backs or be removable to provide a load platform.</p> <p>Doors 2 or 4 side doors and a rear opening.</p> <p>Windows 4 or more side windows.</p>	
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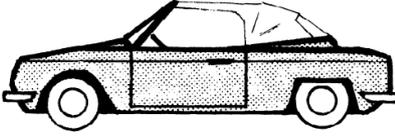
4.9.1.4 AD Coupé

Standard ISO 3833, term No. 3.1.1.5.

3.1.1.5	AD Coupé	<p>Body Closed. Usually, limited rear volume.</p> <p>Hood/Roof Fixed, rigid roof. A portion of the roof may, however, be openable.</p> <p>Accommodation 2 or more seats in at least 1 row.</p> <p>Doors 2 side doors. There may also be a rear opening.</p> <p>Windows 2 or more side windows.</p>	
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4.9.1.5 AE Convertible

Standard ISO 3833, term No. 3.1.1.6.

3.1.1.6	convertible (open tourer) (roadster) (spider)	<p>Body Openable.</p> <p>Hood/Roof The roof, soft or rigid, has at least 2 positions: in the first one it covers the body; in the second one it is retracted.</p> <p>Accommodation 2 or more seats in at least 1 row.</p> <p>Doors 2 or 4 side doors.</p> <p>Windows 2 or more side windows.</p>	
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4.9.1.6 AF Multi-purpose vehicle Motor vehicle other than those mentioned in AA to AC intended for carrying passengers and their luggage or goods, in a single compartment. However, if such a vehicle meets both of the following conditions it is not considered to be a vehicle of category M₁:

(a) 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 to 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

(b) $P - (M + N \times 68) > N \times 68$

Where:

P = technically permissible maximum laden mass in kg

M = mass in running order in kg

N = number of seating positions excluding the driver.

4.9.2 Special purpose vehicles (M₁)

4.9.2.1 SA Motor caravan: see 4.5.1.

4.9.2.2 SB Armoured vehicle: see 4.5.2.

4.9.2.3 SC Ambulance: see 4.5.3.

4.9.2.4 SD Hearse: see 4.5.4.

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