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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 15089-2001

**Classification of power-driven vehicles and trailers
(English Translation)**

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Table of Contents

Foreword...	3
1 Scope...	4
2 Normative References...	4
3 Classification...	4

Foreword

This Standard equivalently adopts the Appendix 7 "Classification of Power-driven Vehicles and Trailers" of the revised version 1 of ECE R.E.3 issued in November, 1997, and the Amendment 2 of its revised version 1; it is the revision of GB/T 15089-1994 "Classification of Power-driven Vehicles". The technical contents of this Standard are consistent with those of ECER.E.3. The differences between this Standard and the preceding edition are as follows.

1 The title of the standard was revised to "Classification of Power-driven

Vehicles and Trailers", according to Appendix 7 in ECE R.E.3;

3 Categories M2 and M3 were subdivided into Class A, Class B, Class I, Class II

and Class III respectively;

4 The literal expression for Category L vehicles was modified; and the maximum

design speed of Category L was revised from 40 km/h to 50 km/h;

7 Chapter 2 "Normative References" was added.

This Standard replaces GB/T 15089-1994, from the implementation date.

This Standard was proposed by State Bureau of Machine Building Industry.

This Standard shall be under the jurisdiction of National Technical Committee of Auto

Standardization.

Drafting organization of this Standard. China Automotive Technology & Research Center.

Chief drafting staffs of this Standard. Liu Yanrong, Wu Wei and Zhao Jingwei.

This Standard was issued in May, 1994 for the first time.

Classification of Power-driven Vehicles and Trailers

1 Scope

This Standard is the classification of power-driven vehicles and trailers; the power-driven vehicles and trailers are classified into Category L, Category M, Category N, Category O and Category G in this Standard.

This Standard is applicable to the automobiles, trailers and motorcycles used on the road.

2 Normative References

The following normative documents contain provisions which, through reference in this Standard, constitute provisions of this Standard. At the time of publication, the editions indicated were valid. All standards will be revised; the parties who enter into an agreement according to this Standard are encouraged to study whether the latest edition of the following standard is applicable.

GB/T 3730.1-2001 Motor Vehicles and Trailers - Types - Terms and Definitions

3.1 Category L

Power-driven vehicles with two-wheels or three-wheels.

3.1.1 Category L1

A two-wheeled vehicle - if a thermic engine is used, its engine cylinder capacity does not exceed 50 mL; and whatever the means of propulsion, the maximum design speed does not exceed 50km/h.

3.2 Category M

Power-driven vehicles having at least four-wheels and used for the carriage of passengers.

3.2.1 Category M1

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

Note: For a multi-purpose passenger vehicle (see 2.1.1.8 of GB/T 3730.1-2001 for the definition) in Category M1, if it simultaneously has two conditions of its definition, it will not be

Category M1 but Category N1, N2 or N3 according to its mass.

3.3 Category N

Power-driven vehicles having at least four-wheels and used for the carriage of goods.

3.4 Category O

Trailers (including semitrailers).

3.4.1 Category O1

Trailers with a maximum design total mass not exceeding 750 kg.

3.4.2 Category O2

Trailers with a maximum design total mass exceeding 750 kg, but not exceeding 3,500 kg.

3.4.3 Category O3

Trailers with a maximum design total mass exceeding 3,500 kg, but not exceeding 10,000 kg.

3.4.4 Category O4

Trailers with maximum design total mass exceeding 10,000 kg.

3.4.5 Trailers of Categories O2, O3 and O4 are of one of those specified in 2.2 of GB/T 3730.1-2001.

3.4.6 Remark

In the case of a semitrailer or center-axle trailer (see 2.2.2 and 2.2.3 in GB/T 3730.1-2001), the mass to be considered, for classifying the trailer, corresponds to the static vertical load that is transmitted to the ground by all axles, under the condition that the semitrailer or center-axle trailer carries its maximum load and is coupled to the towing vehicle.

3.5 Category G

It refers to the off-road vehicles of Categories M and N that satisfies the requirements of this paragraph, according to the testing conditions in 3.5.4 and the definitions and sketches in 3.5.5.

3.5.1 It refers to the vehicles in Category N1 with a maximum design total mass not

exceeding 2,000 kg; vehicles in Category M1 are deemed to be the vehicles in Category G if they have.

3.5.2 Vehicles in Category N1 with a maximum design total mass exceeding 2,000

kg, or in Categories N2 and M2, or in M3 with a maximum design total mass not exceeding 12,000 kg are deemed to be vehicles in Category G, 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.

3.5.3 Vehicles in Category M3 with a maximum design total mass exceeding 12,000

kg or in Category N3 are deemed to be vehicles in Category G, 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;