

Appendix: Truck Types and Classes

Exhibit 1: Truck GVWR Classes

Truck Classifications

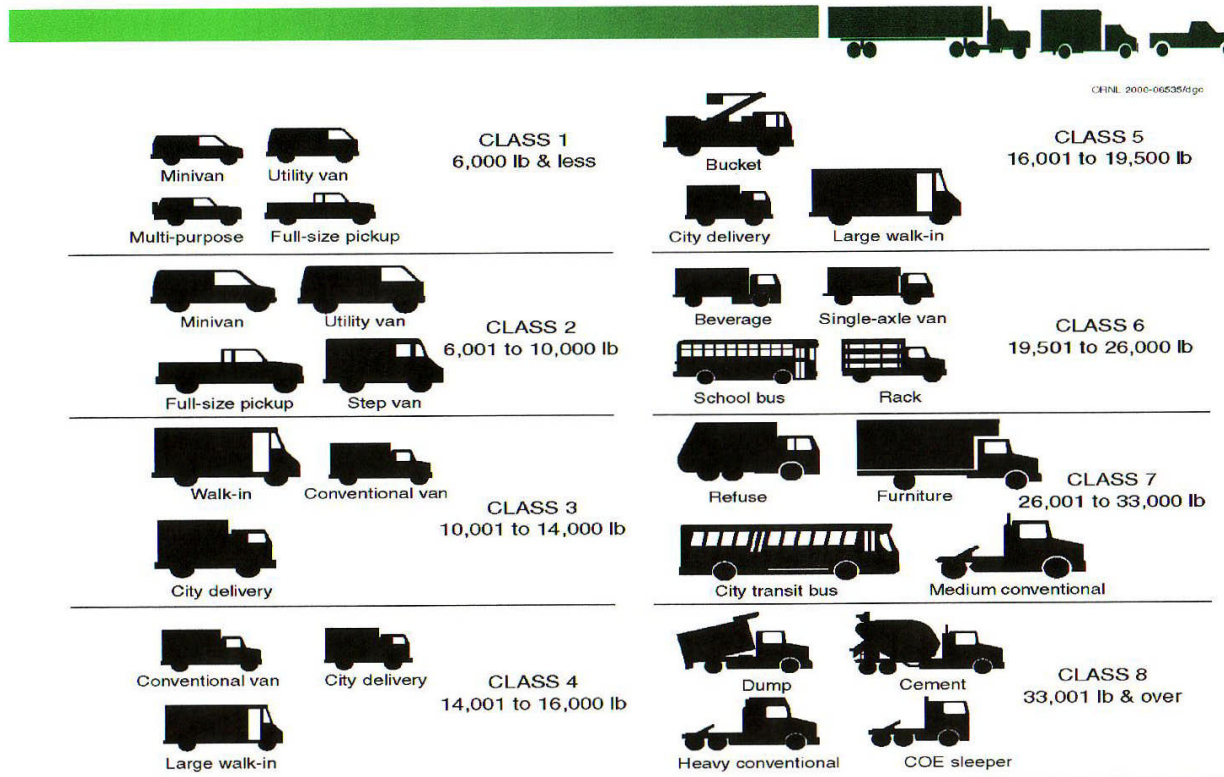
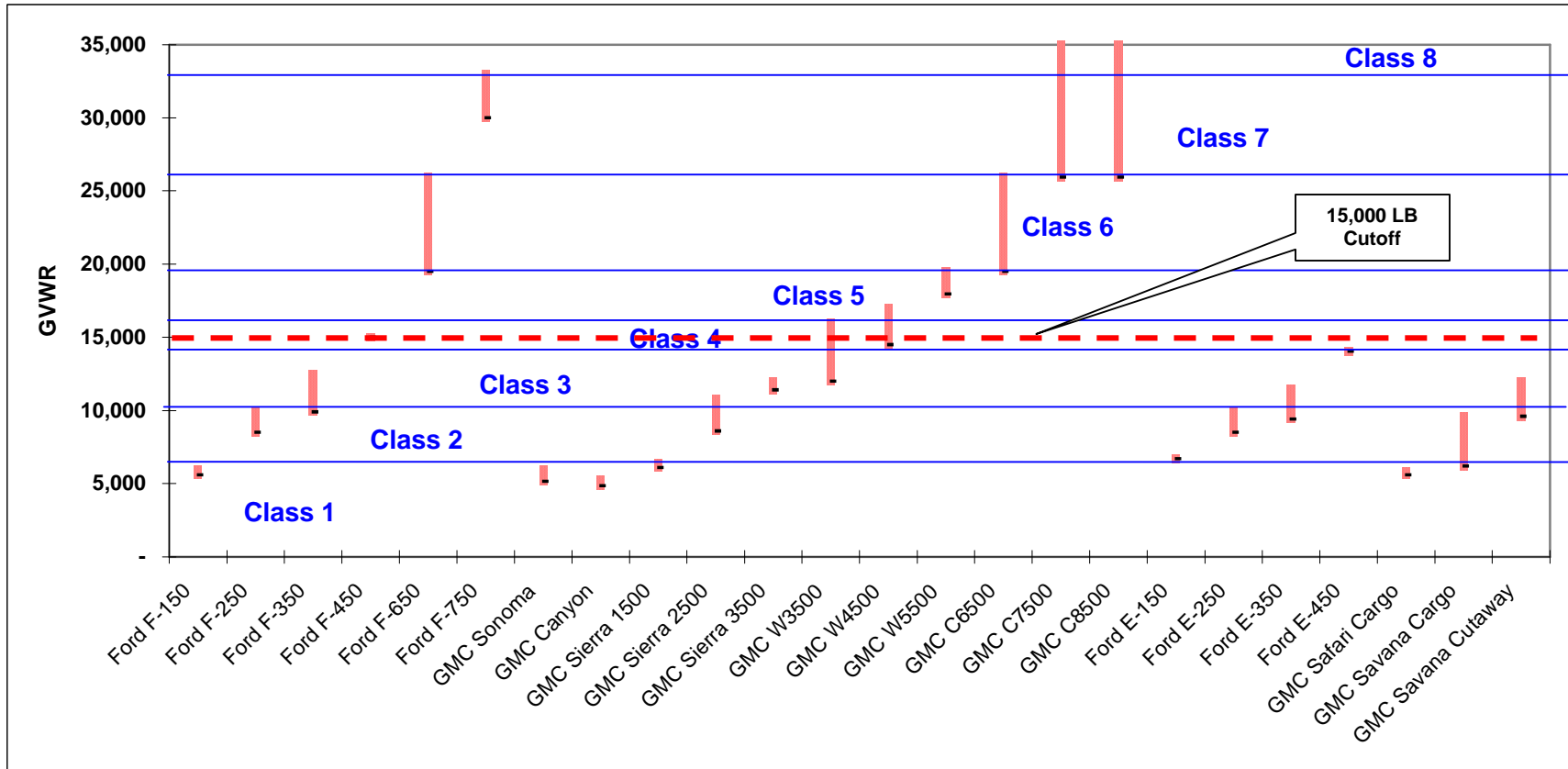


Exhibit 2: Trade & Service Fleets - Logical Grouping by Fleet Composition

Class 1-2 Autos, Vans, Minivans, Pickups	Class 2-3 Pickups, Vans, Flatbeds, & Misc.	Class 2-6 Mixed Fleets	Class 2-8 Mixed Fleets
Burglar Alarms	Appliance Repair	Drilling	Concrete Pumping
Caterers	Carpentry	Fencing	Crane & Rigging
Chimney Sweeps	Carpeting	Septic/Sewer Service	Demolition
Janitorial	Counter Tops & Kitchen	Signs & Awnings	Excavation
Locksmithing	Electrical & Lighting	Steel Fabrication	Fire Departments
Office Equipment Service	Flooring	Telecommunications	Heavy Construction
Window Washers	Gardening	Towing	Highway (Caltrans)
Housecleaning	Glass	Tree Services	Paving
	HVAC	Public Works	Utilities
	Insulation	Other Contractors	
	Landscaping		
	Masonry & Tile		
	Mechanical & Refrigeration		
	Painting		
	Pest Control		
	Plumbing		
	Pool Services		
	Remodelers		
	Roofing & Gutters		
	Sandblasting		
	Sweeping Service		
	Other Tradesmen		

Exhibit 3: Truck Models and Classes



GVWR Class 1: Up to 6,000 lb

These vehicles are typical of the lightest trucks in the Class 1-3 group.

GMC Sonoma – 5,150 lb



GMC Canyon – 4,850 to 5,300 lb



GMC Canyon Chassis – 5,300 lb



Ford F-150 – 5,600 lb



GMC Safari Cargo Van – 5,600 to 5,850 lb



GVWR Class 2: 6,001 to 10,000 lb

Common medium-duty pickups and vans in the Class 1-3 group.

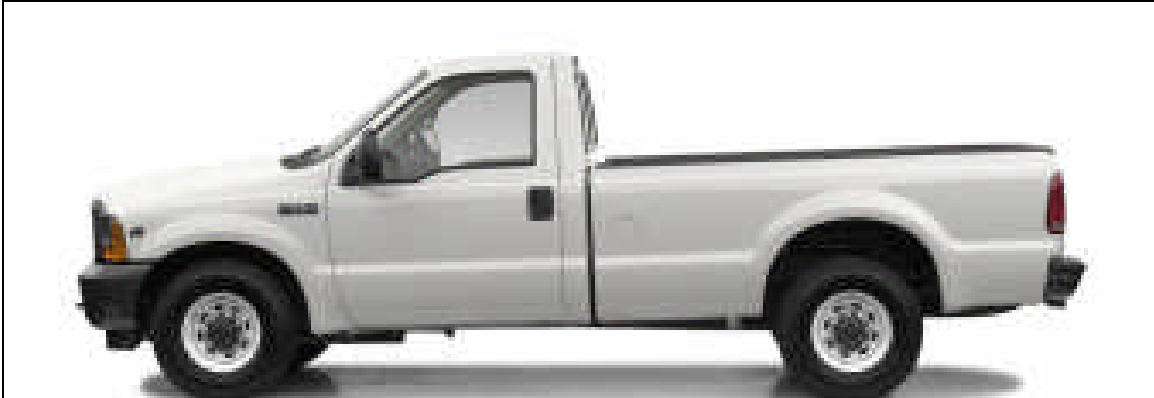
GMC Sierra 1500 – 6,100 to 7,400 lb



GMC Sierra 2500 HD Crew Cab – 9,200 lb



Ford F-250 – 8,500 lb+



GMC Savana Cargo Van – 6,200 to 9,600 lb



Exhibit 4: Ford E-150 Cargo Van – 6,700 to 8,600 lb



Exhibit 5: Ford E-250 Cargo Van – 7,200 to 8,600 lb



GVWR Class 3: 10,001 to 14,000 lb

Class 3 is the typical “transition zone” between large private vehicles (e.g. heavy duty pickups for towing boats or travel trailers) and pure commercial vehicles. Note that many of these vehicle can have a wide range of GVRs (as also shown in Exhibit 3) deepening on specifications and optional equipment. Class 3 included the smallest tow trucks, flatbeds, and utility bodies that are unambiguously commercial vehicles.

GMC Sierra 2500 HD – 9,200 to 10,800 lb



GMC Sierra 3500 Chassis Cab – 11,400 to 12,000 lb



Sierra 3500 Dump Body



GMC W3500 Construction – 12,000 lb



GMC W3500 Wrecker – 12,000 lb



Ford F-350 9,900 to 12,500 lb



Ford F-350 Chassis Cab – 9,900 to 12,500 lb



GMC Savana Cutaway – 9,600 to 12,000 lb



Ford E-350 Cargo Van – 9,400 to 11,500 lb



GVWR Class 4: 14,001 to 16,000 lb

Using the new 15,000 lb DMV commercial vehicle cutoff (Exhibit 3) would split Class 4, with the smaller and “lighter duty” trucks in with Classes 1-3 and the larger and “heavier duty” trucks in with Classes 5-8. The Ford 450 series and the GMC 4500 series vehicles would ordinarily be over 15,000 GVR.

Ford E-350 Cab Chassis – 14,050 lb



Ford F-450 Chassis Cab – 15,000+ lb



Ford F-350/450/550 Dump Body



GMC W4500 Crew Cab – 14,500+ lb



GMC W4500 Flat Bed – 14,500+ lb



GMC W4500 Rolloff – 14,500+ lb



GMC W4500 Van



GVWR Class 5: 16,001 to 19,500 lb

GMC C4500 Service Body – 16,000 to 17,500 lb



GMC C4500 Utility – 16,000 to 17,500 lb



GMC C4500 Wrecker (Tow Truck) – 16,000 to 17,500 lb



GMC W5500 Rolloff



GVWR Class 6: 19,501 to 26,000 lb

GMC 6500 Flatbed



GMC C7500 Rolloff – 25,950+ lb





Peterbilt Class 6/7 Utility



GVWR Class 7: 26,001 to 33,000 lb (CDL needed)

GMC C7500 Utility – 25,950 to 37,600 lb



Peterbilt Class 6-7 Van



Peterbilt Class 6/7 Service



GVWR Class 8: 33,000+ lb

Mack Concrete Pumper

