

**COMPARISON OF WORLDWIDE VEHICLE CATEGORISATION TERMINOLOGY
IN PREPARATION FOR A GLOBAL TECHNICAL REGULATION ON
WORLDWIDE HARMONIZED LIGHT-DUTY TEST PROCEDURES (WLTP)**

A. Objective of the document

In previous discussions around the subject of WLTP, and specifically in Informal Document GRPE-55-12, OICA has clearly declared its support for the worldwide harmonisation of the emissions regulation of light duty vehicles. In order to ensure the smooth running of future discussions of WLTP and to secure successful development of a harmonised regulation, OICA has initiated the process of compiling an understanding of the current diversity of vehicle categorisation.

The following paper describes the major items of this diversity and is proposed to form a prerequisite basis for initial work in the direction of a harmonised vehicle categorisation system.

B. Next Steps:

- Contracting Parties are requested to check the contents of the attached table, relating to their own country or region, and provide corrections or additions where necessary
- Discussion in WLTP Informal Group regarding feasibility of harmonisation of vehicle categorisation
- Proposal for harmonised vehicle categories.
- Proposal for clear scope of WLTP based on harmonised vehicle categories.

C . Definition of Categories (Non US regions)

| EC | ECE(1958 Agreement) | 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 not 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 not 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" |

| EC | ECE(1958 Agreement) | ECE (1998 Agreement) | Japan | India | China | Australia |
|--|---|--|---|---|---|--|
| | <p>Vehicles of category M2 and M3 belong to :</p> <p>(i) one or more of the three classes (Class I, Class II, Class III)</p> <p>(ii) one of the two classes (Class A, Class B)</p> <p>Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.</p> <p>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.</p> <p>Class III : Vehicles constructed exclusively for the carriage of seated passengers.</p> <p>Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has seats and may have provisions for standing passengers.</p> <p>Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has no provisions for standing passengers.</p> | <p>"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.</p> | <p>Vehicles of category M2 and M3 belong to :</p> <p>(i) one or more of the three classes (Class I, Class II, Class III)</p> <p>(ii) one of the two classes (Class A, Class B)</p> <p>Class I : Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.</p> <p>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.</p> <p>Class III : Vehicles constructed exclusively for the carriage of seated passengers.</p> <p>Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has seats and may have provisions for standing passengers.</p> <p>Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has no provisions for standing passengers.</p> | | <p>Vehicles of category M2 and M3 belong to :</p> <p>(i) one or more of the three classes (Class I, Class II, Class III)</p> <p>(ii) one of the two classes (Class A, Class B)</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Class A : Vehicles designed to carry standing passengers ; a vehicle of this class has not more than 22 seats except for the driver.</p> <p>Class B : Vehicles not designed to carry standing passengers ; a vehicle of this class has not more than 22 seats except for the driver.</p> | <p>Omnibuses</p> <p>A passenger vehicle having more than 9 seating positions, including that of the driver.</p> <p>An omnibus comprising 2 or more non-separable but articulated units shall be considered as a single vehicle.</p> |
| <p>Category M2</p> <p>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.</p> | <p>Category M2</p> <p>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.</p> | | <p>Category M2</p> <p>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.</p> | <p>Category M2</p> <p>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.</p> | <p>Category M2</p> <p>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.</p> | <p>Light Omnibus (MD)</p> <p>An omnibus with a "Gross Vehicle Mass" not exceeding 5.0 t.</p> <p>MD1 up to 3.5 tonnes 'GVM', up to 12 'Seats'</p> <p>MD2 up to 3.5 tonnes 'GVM', over 12 'Seats'</p> <p>MD3 over 3.5 tonnes, up to 4.5 tonnes 'GVM'</p> <p>MD4 over 4.5 tonnes, up to 5 tonnes 'GVM'</p> <p>MD5 up to 2.7 tonnes 'GVM'</p> <p>MD6 over 2.7 tonnes 'GVM'</p> |

| EC | ECE(1958 Agreement) | ECE (1998 Agreement) | Japan | India | China | Australia |
|---|---|--|---|--|--|--|
| 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: $P - (M + N \times 68) > N \times 68$, $N \leq 6$ 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, P = Gross vehicle mass as defined in paragraph 4 of Annex 3. M = Mass in running order as defined in paragraph 3 of Annex 3. N = Maximum number of simultaneous seating and standing positions excluding the driver seating position | 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 M/N 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 regerded 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. |

| EC | ECE(1958 Agreement) | ECE (1998 Agreement) | Japan | India | China | Australia |
|--|--|-----------------------------|--|--|--|---|
| Category N1 Vehicles designed and constructed 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 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. |

| EC | ECE(1958 Agreement) | ECE (1998 Agreement) | Japan | India | China | Australia |
|---|---|----------------------|---|---|---|--|
| <p>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:</p> <ul style="list-style-type: none"> - 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. <p>In addition, they must satisfy at least five of the following six requirements:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. <p>In addition, they must satisfy at least five of the following six requirements:</p> <ul style="list-style-type: none"> - 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. | | <p>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:</p> <ul style="list-style-type: none"> - 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. <p>In addition, they must satisfy at least five of the following six requirements:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. <p>In addition, they must satisfy at least five of the following six requirements:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. <p>In addition, they must satisfy at least five of the following six requirements:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <p>(a) Unless otherwise 'Approved' has 4 wheel drive; and</p> <p>(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:</p> <p>(i) 'Approach Angle' of not less than 28 degrees;</p> <p>(ii) 'Breakover Angle' of not less than 14 degrees;</p> <p>(iii) 'Departure Angle' of not less than 20 degrees;</p> <p>(iv) 'Running Clearance' of not less than 200 mm;</p> <p>(v) 'Front Axle Clearance', 'Rear Axle Clearance' or 'Suspension Clearance' of not less than 175 mm each.</p> <p>MC1 up to 2.7 tonnes 'GVM' MC2 over 2.7 tonnes 'GVM'</p> |

| EC | ECE(1958 Agreement) | ECE (1998 Agreement) | Japan | India | China | Australia |
|---|---|----------------------|---|---|---|-----------|
| <p>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:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. | | <p>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:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. | <p>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:</p> <ul style="list-style-type: none"> - 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. | |

D . Definition of Categories (US region)

| Category | Exhaust Emission | | Fuel Consumption |
|--|--|---|---|
| | EPA | CARB | NHTSA/EPA |
| Passenger vehicles | Light-duty Vehicle(LDV) The passenger car or its derivation, comprising not more than 12 seats. | Passenger Car (PC) Vehicles used for the carriage of passengers and comprising not more than 12 seats. | Passenger automobile Vehicles used for the carriage of passengers and comprising not more than 10 seats. (except for vehicles that can drive on Off-highway) |
| Cross-over vehicles SUV Mini van | Light-duty truck(LDT) means the vehicle whose GVWR is not more than 8500lbs, whose CW is not more than 6000lbs and the frontal project area is not more than 45 ft ² , which meets either of following conditions, 1.Vehicles used for the carriage of goods or its derivation 2.Vehicles used for the carriage of passengers and comprising more than 12 seats 3. Vehicles having special structure that can drive on Off-street and Off-highway The vehicle of No 3 is 4WD that must satisfy at least four of the following five requirements: - the approach angle must be at least 28°, - the breakover angle must be at least 14°, - the departure angle must be at least 20°, - the running clearance must be at least 8 inches, - the front and rear axle clearance must be at least 7 inches | Light-duty truck(LDT) [LEV-I] The vehicle whose GVWR is not more than 6000 lbs. [LEV-II] The vehicle whose GVWR is not more than 8500 lbs, which meets either of following conditions, 1. Vehicles used for the carriage of goods 2. Its derivation. 3. Vehicles having special structure that can drive on Off-street and Off-highway Medium-duty vehicles(MDV) means the Heavy-duty vehicle which meets following conditions, 1. The vehicles before 94MY, whose GVWR is not more than 8500lbs. 2. The vehicles between 92-2006MY complying with LEV-I, whose GVWR is not more than 14000lbs. 3. The vehicles between 95-2002MY complying with Tier1, whose GVWR is not more than 14000lbs. 4. The vehicles after 2000MY complying with LEV-II, whose GVWR is between 8500 and 14000lbs. | Light truck means the vehicle other than passenger vehicle, which meets either of following functions, 1. Vehicles used for the carriage of passengers comprising more than 10 seats. 2. Vehicles having tentative living space 3. Vehicles having an open deck 4. Vehicles whose carriage capacity for goods is bigger than that for passengers 5. Vehicles that have a flat floor from the forward end of seat location to the rearward end of the cabin and that can use for carriage of goods by removing the seats with the standard tools installed to the vehicle or simple tools, like screw drivers or wrenches 6. Vehicles that is 4WD or vehicles whose GVWR exceed 6000 lbs., and that can drive on Off-highway, which meets at least four of the following five requirements: - the approach angle must be at least 28°, - the breakover angle must be at least 14°, - the departure angle must be at least 20°, - the running clearance must be at least 20cm, - the front and rear axle clearance must be at least 18cm Non-passenger automobile Non-passenger car defined in 49 section 523.5 [EPA section 600.002-93(a)(41)] |
| Trucks | | | |
| Big segment vehicles | Heavy-duty vehicle(HDV) means the vehicle which meets either of following conditions, - GVWR is more than 8500lbs, - CW is more than 6000lbs - Frontal project area is more than 45 ft ² | Heavy-duty truck(HDV) [LEV-I] The vehicle other than passenger vehicles, whose GVWR is more than 6000lbs. [LEV-II] The vehicle other than passenger vehicles, whose GVWR is more than 8500lbs. | Out of scope |