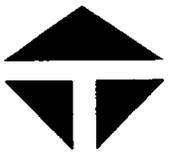


TRINITY INDUSTRIES, INC.



October 1, 1984

ORIGINAL

4P8

B

Administrator, National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

10/10/84 EW

Attention: VIN Coordinator

Dear Sirs:

01-22-N11B-1668

In accordance with MVSS 115 Paragraph S6.3, Trinity Industries would like to submit the information necessary to decipher the characters contained in its vehicle identification numbers. This information is submitted in two parts.

The first part illustrates the method of obtaining the VIN number used by Trinity Industries from February 1984 until late August 1984. This illustration is attached and marked "Example #1".

The second part, attached and marked "Example #2", illustrates the current method used by Trinity Industries of obtaining the VIN number, as revised and adopted in late August 1984. This method reflects changes in the sixth, seventh, and eighth characters to more appropriately describe the chassis configuration.

Also attached is a letter from the Society of Automotive Engineers dated February 24, 1984 assigning to Trinity Industries a World Manufacturer Identifier Code of 14J.

The delay in submission of this information was due to the development of this new product. We apologize for any inconvenience that this delay may have caused.

Very truly yours,

S.L. McQueen
Project Engineer

84 NOV 29 11:18

RECEIVED
NHTSA DOCKET

SLM:emc

Encl.

xc: Steve Smith
Don Graham
Dick Martin

EXAMPLE #1
OLD METHOD

2/84 - 8/84 (SAMPLE - INSTRUCTIONS)

OLD METHOD
CHG'D. 8-24-84
w/ TRANS. AM. 5046

CONTAINER CHASSIS SERIAL NO. CALCULATION

DATE: _____ FILE: _____
 TYPE: CONTAINER CHASSIS SERIAL NOS: _____

CHARACTER		VALUE	WEIGHT	TOTAL
NO.		(DOT 571.115, TABLE IV)	(DOT 571.115, TABLE V)	VALUE X WEIGHT
1	1	1	8	8
2	4	4	7	28
3	J	1	6	6
4	C = CHASSIS	3	5	15
5	S = STRAIGHT G = GOOSENECK		4	
6	2 = 20FT 4 = 40FT		3	
7	2 = NO. OF AXLES	2	2	4
8	O = MODEL NO.		10	
9	E = YEAR 1984 F = YEAR 1985		9	
10	A = PLANT 68 B = PLANT 26 C = PLANT 71		8	
11	FIRST		1	
12	3 DIGITS TRINITY SERIAL NO.		6	
13			5	
14	LAST 3 DIGITS TRINITY SERIAL NO.		4	
15			3	
16			2	
TOTAL =				

* DO NOT INCLUDE LAST THREE CHARACTERS
IN THIS CALCULATION.

NOTE: SEE NATL. HIGHWAY SAFETY ADMIN, TITLE 49, STANDARD 571.115. 2

EXAMPLE #2

8/84 - DATE (SAMPLE - INSTRUCTIONS)
 NEW METHOD

CONTAINER CHASSIS SERIAL NO. CALCULATION

NEW METHOD
 8/24/84

DATE: _____

FILE: _____

TYPE: CONTAINER CHASSIS

SERIAL NOS: _____

NO.	CHARACTER	VALUE (DOT 571.115, TABLE IV)	WEIGHT (DOT 571.115, TABLE V)	TOTAL VALUE X WEIGHT
1	1	1	8	8
2	4	4	7	28
3	J	1	6	6
4	C = CHASSIS	3	5	15
5	S = STRAIGHT G = GOOSENECK		4	
6	LENGTH IN FEET	10's	3	
7		1's	2	
8	2 = NO. OF AXLES	2	10	20
9	E = YEAR 1984 F = YEAR 1985		0	
10	A = PLANT 68 D = PLANT 38 B = PLANT 26 E = C = PLANT 71 F =		9	
11	FIRST		8	
12	3 DIGITS TRINITY SERIAL NO.		7	
13			6	
14	LAST		5	
15	3 DIGITS TRINITY SERIAL NO.		4	
16			3	
			2	
TOTAL =				

* DO NOT INCLUDE LAST THREE CHARACTERS IN THIS CALCULATION.

NOTE: SEE NATL. HIGHWAY SAFETY ADMIN, TITLE 49, STANDARD 571.115.

February 24, 1984

Mr. Richard A. Martin
Trenity Industries, Inc.
4001 Irving Boulevard
Dallas, TX 75207

Dear Mr. Martin:

This letter confirms our telephone conversation of February 22, 1984 regarding the assignment of a World Manufacturer (Maker) Identifier (WMI) Code. As the agent of the NHTSA for the assignment of manufacturer identifiers pursuant to CFR 49 Part 565.5C, we hereby confirm the following code:

Trenity Industries, Inc.
4001 Irving Boulevard
Dallas, TX 75207
United States

1 4 J

Chassis

Sincerely,

Mandy L. May

Mandy L. May
WMI Coordinator

/mlm

Enclosure

cc: M. W. Dixon
N. F. Erickson
B. P. Hickey