

B 5/15/87 pdg



ORIGINAL

INTRA-OFFICE CORRESPONDENCE

TO: Mike Bennett  
Leroy Ketchum

DATE: July 26, 1985

FROM: Rod Nash

*Rod*

COPY:

SUBJECT: VIN

**01-22-N11B-2652 3PSS**

The time to submit our VIN numbering scheme to NHSTA is at hand. I would suggest we adopt a plan as follows:

CHARACTER	CODE	MEANING
1	1	Assigned to Fire App by SAE
2	C	
3	9	
4	A-custom pumper (S. rear axle) B-cab-chassis (S. rear axle) C-custom pumper (D. rear axle) D-cab-chassis (D. rear axle)	Truck Model
5	M-crew cab N-tilt cab P-conventional cab	Cab type
6	A-Detroit diesel 6V-92 B-Detroit diesel 8V-92 C-Detroit diesel 671T D-Caterpillar diesel 3208T	Engine
7	Z-250 horsepower Y-290 horsepower X-350 horsepower V-475 horsepower	Brake horsepower
8	R-35,000 lbs. S-37,500 lbs. U-40,000 lbs. V-42,500 lbs.	G.V.W.
9	Check digit	
10	F(1985)	Year
11	F(Fire Apparatus)	Plant
12	2	Assigned code for Collins Industries
13	5	
14	1	
15	1	Digits for serial production code
16	0	
17	0	



April 29, 1987

Mr. Stanley R. Scheiner  
Crash Avoidance Division  
National Highway Traffic Safety  
Administration  
400 Seventh Street, S.W.  
Washington, DC 20590

Dear Mr. Scheiner:

Thank you for your letter of April 22, 1987.

The telephone conversation with Mr. Ken Rutland was very helpful. Enclosed with this letter is a copy of a letter we forwarded to your office July 26, 1985. Also enclosed is a memo that was issued to the operations staff of American Fire Apparatus. These coding will tell you how we established the vehicle identification numbers that were attached to our fire truck chassis.

I would like to update your records to show that American Fire Apparatus was sold to Harold's Sales and Service, Post Office Box 6505, Marietta, Georgia in 1986. If the production of the fire truck chassis continues beyond the first 15 built by us, the production will be at Harold's Sales and Service. Should you wish to contact them, their telephone number is 404-422-2777.

Sincerely,

COLLINS INDUSTRIES, INC.

A handwritten signature in black ink that reads "Rod Nash". The signature is written in a cursive, slightly slanted style.

Rod Nash  
Vice President Engineering

RN:pf  
Enclosures



316-663-4441  
TELEX 437-155

INDUSTRIES, INC.  
P.O. BOX 58  
HUTCHINSON, KS.  
67504-0058

July 26, 1985

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

Attn: VIN Coordinator

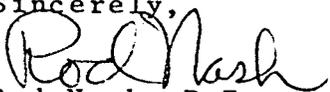
I am writing in response to a telephone conversation with Ken Rutland on July 25, 1985. Mr. Rutland pointed out a few revisions needed in the coding scheme for the VIN proposed for the American Fire Apparatus Division of Collins Industries.

Therefore, I would like to revise the coding listed in my letter of July 15, 1985, as follows:

5th Character	"M"	-	Crew Cab
	"N"	-	Tilt Cab
	"P"	-	Conventional Cab
6th Character	"A"	-	Detroit Diesel 6V-92
	"B"	-	Detroit Diesel 8V-92
	"C"	-	Detroit Diesel 671T
	"D"	-	Caterpillar Diesel 3208T
7th Character	"Z"	-	250 Horsepower
	"Y"	-	290 Horsepower
	"X"	-	350 Horsepower
	"V"	-	475 Horsepower
8th Character	"R"	-	35,000 lbs.
	"S"	-	37,500 lbs.
	"U"	-	40,000 lbs.
	"V"	-	42,500 lbs.

Thank you for your help and direction in developing this coding. Attached to this letter is a new memo to the production floor detailing the appropriate coding.

Sincerely,

  
Rod Nash, P.E.  
Corporate Engineering

Enclosure

/mw

3