



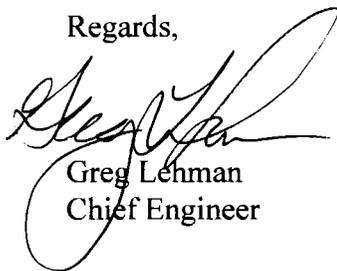
November 29, 2006

Administrator, National Highway Traffic Safety Administration  
400 Seventh Street, SW  
Washington, DC 20590

Attn: VIN Coordinator

Kalmar Industries USA LLC, formerly Ottawa Truck Corp., due to periodic changes in product configuration, has revised our VIN numbering system. In compliance with 49 CFR 565.7, I submit the attached as our VIN coding system.

Regards,

A handwritten signature in black ink, appearing to read 'Greg Lehman', is written over the typed name and title.

Greg Lehman  
Chief Engineer

**I SCOPE**

Implementation of procedure to be used for the creation of VIN numbers in accordance with 49CFR565.

**II PURPOSE**

To ensure *Kalmar Industries Corp* units specified as On-Highway vehicles have V.I.N. label applied to them in a timely manner.

**III RESPONSIBILITY**

Director of Engineering

**IV APPLICATION**

All units specified as on highway vehicles which appear on the daily production schedule will be identified by engineering with the letters V.I.N. in the touch up, decal, gold, columns respectively. A V.I.N. label will be issued to the Cab Sub Assembly department by Engineering.

**V Method**

The required label, which includes the VIN, is to be created for and affixed to only those tractors manufactured for "On-Highway" service and meeting all applicable Federal Motor Vehicle Safety Standards.

All VIN's are to be logged into the VIN Journal. All labels are to be issued to Cab Sub Assembly for affixing to the tractor.

1. POSITIONS: LOCATION AND DESCRIPTION

	1 <sup>st</sup> sect			2 <sup>nd</sup> sect					Check Digit	3 <sup>rd</sup> sect							
VIN NO.	<input type="text"/>																
POSITION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

**Position 1** 1 = U. S. A. Manufactured

**Position 2** 1 = Kalmar Industries USA LLC

**Position 3** V = More than 500 annually

**Position 4 – Model Line/Series**

A = CYT 30

B = CYT 50

C = CYT 60T

D = CYT 150

- E = CYT 300
- F = OTTAWA 4 x 2
- G = OTTAWA 6 X 4
- H = OTTAWA OTHER

**Position 5 – Gross Vehicle Weight Rating & Brake System Type**

- 3 = 10,001 – 14,000 LBS BRAKE SYSTEM – AIR
- 4 = 14,001 – 16,000 LBS BRAKE SYSTEM – AIR
- 5 = 16,001 – 19,500 LBS BRAKE SYSTEM – AIR
- 6 = 19,501 – 26,000 LBS BRAKE SYSTEM – AIR
- 7 = 26,001 – 33,000 LBS BRAKE SYSTEM – AIR
- 8 = 33,001 LBS AND OVER BRAKE SYSTEM – AIR

*Procedure For Determining GVWR:*

Weight ratings are to be determined by axle. Tire ratings are to be the limits established in the Tire and Rim Association Yearbook for the size, type, inflation pressure, and speed of the application. Except for Canadian tractors, tire manufacturer's ratings are not to be used. Unless otherwise specified, 105psi inflation pressure is to be used. The weight rating for the axle is to be the lesser of the calculated tire rating or the axle manufacturer's published weight rating. The total GVWR for the truck is the sum of the individual axle weight ratings.

**Position 6 – Cab Type**

- 1 = ONE MAN CAB
- 2 = TWO MAN CAB

**Position 7 - Chassis**

- 1 = 104" WHEELBASE
- 2 = 110" WHEELBASE
- 3 = 116" WHEELBASE
- 4 = 122" WHEELBASE
- 5 = 146" WHEELBASE
- 6 = SPECIAL WHEELBASE

**Position 8 – Engine Type**

- A = CATERPILLAR
- B = OTHER MANUFACTURER
- C = CUMMINS L Series
- D = CUMMINS C Series
- E = CUMMINS B Series
- F = CUMMINS BGAS+
- G = OTHER ALTERNATE FUEL, ENGINE OR PROPULSION SYSTEM

**Position 9 – Check Digit**

The Check Digit is to be computed for each VIN in accordance with 49CFR565.6, utilizing Tables III and IV. Tables III and IV are reproduced below for reference.

Table III – ASSIGNED VALUES

A = 1	J = 1	T = 3
B = 2	K = 2	U = 4
C = 3	L = 3	V = 5
D = 4	M = 4	W = 6
E = 5	N = 5	X = 7
F = 6	P = 7	Y = 8
G = 7	R = 9	Z = 9
H = 8	S = 2	

TABLE IV – VIN POSITION AND WEIGHT FACTORS

1 <sup>ST</sup> .....8	10 <sup>TH</sup> .....9
2 <sup>ND</sup> .....7	11 <sup>TH</sup> .....8
3 <sup>RD</sup> .....6	12 <sup>TH</sup> .....7
4 <sup>TH</sup> .....5	13 <sup>TH</sup> .....6
5 <sup>TH</sup> .....4	14 <sup>TH</sup> .....5
6 <sup>TH</sup> .....3	15 <sup>TH</sup> .....4
7 <sup>TH</sup> .....2	16 <sup>TH</sup> .....3
8 <sup>TH</sup> .....10	17 <sup>TH</sup> .....2
9 <sup>TH</sup> .....0	

Example calculation of check digit configuration:

CYT-30 CUMMINS ISB 110” WB, 553<sup>RD</sup> UNIT BUILT IN MODEL YEAR 2000

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
VIN	1	1	V	A	8	1	2	E	7	Y	A	0	0	0	5	5	3
Assigned Value	1	1	5	1	8	1	2	5	7	8	1	0	0	0	5	5	3
Weight Factor	8	7	6	5	4	3	2	10	0	9	8	7	6	5	4	3	2
Products =	8 + 7 + 30 + 5 + 32 + 3 + 4 + 50 + 0 + 72 + 8 + 0 + 0 + 0 + 20 + 15 + 6																

Sum of Products = 260

Divide Sum by 11: 260/11 = 23 + 7/11

The Remainder “7” is Check Digit



**Position 10 - Vehicle Model Year Per Table VI (49CFR565.6)**

TABLE VI – VEHICLE MODEL YEAR

1980 =	A	1992 =	N	2004 =	4
1981 =	B	1993 =	P	2005 =	5
1982 =	C	1994 =	R	2006 =	6
1983 =	D	1995 =	S	2007 =	7
1984 =	E	1996 =	T	2008 =	8
1985 =	F	1997 =	V	2009 =	9
1986 =	G	1998 =	W	2010 =	A
1987 =	H	1999 =	X	2011 =	B
1988 =	J	2000 =	Y	2012 =	C
1989 =	K	2001 =	1	2013 =	D
1990 =	L	2002 =	2		
1991 =	M	2003 =	3		

**Position 11 – Plant of Manufacture**

A = OTTAWA, KANSAS

B =

**Positions 12,13, 14, 15, 16, & 17** = NUMERICAL SEQUENCE OF ANNUAL PRODUCTION, PER PRODUCT LINE, STARTING WITH 0 0 0 0 1.