

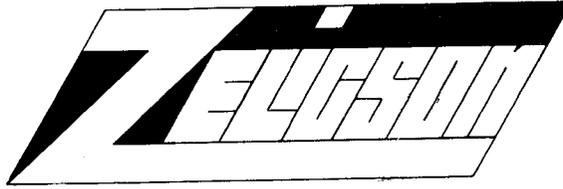
ORIGINAL

B 9/10/86 pds

Amor

PLANT AND OFFICE:
6707 East Admiral Place
Tulsa, Oklahoma 74115
(918) 835-4477

MAILING ADDRESS
ZELIGSON COMPANY
P.O. Box 581777
Tulsa, Oklahoma 74158



A SUBSIDIARY OF BOLT TECHNOLOGY CORPORATION

OVER 35 YEARS OF CUSTOM PROCESSING
MILITARY ALL WHEEL DRIVE TRUCKS AND PARTS
FRONT & TANDEM DRIVE CONVERSIONS

5 Pgs.

01-22-N11B-2323 ;

August 13, 1986

Administrator
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 Seventh Street SW
Washington, D.C. 20590

Attention: VIN Coordinator

Gentlemen:

Enclosed please find amendments to The Zeligson VIN Code Tables. These amendments are effective August 13, 1986. Production of the first model affected by the amendments is anticipated in November, 1986.

Should you have any questions, please feel free to contact us. Thank you.

Sincerely,

ZELIGSON COMPANY

Pat Page
Marketing Manager

PP/plh
Encl.

CHARACTER	VIN	VALUE	WEIGHT	PROD	CHARACTER	
1. [Manufacturer's Identifier]	1	1 X	8	= 8	1	
2. [Assigned by SAE]	Z	9 X	7	= 63	2	
3. [Same for all VIN]	9	9 X	6	= 54	3	
4. Vehicle type, See table 'A'	---	---	X	5	=	4
5. Cab - See table 'B' (Except Trailer)	---	---	X	4	=	5
6. Engine - See table 'C' (Except Trailer)	---	---	X	3	=	6
7. Brakes-Air = 1, Hyd=2 (Except Trailer)	---	---	X	2	=	7
8. GVW - (Except Trailer) (For Trailers - See App. I)	---	---	X	10	≠	8
CHECK DIGIT - See Below	---	---	X	0	=	0
9. Model year - table from Standard	---	---	X	9	=	9
10. Always 'T' for Tulsa	T	3 X	8	= 24	10	
11. [Identifier - Assigned]	1	1 X	7	= 7	11	
12. [by SAE - Same for]	0	0 X	6	= 0	12	
13. [all VIN]	6	6 X	5	= 30	13	
14. [Sequentially assigned]	---	---	X	4	=	14
15. [by Zeligson]	---	---	X	3	=	15
16. [Company]	---	---	X	2	=	16

Check Digit

ENTER VALUE FROM TABLE IV, STANDARD 115
 MULTIPLY VALUE X WEIGHT FACTOR
 ADD THE PRODUCTS AND DIVIDE BY 11
 REMAINDER IS CHECK DIGIT. (IF REMAINDER
 IS 10, CHECK DIGIT IS X

TABLE IV

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 II

Year	Code
1980	A
1981	B
1982	C
1983	D
1984	E
1985	F
1986	G
1987	H
1988	J
1989	K
1990	L
1991	M
1992	N
1993	P
1994	R
1995	S
1996	T
1997	V
1998	W
1999	X
2000	Y

GVW

Class A: Not greater than 3,000 pounds.
 Class B: 3,001-4,000 pounds.
 Class C: 4,001-5,000 pounds.
 Class D: 5,001-6,000 pounds.
 Class E: 6,001-7,000 pounds.
 Class F: 7,001-8,000 pounds.
 Class G: 8,001-9,000 pounds.
 Class H: 9,001-10,000 pounds.
 Class 3: 10,001-14,000 pounds.
 Class 4: 14,001-16,000 pounds.
 Class 5: 16,001-19,500 pounds.
 Class 6: 19,501-26,000 pounds.
 Class 7: 26,001-33,000 pounds.
 Class 8: 33,001 pounds and over.

ZELIGSON COMPANY - VIN

TABLE 'A' VEHICLE TYPE CODE (4th CHARACTER)

<u>TYPE</u>	<u>CODE</u>
G-744 - 4x4 drive	A
G-744 - 4x2 drive	B
G-744 - 6x6 drive	C
G-744 - 6x4 drive	D
G-744 - 8x8 drive	E
G-742 - 4x4 drive	F
G-742 - 6x6 drive	G
G-744 - 8x4 drive	H*
→ G-744 - 8x6 drive	J*
TRAILER	T (See App. I)

TABLE 'B' CAB CODE (5th CHARACTER)

<u>TYPE</u>	<u>CODE</u>
MILITARY	1
ONE MAN	2
CONVENTIONAL, STANDARD WIDTH	3
CONVENTIONAL, FOUR MAN WIDTH	4
LOW FORWARD CAB	5

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ZD-878

VIN WORKSHEET

ZD-878

→ *Amendment added 8-13-86

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ZELIGSON COMPANY - VIN

TABLE 'C' - ENGINE CODE (6th CHARACTER)

<u>CHARACTER</u>	<u>TYPE</u>	<u>NO. CYLS</u>	<u>DISPLACEMENT</u>	<u>H.P.</u>
A	DIESEL	8	636 cu. in.	230 [±] 10%
B	DIESEL	6	638 cu. in.	270
C	DIESEL	6	855 cu. in.	365
D	DIESEL	8	500 cu. in.	205
E	DIESEL	6	426 cu. in.	238
F	DIESEL	6	552 cu. in.	315
G	DIESEL	8	736 cu. in.	400
H	DIESEL	6	466 cu. in.	205
→ J	DIESEL	6	855 cu. in.	300*

VIN WORKSHEET

→ *Amendment added 8-13-86

SHEET 3 of 4

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APPENDIX I - Trailer VIN

When VIN is for a trailer (instead of truck) use the letter 'T' for the fourth character and use the following to determine the 5th, 6th, 7th and 8th characters.

The 5th character denotes trailer type as follows:

<u>Character</u>	<u>Type</u>
'Z'	Geophysical Energy Source

The 6th and 7th characters are the overall trailer length in feet

The 8th character denotes the axle configuration as follows:

<u>Character</u>	<u>Axle Configuration</u>
'J'	Tandem axles - semi