



A1240

April 6, 1972

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

Gentlemen:

Reference; Title 49 - Transportation
Part 566 - Manufacturer Identification
Paragraph - 566.5

CMI/CHAMPION MANUFACTURING, INC., submits the following information to establish our manufacturer identification as required under title 49 - Transportation.

CMI/CHAMPION MANUFACTURING, INC.
A Subsidiary of CMI CORPORATION
5600 East 39th Avenue
Denver, Colorado 80207
(303) 388-1623
Incorporated in the state of Colorado

CMI/CHAMPION manufactures, MOBILE HYDRAULIC POWER DOWN DEMOLITION, CONCRETE CUTTER, ASPHALT CUTTER, & COMPACTION UNITS, which we mount on the Ford C-600 truck chassis. We are final stage manufacturers. The completed unit will have a gross weight of 15,000 pounds.

cab chassis, truck

The completed unit referred to in our printed material as the TH-16 Truck Mounted Super Hammer, is in compliance with Federal Safety Standards. The C-600 Ford chassis has not been adversely affected by the addition of our equipment.

The first production model of the Truck Mounted TH-16 Super Hammer will be completed on, or about May 1, 1972. Please be advised that the unit shown in the printed material, and photos is our "PILOT MACHINE" for testing & experimental purposes.

(Continued)

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(Continued from page 1.)

Descriptive literature, specifications, and photos for your use, and consideration are attached. Added information will be provided, if requested.

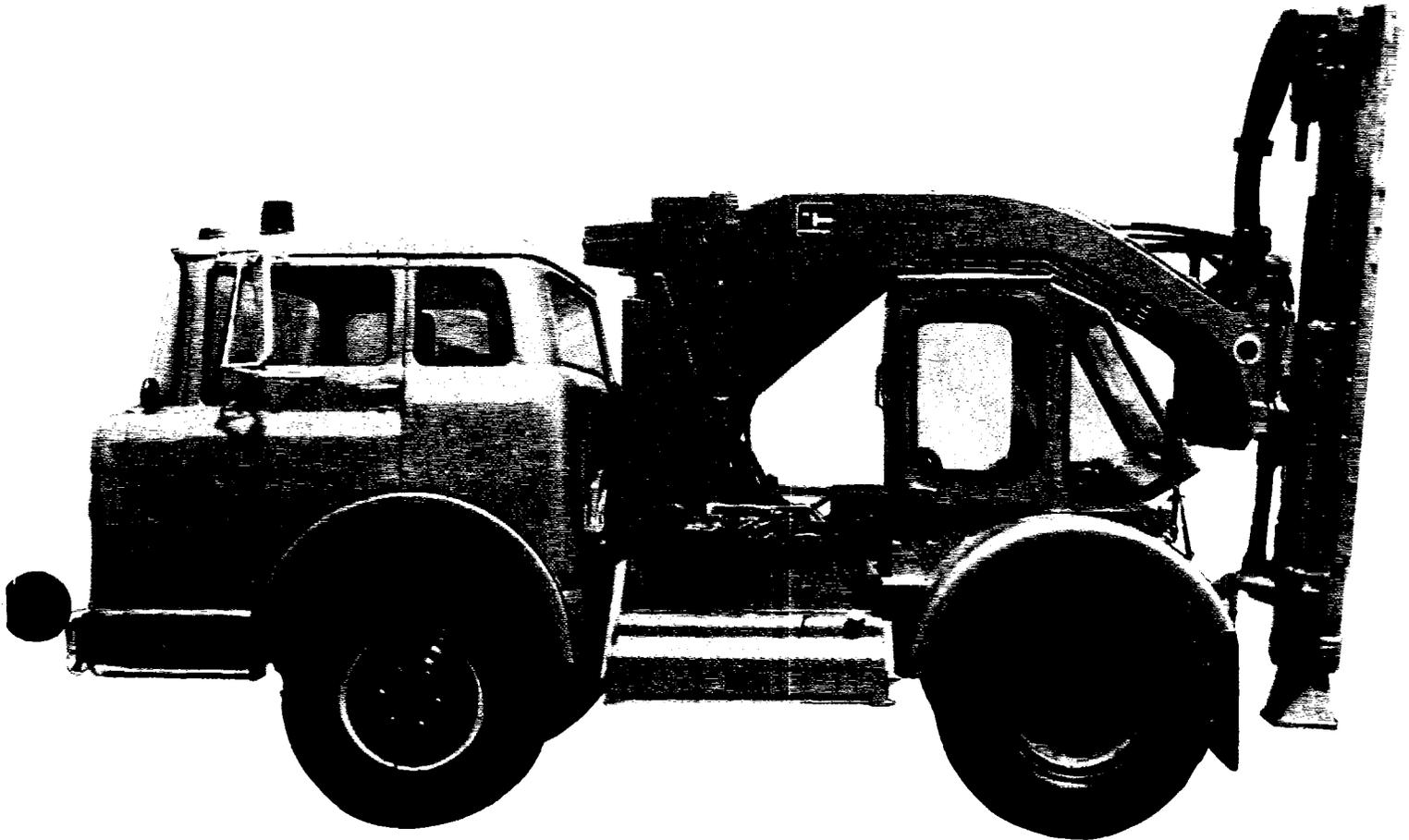
Very truly yours,
CMI/CHAMPION MANUFACTURING, INC.

A handwritten signature in cursive script that reads "Paul D. Cook".

Paul D. Cook, Sales Manager

PDC/dt
Enclosure

Get there in half the time and do 3 times the work with a Truck mounted TH-16 Super Hammer



THE TRUCK-MOUNTED TH-16 Super Hammer offers advantages not found in the conventional hammer carriers. Truck mounting of the TH-16 permits driving to the job site at free-way speeds. The unit is ready to work upon arrival, requires no unloading and cuts down on congestion on the job site. Necessary supplies, two-way radio, fuel and tools are carried on the vehicle.

THIS VERSATILE MOBILE unit makes it possible for a small contractor to own the TH-16 Hammer in an area of small communities and to move from job to job in record time, which is not practical with the presently offered slow moving tractor, or more expensive combination of hammer, trailer, and truck to haul the hammer.

THE TRUCK MOUNTED Champion TH-16 Super Hammer's tilting cab provides comfort and weather protection for the crew, and the truck's short overall length and short wheelbase mean outstanding maneuverability. The truck mounted TH-16 is especially desirable for utility company use where off-the-road operations are at a minimum. Unique roll bar protection built into the TH-16's support arms easily meets the most rigid safety requirements.

THE PATENTED POWER down stroke of the CMI Champion TH-16 gives the operator an impact force ranging from 80 pounds to 8 tons by simply turning a dial. This power stroke can be varied from 0 to 110 strokes per minute, out-working gravity-type tools 3 to 1.

THE HYDRAULICALLY CONTROLLED work head adds versatility of movement to its power. Side shifts up to 36 inches to either side of center line, head tilts up to 15 degrees to either side and up to 45 degrees forward allow an infinite choice of working positions, an impossibility with free fall hammers.

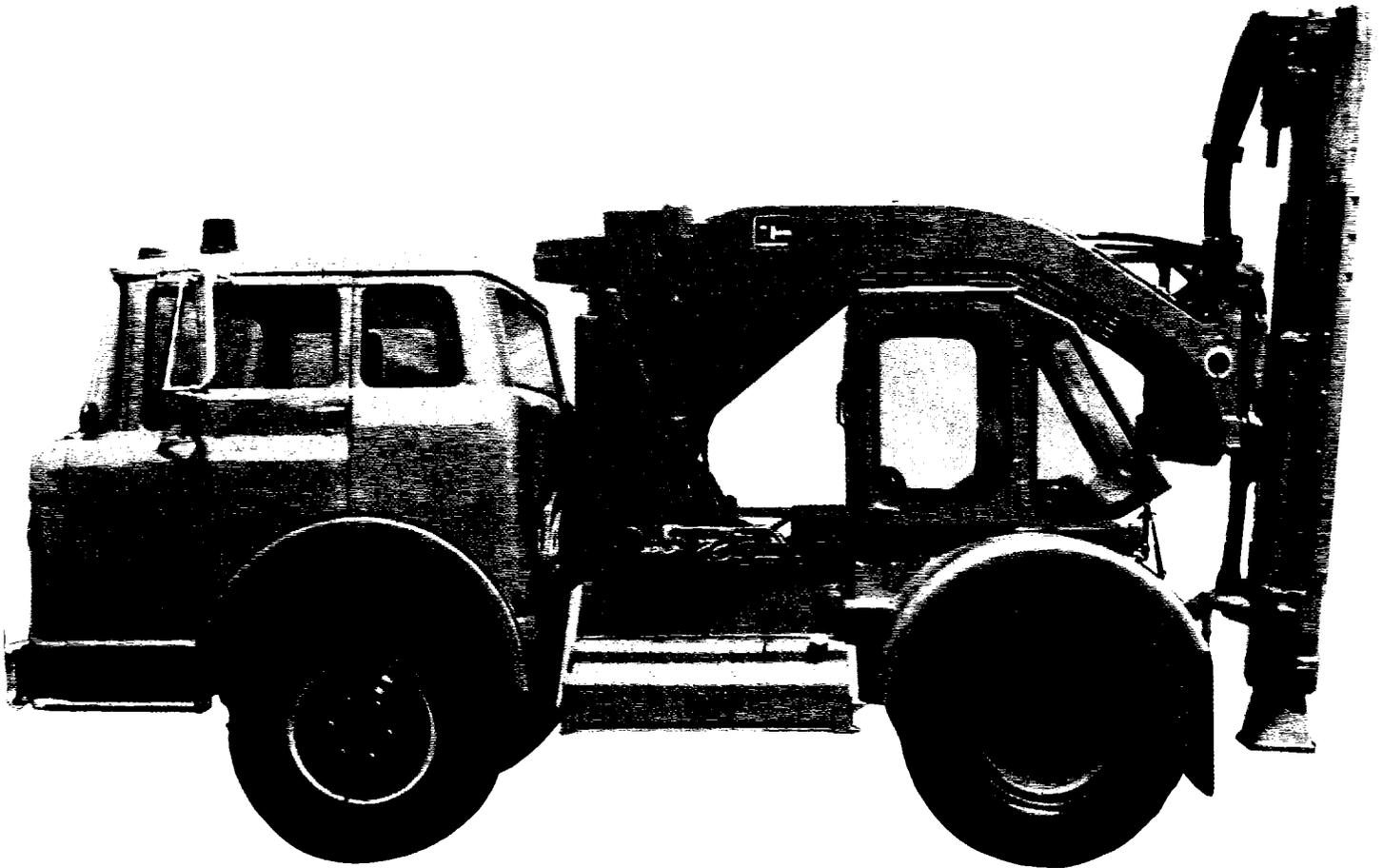
THE OVERHEAD SUSPENSION design gives the operator full, unrestricted visibility of the tool, whether knocking down a 4-foot concrete bridge railing or compacting below grade. Automatic creep control from 0-200 feet per minute makes cutting and compacting a smoother, easier operation.

MI/CHAMPION
power stroke outworks
drop hammers 3 to 1



CMI
CHAMPION
TH-16
SUPER
HAMMER

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**CMI
CHAMPION
TH-16
SUPER
HAMMER**

§ 568.4 Requirements for incomplete vehicle manufacturers.

(a) The incomplete vehicle manufacturer shall furnish with the incomplete vehicle, at or before the time of delivery, a document that contains the following statements, in the order shown, and any other information required by this chapter to be included therein.

(1) Name and mailing address of the incomplete vehicle manufacturer.

(2) Month and year during which the incomplete vehicle manufacturer performed his last manufacturing operation on the incomplete vehicle.

(3) Identification of the incomplete vehicle(s) to which the document applies. The identification may be by serial number, groups of serial numbers, or otherwise, but it must be sufficient to ascertain positively that a document applies to a particular incomplete vehicle after the document has been removed from the vehicle.

(4) Gross vehicle weight rating of the completed vehicle for which the incomplete vehicle is intended.

(5) Gross axle weight rating for each axle of the completed vehicle, listed and identified in order from front to rear.

(6) Listing of the vehicle types as defined in § 571.3 of this chapter (e.g., truck, MPV, bus, trailer) into which the incomplete vehicle may appropriately be manufactured.

(7) Listing by number of each standard, in effect at the time of manufacture of the incomplete vehicle, that applies to any of the vehicle types listed in this subparagraph (7), followed in each case by one of the following three types of statement, as applicable:

(i) A statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle.

EXAMPLE: 107—This vehicle when completed will conform to Standard 107, Reflecting Surfaces, if no alterations are made in the windshield wiper components or in the reflecting surfaces in the interior of the cab.

(ii) A statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard.

EXAMPLE: 121—This vehicle when completed will conform to Standard 121, Airbrake Systems, if it does not exceed any of the gross axle weight ratings, if the center of gravity at GVWR is not higher than nine feet above the ground, and if no alterations are made in any brake system component.

(iii) A statement that conformity with the standard is not substantially determined by the design of the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation as to conformity with the standard.

(b) The document shall be attached to the incomplete vehicle in such a manner that it will not be inadvertently detached, or alternatively, it may be sent directly to a final-stage manufacturer, intermediate manufacturer or purchaser for purposes other than resale to whom the incomplete vehicle is delivered.

§ 568.5 Requirements for intermediate manufacturers.

Each intermediate manufacturer of an incomplete vehicle shall furnish the document required by § 568.4, in the manner specified in that section. If any of the changes in the vehicle made by the intermediate manufacturer affect the validity of the statements in the document as provided to him he shall furnish an addendum to the document that contains his name and mailing address and an indication of all changes that should be made in the document to reflect changes that he made in the vehicle.

§ 568.6 Requirements for final-stage manufacturers.

(a) Each final-stage manufacturer shall complete the vehicle in such a manner that it conforms to the standards in effect on the date of manufacture of the incomplete vehicle, the date of final completion, or a date between those two dates. This requirement shall, however, be superseded by any conflicting provisions of a standard that applies by its terms to vehicles manufactured in two or more stages.

(b) Each final-stage manufacturer shall certify that the entire vehicle conforms to all applicable standards, in accordance with § 567.5 of this chapter, *Requirements for manufacturers of vehicles manufactured in two or more stages.*

§ 568.7 Requirements for manufacturers who assume legal responsibility for the vehicle.

(a) If an incomplete vehicle manufacturer assumes legal responsibility for all duties and liabilities imposed on manufacturers by the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1331-1425) (hereafter referred to as the Act), with respect to the vehicle as finally manufactured, the requirements of §§ 568.4, 568.5 and 568.6(b) do not apply to that vehicle. In such a case, the incomplete vehicle manufacturer shall ensure that a label is affixed to the final vehicle in conformity with § 567.5(b) of this chapter.

(b) If an intermediate manufacturer of a vehicle assumes legal responsibility for all duties and liabilities imposed on manufacturers by the Act, with respect to the vehicle as finally manufactured, §§ 568.5 and 568.6(b) do not apply to that vehicle. In such a case, the manufacturer assuming responsibility shall ensure that a label is affixed to the final vehicle in conformity with § 567.5(c) of this chapter. The assumption of responsibility by an intermediate manufacturer does not, however, change the requirements for incomplete vehicle manufacturers in § 568.4.