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Technical Bulletin

Use of Chassis numbers in our catalogues

GATES REFERENCE : ALL PRODUCT LINES
MAKE : ALL MAKES
MODEL :

ENGINE :
ENGINE CODE :



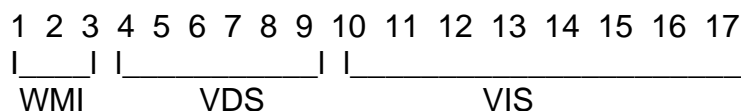
Reading our catalogue information, one often comes across a chassis number (CH NR) break point. This sometimes leads to problems as some people do not know exactly which part of the chassis number found on the car, has to be taken into consideration.

On requests of the field we will therefore explain in this Technical Bulletin how we make use of these chassis numbers.

How to read and decode a chassis number?

The majority of the car manufacturers follow the international VIN (Vehicle Identification Number) system – based on ISO standards - to uniquely identify each and every car.

Since 1981 a VIN consists of 17 positions:



Positions 1 – 3 give the WMI (World Manufacturer Identifier), a code which identifies the manufacturer of the vehicle. The codes are assigned by international organisations.

Positions 4 – 9 make up the VDS (Vehicle Descriptor Section) which identifies the general attributes of the vehicle like platform, model, type. The coding and sequence is determined by the manufacturer and can therefore be different for each make.

Positions 10 – 17 are the section called VIS (Vehicle Indicator Section). Of the 8 characters, at least the last 4 shall be numeric. This code is again assigned by the manufacturer to distinguish one vehicle from another.

It is recommended that the model year be indicated by position 10 and the plant of manufacture by position 11.

Position 10 uses alphanumeric characters (excl. zero, I, O and Q)

year	code	year	code	year	code	year	code
1971	1	1981	B	1991	M	2001	1
1972	2	1982	C	1992	N	2002	2
1973	3	1983	D	1993	P	2003	3
1974	4	1984	E	1994	R	2004	4
1975	5	1985	F	1995	S	2005	5
1976	6	1986	G	1996	T	2006	6
1977	7	1987	H	1997	V	2007	7
1978	8	1988	J	1998	W	2008	8
1979	9	1989	K	1999	X	2009	9
1980	A	1990	L	2000	Y	2010	A





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From the above we learn, since most rules are only recommendations, that there will be some differences among the makes, in the way the VIN is set up. That is why in our catalogue we use the information format provided by the car manufacturers in their technical documentation.

Some examples:

1. For Mercedes we give the last (6 or) 7 positions

(11)	12	13	14	15	16	17 (position)
(A)	3	4	8	1	1	8

2. For Volkswagen the last 11 positions are listed

7	8	9	10	11	12	13	14	15	16	17 (position)
3	C	-	6	-	3	0	0	0	0	0

but position 9 and 11 (-) can be any digit without having any effect on the recommendations.

3. For Opel/Vauxhall often more than 1 chassis code (last 8 positions) is given (see Vectra B 2.5 24V)

	10	11	12	13	14	15	16	17 (position)	
->I CH NR	W	1	2	8	5	4	4	6	
->I CH NR	W	5	2	7	6	8	2	5	K015453XS
->I CH NR	W	7	1	5	4	2	5	8	

I-> CH NR	W	1	2	8	5	4	4	7	
I-> CH NR	W	5	2	7	6	8	2	6	K025453XS
I-> CH NR	W	7	1	5	4	2	5	9	

This could lead to confusion for one having a vehicle with chassis number ending with W5204751, as it is lower than W5276825 (K015453XS) but also higher than W1285447 (K025453XS). When one realises that position 11 represents the manufacturing plant, and is not part of the serial number, it becomes clear that K015453XS is the correct kit for the car with this chassis number W5 204751.

We hope this clarification avoids further problems on this subject in the future.

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