

Submitted for recognition as an American National Standard

(R) TRUCK IDENTIFICATION TERMINOLOGY

Foreword—This Revised Document has also been changed to reflect the new SAE Technical Standards Board Format.

1. **Scope**—This SAE Recommended Practice is intended to provide uniform nomenclature and definitions for the primary levels of vehicle identification, with particular application to trucks.

2. **References**

2.1 **Applicable Publications**—The following publications form a part of the specification to the extent specified herein. Unless otherwise indicated the latest revision of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J187—Truck Vehicle Identification Numbers

SAE J687c—Nomenclature—Truck, Bus, Trailer

SAE J853a—Vehicle Identification Numbers

3. **Definitions**

3.1 **Truck**—A motor vehicle primarily designed for the transportation of property.

3.2 **Multipurpose Passenger Vehicle (MPV)**—A motor vehicle with motive power, except a trailer, designed to carry 10 persons or less, which is constructed on a truck chassis or with specific features for occasional off-road operations.

Refer to the SAE Standard J687c, Nomenclature—Truck, Bus, Trailer, and SAE Recommended Practice J187, Truck Vehicle Identification Numbers.

3.3 **Type of Manufacturer**

3.3.1 **INCOMPLETE VEHICLE MANUFACTURER**—A person, firm, or corporation who manufactures an incomplete vehicle by assembling components none of which separately constitute a complete vehicle.

3.3.2 **FINAL STAGE MANUFACTURER**—A person, firm, or corporation who performs such manufacturing operations on an incomplete vehicle that it becomes a completed (end-user) vehicle.

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- 3.3.3 **INTERMEDIATE MANUFACTURER**—A person, firm, or corporation other than a final stage manufacturer or an incomplete vehicle manufacturer who performs manufacturing operations on an incomplete vehicle.
- 3.4 **Make**—A distinctive name, applied to a group of vehicles from one manufacturer, which may be further subdivided, such as: truckline, series, chassis type, etc. (See Figures 1 and 2.)
- 3.5 **Truckline**—A name denoting a family of vehicles within a make which has a degree of commonality in construction (may be denoted by a marketing term or code). (See Figures 1 and 2.)
- 3.6 **Series**—A subdivision of a truckline with a specific range of load carrying ability (may be denoted by a marketing term or name). (See Figures 1 and 2.)
- 3.7 **Body Type**—The configuration of the load carrying portion of the truck—includes, but not limited to, Pick-Up, Dump, Truck Tractor, Mixer, Van, etc. (See Figures 1 and 2.)

Typical examples of hypothetical terminology in Figure 1 applied to three United States truck manufacturers.

TABLE 1

Manufacturer:	General Motors	International	Ford
Make:	Chevrolet	IHC	Ford
Truckline:	Titan	Load Star	L Line
Series:	9500	1800	L800
Body Type:	Tractor	Dump	Conventional

- 3.8 **Chassis Type**—The configuration of the under-carriage of the truck in terms of the number of wheel hubs and driving wheel hubs. Such as: 4 x 2, 6 x 4, and 6 x 2. (See Figures 1 and 2.)
- 3.9 **Model Year**—A year designation used by the manufacturer for marketing vehicles (not necessarily the year of manufacture).
- 3.10 **Model**—The term applied to a vehicle which includes the make, truckline, series, and chassis type and may include body type.
- 3.11 **Year of Manufacture**—The calendar year in which a vehicle is manufactured.
- 3.12 **Vehicle Identification Number (VIN)**—The number assigned to a vehicle by the manufacturer primarily for identification purposes. For supplementary information, see SAE J853a.
- 3.13 **Vehicle Identification Number Derivative (VIN Derivative)**—A number which is adapted from a given VIN and contains fewer digits and characters. It is unique for each vehicle and relates to the VIN in a uniform manner. It may be affixed to vehicle components to associate the component with the vehicle bearing the original VIN.