

Transit-Vancouver : Message: RE: [Transit-Vancouver] Decoding VIN (Re: B8104 and B8107 at VTC!)

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5:30 PM

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RE: [Transit-Vancouver] Decoding VIN (Re: B8104 and B8107 at VTC!)

Happy New Year!

Since you were kind enough to supply the VIN for B8110 I can supply a bit more info:

Pos 1-3 2FY is the World Manufacturer Index (WMI) for most of New Flyer's Canadian deliveries. They also use 1FY and 5FY mainly for the U.S.-destined coaches.

Pos 4 D is the vehicle Type, but NFI mostly sets this based on the fuel type, which determines the body configuration.

Pos 5 5 is the Series.

5=LFR, 4-LF, 3=Invero, 2=later standard-floor coaches, 1=early standard-floor coaches (Winnipeg and Toronto only).

Pos 6 Y is the Model. Y is the D/E60LF/LFR. These codes did change in 2004 from their earlier values as David noted (e.g. the old low-floor artic code was U and now it's Y). There are some exceptions.

Pos 7 S is the engine. The S indicates the Cummins ISM07 although the early specs stated the ISL was ordered. Calgary's D60LFR buses are in the same situation.

Pos 8 1 is the brake system. NFI uses 0 or 1 to indicate something about it but I don't know what it is.

Pos 9 5 is the check digit.

Pos 10 7 is the model year (and not necessarily the build year - most of the E40LFRs have a 6).

Pos 11 C is the plant code of final assembly. C=Crookston (shells made in Winnipeg), B=St. Cloud, A=Winnipeg

Pos 12-17 032332 is the serial number (yes, it's a zero).

Ba See Lo mentioned that the "A" in the engine code for the trolleys didn't make sense because it represented the 6V71 years ago. The code letters/numbers in positions 4 through 8 can be used for one thing in one year and something else in different years. Once a code is used it isn't claimed for one item for the life of that builder. If the codes were permanent the General Motors auto divisions would have run out of codes two decades ago since there are only 33 possibilities in each position. NFI has re-used codes over time. The A code did represent the 6V71 early in NFI's life.

The definition for the codes above refers only to New Flyer of course.

Andrew.

Mon
Dec 31, 2007
10:54 pm

"Andrew Gold"

-----Original Message-----

Several of us are trying to figure out how to decode the VIN.....perhaps an expert here would be able to help us out?

This is what we have figured out so far:

For example.....B8117's code is "2FYD5YS157C032332"

Position-1: 2 = Made in Canada (1/4/5 = Made in USA, 3 = Made in Mexico)

Position 2/3: Manufacturer - FY = Flyer

Position-4: Fuel type (D = Diesel / C = CNG / H = Hybrid / L = LNG / E = Electricity)

Position-5: Unknown (We noticed most of the older buses indicate "2" at position-5 while most new buses indicate "5" at position-5) What is that supposed to mean? There are "4"s popping up from time to time.....for instance, Calgary's latest D40LFs. In Vancouver, all the non-LFR buses are "2" while all the C/D/E40/60LFR are all "5"s

Position 6 = Body?

All the original 60LFs are "U", while the restyled 60LFRs are "Y"

All the original 40LFs / 40is are "L", while the restyled 40LFRs are "F"

However, the urban D40s are "C", while the suburban D40s are "D"

In fact, we have seen 5 different codes (A/B/C/D/E) at position-6 for D40s across Canada!

Position 7 = engine

P = Cummins ISC / C+

V = ISL

M = DD S50 / S50EGR for articulated buses

L = DD S50

S = Cummins ISL for articulated buses / M11 (KC Metro D60)

C/G = 6V92TA

J = Misc (ie: Vossloh Kieppe / Allison hybrid drive etc.)

W = CAT C9

N/T = DD S40

A/D = DD 6V71N

Position 8 is always "1" for all NFI products (at least what I have seen so far)

Position 9 = check digit

Position 10 = Model year

Position 11 = Plant code

Please feel free to correct if any of those info are inaccurate!

Thanks.

Best regards,

Dave