

## Section # 1 Vehicle Configuration and Documentation

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## 1. Vehicle Configuration Information

The purpose of this section is to determine whether the vehicle has remained or has been restored to its original delivered configuration. This section establishes the originality of the VIN tag and fender (trim) tag. Note: The engine, transmission and axle configuration will be checked in their respective section of this manual.

### Vehicle Order Information (reference only)

The sales order and its associated number was the first document in the life of a car. After it was written it was determined by the corporate office as to which plant it would be produced at depending on which plant built that particular model and was geographically closest to where the car was to be shipped. At that point the sales order info and the V.I.N. which was assigned at this point were input on the IBM computer that generated the IBM card (see below) and from that point the plant that was to produce the car picked up this information from the IBM system.

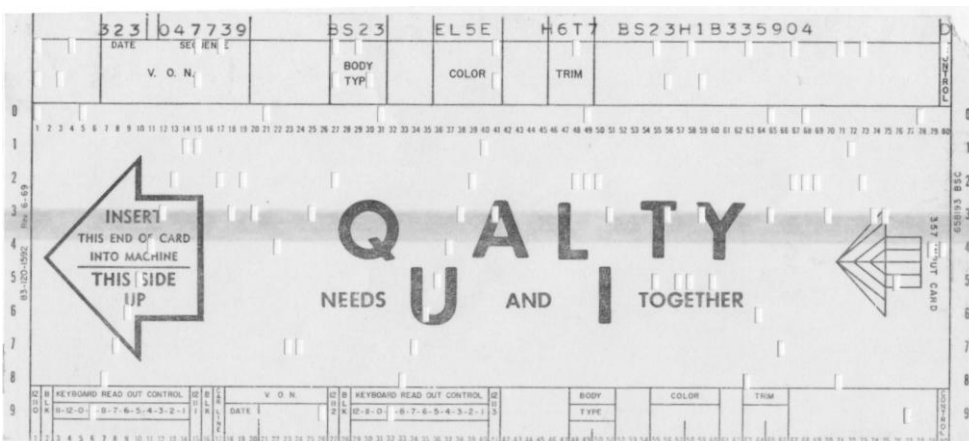
The only number that was generated by the actual production plant that produced a given car was the sequence number. This is the first set of characters on line one of the track sheet as it was referred to in the assembly plants. This is often referred to the build or broadcast sheet. This number should not be confused with the sequence portion of the V.I.N. They have no correlation to anyone other than the producing plant at the time of the cars production. This number is simply the actual sequence that the car went down the assembly line. The order number comes from the order forms that were sequential but since they were distributed throughout the country to different dealers and were also available to the personnel that wrote the orders for the sales bank cars they were all mixed up and separated before they were input on the IMB card.

When you consider the human factor with people working at different speeds, lunch and coffee breaks, how one person might complete compared to another person before giving them to a key punch operator, etc., etc. these numbers could be all over the place.

### IBM Cards (reference only)

The IBM card is the start of the factory documentation. The vehicle production information is coded onto the card. This card provided the information to print the fender (trim) tag and car build sheet and production build sheet. Sometimes this card can be found in a car.

► Judges Guidance: No deduction should be taken if the IBM cars sheet is not present.



**IBM 029 Key Punch Machine from the early 1960's**

## Vehicle Identification Tag Reference Photographs



1970 VIN tag reference



1963 VIN tag reference



1966-67 VIN tag reference

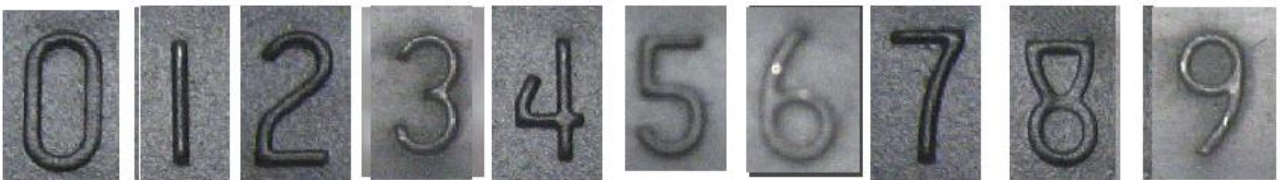
### Vehicle VIN tag review – 1968-75

Originality is determined by using the VIN tag to start the process to inspect the vehicle.

The first 4 digits of the Vehicle Identification Number (VIN) indicate the specific model of the vehicle. The 1st digit represents the car line; the 2nd digit indicates the price class. The 3rd and 4th digits indicate the body type (hardtop, convertible etc...) The condition of the VIN tag should be reviewed. The tag should lay flat to the pad. The tag should be painted in matt finish black paint with Chrysler Corporation and Pentastar silk screened in white onto the tag below the VIN number.

**Note:** Some tags have been found unpainted with Chrysler Corporation and Pentastar silk screened in black onto the tag below the VIN number.

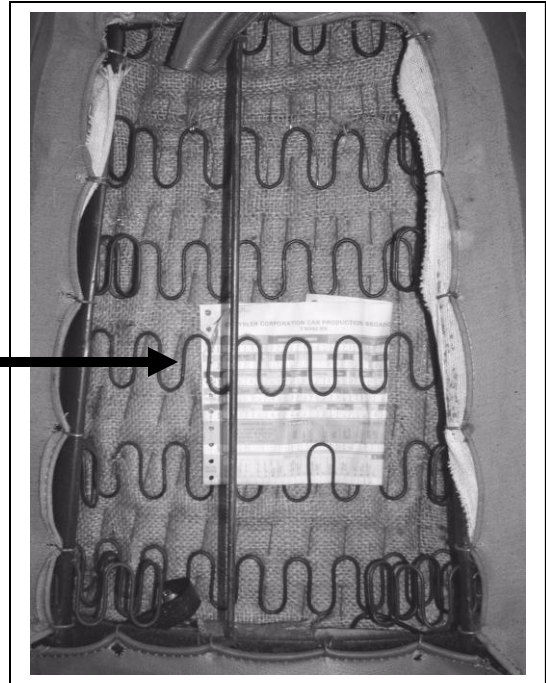
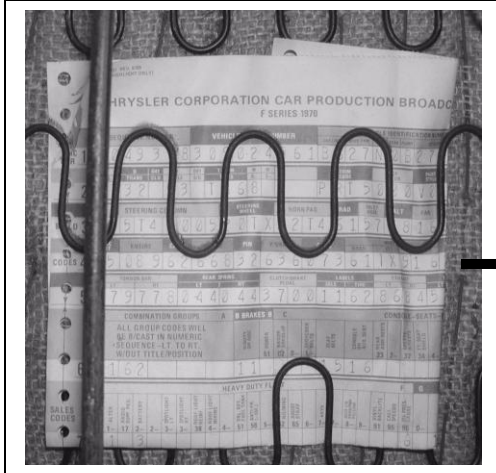
► **Judges Guidance:** No deduction shall be taken for a reproduction tag in which the owner has disclosed it and has objective evidence of it origin. The lead judge or car owner must confirm that the tag is reproduction of suspect before the deduction can be taken



VIN font reference – 1968 - 75

**Broadcast Sheet Location References**

**1970 -74 E bodies**



Drives seat back

**B body reference**



Rear seat bottom



Under the rear section of carpet on passenger side in a 1970 Lynch Road car

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**Hardware and Final Assembly Line Production Build Sheet (reference only)**

There were large (28 inch x 22 inch) build sheets that were actually used in the production of a vehicle. These sheets were taped to the vehicle in plain sight so the operator would know what pieces to install.

► **Judges Guidance:** No deduction should be taken if the build sheet is not present

CHRYSLER CORPORATION LYNCH ROAD ASSEMBLY PLANT		HARDWARE AND FINAL LINE BUILD SHEET										84-275-4184 REV. 5 -69
SEQUENCE NO.		<b>R</b> SATELLITE			<b>W</b> CORONET			<b>L</b> OW	<b>M</b> EDIUM	<b>H</b> IGH	<b>P</b> REMIUM	<b>S</b> PORT
1	POLICE	TAXI	BUILT FOR Y07 CANADA	BUILT FOR Y09 EXPORT	Y17 LEASE	Y22 SOLD	Y14 SALES	Y16 SALES	Y39 SPEC ORDER	Y81 Y83 Y85 N.C.S.	Y91 SHOW	Y93
2	ENGINE <b>E</b>	TRANSMISSION <b>D</b>	CYLINDER	TRIM CODE	HOOD PERFORMANCE <b>V21</b>			VINYL TOP <b>V</b>	STRIPE TAPE <b>V6</b> LONG	STRIPE PAINT <b>V7</b>	STRIPE TAPE <b>V8</b> TRANS.	
3	STEERING WHL.	HORN RING	RAD.	BATTERY	<b>4</b>			WHEEL COVER	<b>5</b>	IDLE TIRE	LIGHT PKG. <b>A01</b>	
6	A04 <b>A</b>	V-TOP PKG. <b>A5</b>	SPOILER PKG. <b>A45</b>					BEEP DECOUR <b>A87</b>	DRUM BRAKES <b>B11</b>	H.D. BRAKES <b>B31</b>	POWER BRAKES <b>B51</b>	
6	A09 <b>C</b>	BELTS C04 C14	C16 CONSOLE <b>C</b> C21 AUX. SEAT	RR ARM REST <b>C23</b>	<b>C</b>		BUCKET SEAT <b>C55</b>	6-WAY ADJUST <b>C62</b>	FOAM SEAT <b>C65</b>	CARPETS <b>C9</b>	ACC. MATS <b>C9</b>	
7	ALTERNATOR <b>F1</b>	RADIO SUPPRESS <b>F17</b>	SPOT PILLAR <b>F33</b>	SPOT PILLAR <b>F35</b>	ROOF LITE WIRE <b>F4</b> F41 F45	ANTI-FREEZE <b>F56</b>	N.Y. TAXI HEADLINE <b>F62</b>	ASSIST STRAP <b>F65</b>	F71 UNIV. KEYS <b>F7</b> F72 SEPARATE			<b>F</b>
7	CALIB. SPEEDO <b>F95</b>		GLASS <b>G</b> TINT OR CLEAR	O/S MIRROR <b>G31</b>	MIRROR <b>G3</b> REMOTE DELETE	HEATER <b>H11</b>	DELETE HEATER <b>H25</b>	DEFOGGER <b>H31</b>	<b>H</b>		AIR COND. <b>H51</b> HTR.	
8	DRIVER TRIN <b>J01</b>	GLOVE BOX LOCK <b>J11</b>	CIGAR LITER <b>J15</b>	VAR. WIPER <b>J25</b>	T/GATE WIPER <b>J26</b>	PEDAL DRESS-UP <b>J41</b>	HOOD PIN <b>J45</b>	RR. COMPT. LOCK <b>J51</b>	<b>J</b>		UNDERCOAT <b>J55</b>	
8	L21 CARGO LITE <b>L2</b> L25 TRUNK LITE	TURN IND. <b>L31</b>	<b>L3</b>	DE-ACT DR. SWITCH <b>L48</b>	STOP LAMP SWITCH <b>L55</b>	T/S VAR. FLASH <b>L56</b>	DOMELITE <b>L61</b>	IGNITION SWITCH <b>L65</b>	H.D. LAMP SIG. <b>L72</b>			
9	DR. EDGE MLDG. <b>M05</b>	<b>M</b>	MLDG. UPPER DOOR <b>M15</b>	DRIP MLDG. <b>M21</b>	M25 SILL MLDG. <b>M2</b> M27 SILL NARROW	WHEEL LIP MLDG. <b>M26</b>	BELT MLDG. <b>M31</b>	SIDE MLDG. <b>M33</b>	AIR SCOOP <b>M46</b>	<b>M7</b>		
9	POWER SUN ROOF <b>M8</b>	BUMPER GUARDS <b>M8</b> M81 M83 M85	M91-INSTALL LUGGRACK <b>M9</b> M92 LOOSE	REPL. OIL FILTER <b>N15</b>	ENG. HEATER <b>N25</b>	OT. ENG. COMP <b>N31</b>	MAX COOL PKG. <b>N51</b>	N83 GOVERNOR <b>N8</b> N85 TACHMETER	AUTO SPEED CONT. <b>N88</b>	CARB. FRESH AIR <b>N96</b>		
10	POWER WINDOWS <b>P31</b>	POWER TAILGATE <b>P35</b>	POWER <b>P4</b>	RADIO DELETE <b>R08</b>	RR11 RADIO EGON. <b>R</b> R33 MIC. R35 STEREO R36 STEREO	SEAT SPEAKER <b>R3</b> 31R 32FR	O/S MAN. ANTENNA <b>R45</b>		S11H.D. LESS SWAY <b>S1</b> S13 H.D. WITH SWAY	POLICE HAND PKG. <b>S15</b>		
10	S25 SHOCKS 1" <b>S2</b> S28 SHOCKS 1-3/8	TILT STEERING <b>S62</b>	POWER STEERING <b>S77</b>	S76 HORN RING FLEET <b>S7</b> S78-FULL S79-PARTIAL	PREM. STEER. WHEEL <b>S8</b> S83 S84 S81	OMIT SPARE TIRE <b>W07</b>	OMIT W/COVER-CAPS <b>W09</b>	W11 W/COVER I <b>W1</b> W3 W/COVER II	W15 W/COVER III <b>W1</b> W18 W/COVER IV	W21 CHROME WHL <b>W2</b> W25 H.D. WHEEL		
11	1	2	3	4	5	6	7	8	9	10		
- SPECIAL INSTRUCTIONS -												

### Vehicle Identification Number Review

The VIN is located on the radiator core support and LH deck lid seal ledge of the quarter panel. In 1970 the Los Angeles built cars will have the VIN stamped on the top side of the core support.

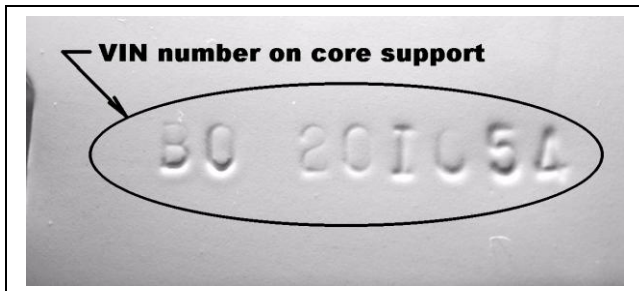
► Judges Guidance: Points should be deducted for any missing set of VIN's. The lead judge or car owner must confirm that the number is missing before the deduction can be taken

### Vehicle Identification Reference Information.

1. The first item to check is the V.I.N. of the vehicle against the title or in some states the registration.
2. The second item to check is the trim (fender) option tag against the body codes.
3. The next item to check is the fender tag against the S.O. number or the V.I.N. in the "hidden numbers" locations on the body. You will find these numbers in different locations depending on the model year and body platform.

- A. 1966-68 will have the S.O. number on the upper portion of the driver's side radiator core support.
- B. 1966-67 may also have it on the driver's side rear body cross member in which the bumper support bolts.
- C. 1968 will also have it stamped on the driver's side trunk opening lip under the weather stripping.
- D. 1969 and newer vehicles will have the V.I.N. stamped on the driver's side upper portion of the radiator core support.
- E. 1969 and newer B bodies also have it stamped on the driver's side trunk opening lip under the weather stripping.
- F. 1970 E bodies will have it stamped on the driver's side cowl near the vent cover and will NOT have it on the driver's side trunk opening lip under the weather stripping.
- G. 1968 A bodies will have the S.O. number on the upper portion of the driver's side radiator core support and trunk opening lip under the weather stripping.
- H. 1969 A bodies will have the VIN on the upper portion of the driver's side radiator core support and trunk opening lip under the weather stripping.
- I. 1970 -74 A bodies all Dusters, Demons and Dart sports (Fast Backs) will have the VIN on the upper portion of the driver's side radiator core support Package tray near speaker opening.

### Core support example



VIN on top side of core support is typically found on LA built cars

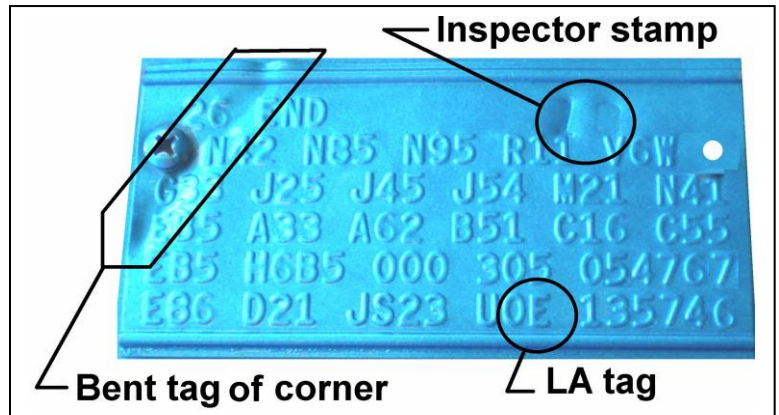
### Trim (body code) Tag Cont...

#### Los Angeles (LA) Assembly Plant:

There were two different font styles on their tags. There does not appear to be any objective information as to when the different font styles were used. It appears that early and late produced cars had the same font style as the other plants and the mid year production used a much narrower font style.

The inspectors had only alpha or numeric character punches. The inspector would typically not punch through the tag with this punch. However, often the tag would be untouched by an inspector and a secondary tag was attached under the right screw which was used by the inspectors.

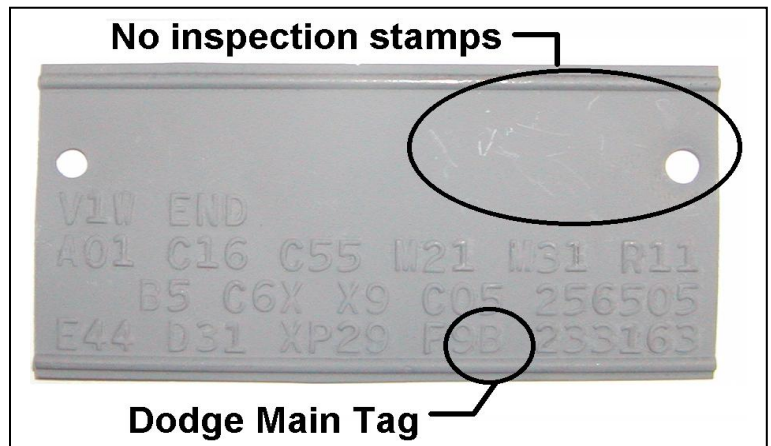
**Note:** This information is still under review and being researched.



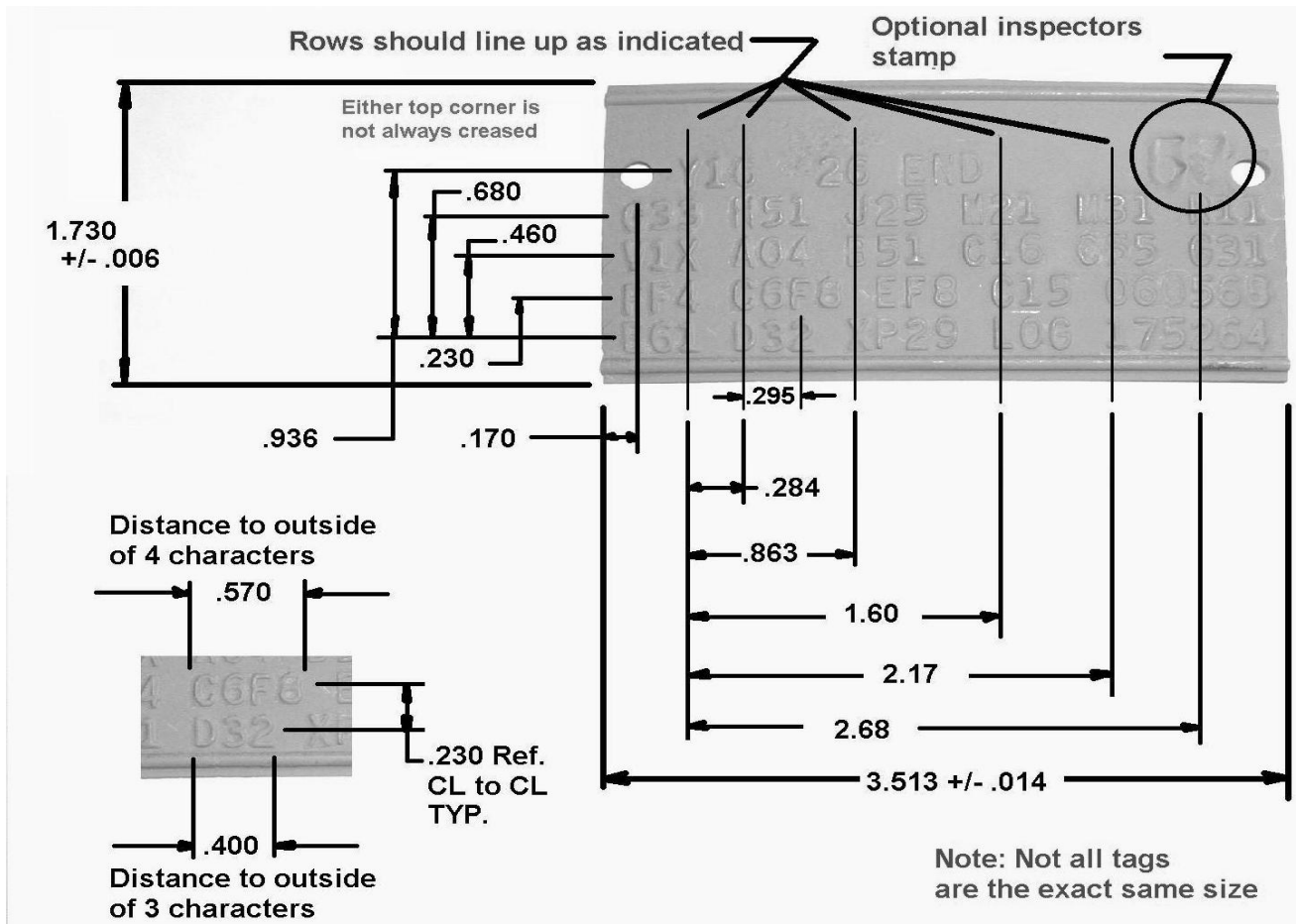
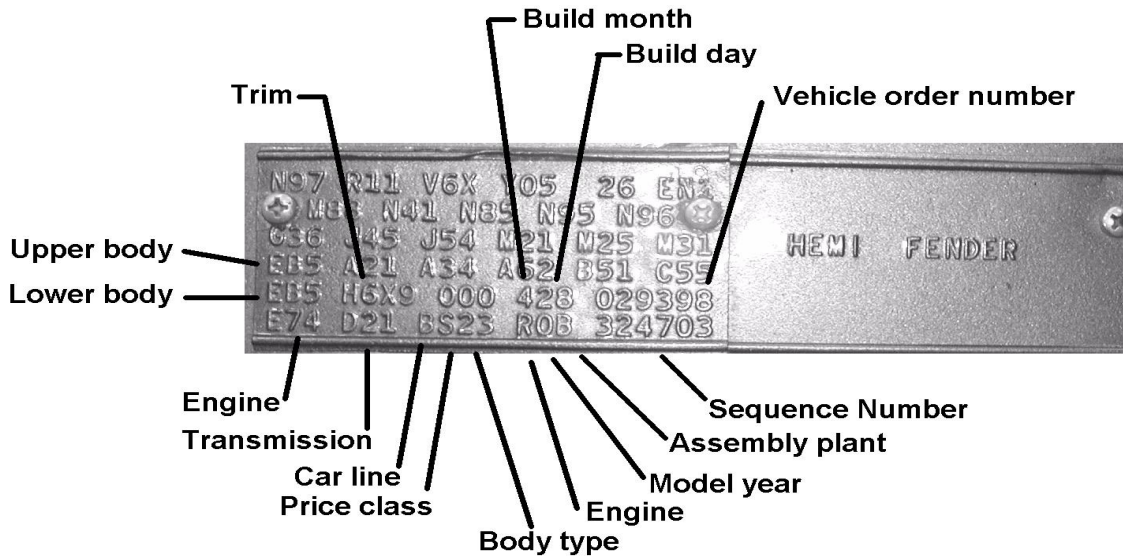
#### Hamtramck (Dodge Main) Assembly Plant

Only one font style on their tags. The inspectors had alpha or numeric character punches. The inspector would typically not punch through the tag with this punch.

However, often the tag would be untouched by an inspector and a secondary tag was attached under the right screw which was used by the inspectors.



Vehicle Trim Tag (Fender Tag) Examples

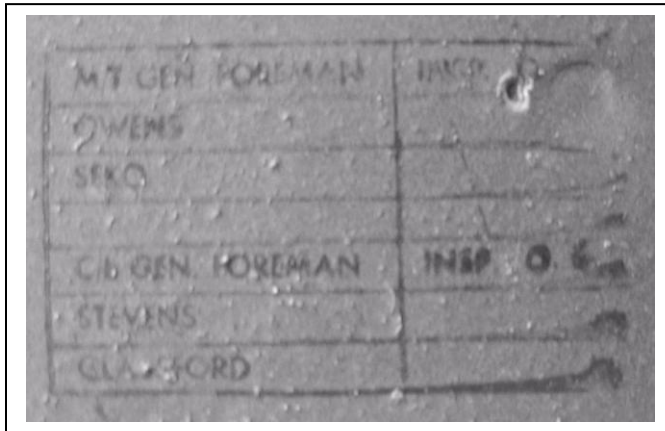




### 3. Vehicle Inspector Stamps

Los Angeles assembly plant applied an ink stamped inspector stamp on 1968- 70 B and 1970 – 74 E body vehicles. The stamp was approximately 3.0 inch x 2.00 inch. This stamp was typically found on the top of the right or left inner fender.

► **Judges Guidance:** No deduction should be taken if the inspector ink stamp or tag is not present.



MT GENERAL FOREMAN	INSP. O
OWENS	
SEKO	
C/b FOREMAN	INSP. O
STENEVS	
CRASSFORD	



### Vehicle Inspector Imprints and Tags

Some vehicles had an inspection tag attached to the same fasteners used to secure the trim tag to the left hand inner fender and painted body color. The inspector would either snip-off portions of the inspector tag or punch a unique identification mark in the main body code tag or on the inspector tag.

There have been ten (10) styles on inspector tags found on vehicles between 1968 and 1976. The tags were primarily made out of aluminum. However, a few were made out of tin. These tags have been found on cars from Windsor, St. Louis, Jefferson, Hamtramck, Los Angeles, and Belvedere. We have not found an inspection tag on a Lynch Road manufactured vehicle yet. The tags seem to be more prevalent on 1972 – 76 cars. The E bodies were often found with small tags and the B bodies were found with larger tags. See the examples below.

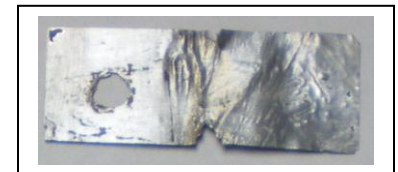
► **Judges Guidance:** No deduction should be taken if the inspector tag is not present because these tags were not found on every car.



Aluminum tag 6" long found on 1974-76 B and F body cars



# 1 -3 - ; Aluminum tag 10" long found on 1970-73 A, B and E body



Aluminum tag found on 1970 and 71 E body cars from Hamtramck. The lower tag is very thin aluminum

