

MODEL CHART AND SERIAL NUMBER GUIDE

INCLUDES 1953 MODEL STARTING SERIAL NUMBERS

CHRYSLER
DE SOTO
DODGE
PLYMOUTH

PASSENGER CARS

•
PLYMOUTH

•
COMMERCIAL CARS

DODGE
FARGO
DE SOTO

TRUCKS



ISSUED DECEMBER 1952

BY



CHRYSLER CORPORATION OF CANADA, LIMITED

(PARTS DIVISION)

WINDSOR, ONT.

Presented by



MODEL CHART AND SERIAL NUMBER GUIDE INCLUDING 1953 MODEL DATA AND NUMBER

Positive identification of car model is the first step in accurate specification of parts.

The purpose of these easy reference charts is to simplify the accurate translation of serial symbols in identifying: —

PLYMOUTH, DODGE, DE SOTO AND

CHRYSLER PASSENGER CARS

PLYMOUTH COMMERCIAL CARS

DODGE, FARGO, DE SOTO TRUCKS

AND DODGE MILITARY VEHICLES

NOTICE

The information and data contained in this Booklet *SUPERSEDES* that contained in *Booklet Number WM-4239* and all previous issues, which you should remove from your files and destroy.

For *Chryco Factory Engineered Parts* and parts information call us at any time. We are at your service.

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VEHICLE MODEL CODE, SERIAL AND ENGINE NUMBERS

WHERE TO FIND MODEL CODE

PASSENGER CARS: The Model Code shown in "Vehicle Application Information" in this booklet will, in most cases, be indicated by the letters, or letters and numerals, immediately preceding the numerical part of the Engine Number.

For example, if the Engine Number reads "PC 1008 AB," the letters "PC" will in most cases indicate the car Model Code. Likewise, if the Engine Number reads "C22 1008," "C22" will in most cases be the car Model Code.

TRUCKS: The Model Code for trucks, shown in the "Vehicle Application Information," is on a plate mounted on the engine side of the cowl over the steering column, or on the right front door front pillar post.

WHERE TO FIND VEHICLE SERIAL NUMBER

PASSENGER CARS: The Vehicle Serial Number is on a plate located on the right or left front door front pillar post.

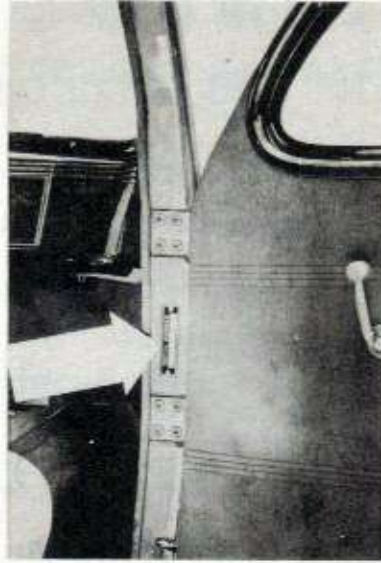
TRUCKS: The Vehicle Serial Number appears on the plate showing Model Code, which is mounted on the engine side of the cowl over the steering column, or on the right or left front door front pillar post.

WHERE TO FIND ENGINE NUMBER

For all vehicles, the Engine Number is located on the left side of the engine block, at the front, and below the cylinder head.

SERIAL NUMBER LOCATION

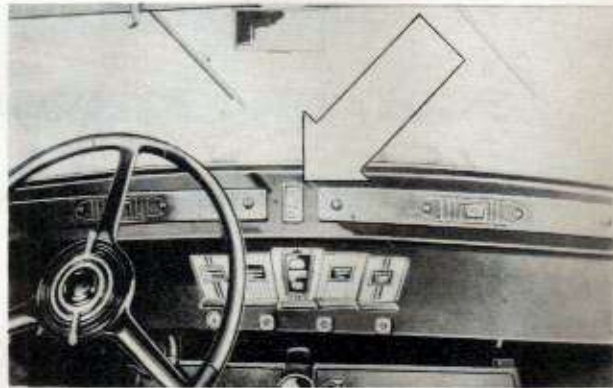
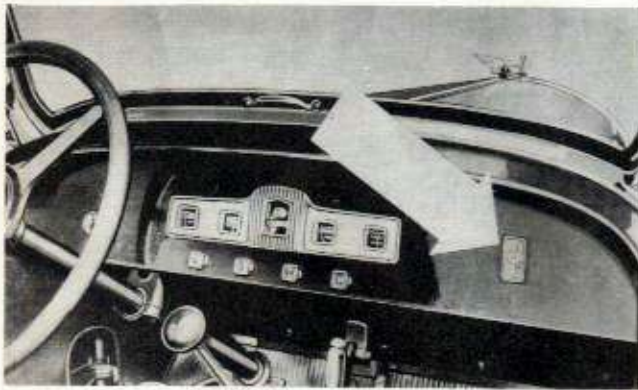
PASSENGER CARS



Right or Left
Front
Door
Pillar

On Instrument Panel

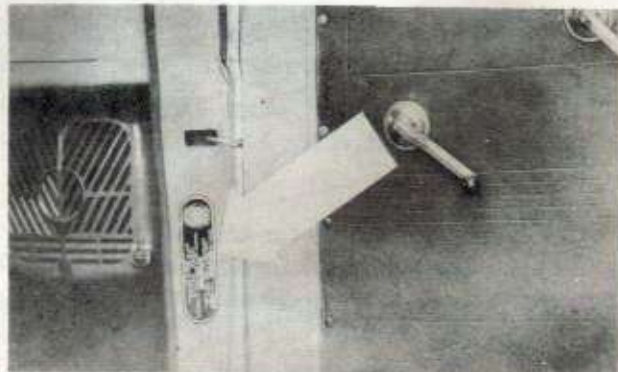
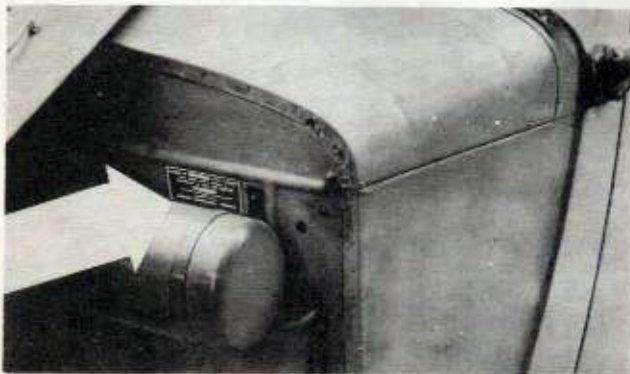
Over Instrument Panel



TRUCKS

On Cowl

Front Door Pillar



PLYMOUTH

PASSENGER and COMMERCIAL CARS

MODEL NAME	MODEL CODE	YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER U.S.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
Plymouth 4	Q	1928-29	HL-950-P RW-000-P	HD-999-D RH-977-H	60-000-P	GP-582-E
Plymouth 4	U	1929-30	RR-120-P Y-000-WP	RD-999-D Y-403-EP	GP-583-W	GC-499-L
Plymouth 4	30U	1930-31	1,500,001	1,570,188	9,300,001	9,305,327
Plymouth 4	PA	1931-32	1,570,301	1,674,250	9,305,401	9,307,933
Plymouth 4	PB	1932	1,680,001	1,758,001	9,307,951	9,310,965
Plymouth 6	PC	1932-33	1,759,001 3,000,001	1,858,419 3,001,395	9,311,001 9,315,001	9,313,273 9,315,375
Plymouth 6 (De Luxe)	PD	1933	2,000,001 3,002,501	2,186,951 3,007,678	9,320,001 9,395,001	9,321,902 9,396,071
Plymouth 6	PE	1934	2,188,001 3,007,701	2,397,536 3,019,347		9,321,911 9,326,544
Plymouth 6	PF	1934	1,859,001 3,100,001	1,894,740 3,101,358	9,313,276 9,315,376	9,315,000 9,316,221
Plymouth 6 (Special)	PP	1934	1,909,001 3,092,001	1,941,945 3,094,353		
Plymouth 6 (Standard)	PG	1934	1,020,001 3,150,001	1,039,039 3,151,472		
Plymouth 6	PJ	1935	1,675,001 2,397,601 3,019,401	1,675,032 2,641,320 3,040,567	9,326,551 9,386,551	9,332,281 9,387,355
Plymouth 6 (Special)	PJ	1935	1,039,101 3,151,501	1,111,645 3,157,116	9,396,076	9,397,345
Plymouth 6	PI	1936	1,111,701 3,157,151 9,000,101	1,183,569 3,162,365 9,012,724	9,397,351 9,376,551	9,400,000 9,376,669
Plymouth 6 (De Luxe)	P2	1936	2,641,401 3,040,601 9,025,101	2,987,635 3,077,397 9,062,168	9,332,286	9,339,684
Plymouth 6	P3	1937	1,184,001 3,101,401 9,085,551	1,237,460 3,105,159 9,097,493	9,376,676	9,381,157
Plymouth 6 (De Luxe)	P4	1937	3,162,501 9,190,021 9,950,001 10,101,001	3,205,879 9,199,074 9,999,000 10,468,044	9,339,691	9,349,561
Plymouth 6 (Commercial)	PT50	1937	8,850,101 9,206,601 9,182,701	8,861,664 9,208,113 9,185,188		
Plymouth 6	P5	1938	1,240,001 3,105,301 9,097,601	1,296,615 3,109,407 9,107,725	9,381,161	9,385,097
Plymouth 6 (De Luxe)	P6	1938	10,470,001 3,206,001 20,001,001	10,625,650 3,220,997 20,025,900	9,349,566	9,358,622
Plymouth 6 (Commercial)	PT57	1938	8,618,701 9,208,201 9,185,301	8,624,135 9,208,797 9,186,416		
Plymouth 6	P7	1939	1,298,001 3,110,001 9,150,401	1,377,475 3,114,680 9,164,593	9,603,586	9,607,605
Plymouth 6	P8	1939	10,630,001 3,222,001 20,027,001	10,879,874 3,242,203 20,062,199	9,358,626	9,368,510
Plymouth 6 (Commercial)	PT81	1939	8,624,201 9,208,851	8,630,418 9,209,340		
Plymouth 6 (Roadking)	P9	1940	1,378,001 3,114,801 9,062,201	1,454,303 3,121,385 9,081,375	9,368,516	9,373,193
Plymouth 6 (De Luxe)	PI0	1940	10,883,001 3,242,501 20,063,001	11,122,538 3,269,066 20,104,165	9,607,611	9,616,760
Plymouth 6 (Commercial)	PT105	1940	8,631,001 9,209,351	8,637,730 9,210,053		
Plymouth 6 (Standard)	PI1	1941	15,000,101 3,121,501 22,001,001	15,135,030 3,133,962 22,036,667	9,821,241	9,829,853
Plymouth 6 (De Luxe)	PI2	1941	11,123,001 3,269,301 20,105,101	11,399,250 3,296,572 20,147,921	9,616,761	9,624,457

PLYMOUTH PASSENGER AND COMMERCIAL CARS (Continued)

MODEL NAME	MODEL CODE	YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER U.S.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
Plymouth 6 (Commercial)	PT125	1941	81,000,101 9,210,101	81,006,107 9,210,700		
Plymouth (De Luxe)	P14S	1942	15,135,501 3,134,501 22,037,001	15,153,935 3,136,266 22,041,356	9,829,856	9,836,986
Plymouth 6(Special DeLuxe)	P14C	1942	11,399,501 3,297,001 20,148,001	11,494,048 3,306,756 20,164,435	9,829,856	9,836,986
Plymouth 6 (De Luxe)	P15S	1946	15,154,001 26,000,001 22,042,001	15,206,935 26,003,588 22,053,039	9,624,461	9,631,185
Plymouth 6(Special De Luxe)	P15C	1946	11,496,001 25,000,001 20,165,001	11,643,103 25,009,752 20,185,185	9,624,461	9,631,185
Plymouth 6 (De Luxe)	P15S	1947	15,206,936 26,003,589 22,053,040	15,252,278 26,010,839 22,063,369	9,631,186	9,650,874
Plymouth 6(Special De Luxe)	P15C	1947	11,643,104 25,009,753 20,185,186	11,854,385 25,035,585 20,233,167	9,631,186	9,650,874
Plymouth 6 (De Luxe)	P15S	1948	15,252,279 26,010,840 22,063,370	15,292,209 26,018,852 22,073,646	9,650,875	9,664,000
Plymouth 6(Special De Luxe)	P15C	1948	11,854,386 25,035,586 20,233,168	12,116,123 25,071,430 20,299,138	9,510,871	9,516,548
Plymouth 6 (De Luxe)	P17	1949	18,000,101 28,000,101 28,500,101 24,000,001	18,040,467 28,003,814 28,503,162 24,011,890	95,000,001	95,002,423
Plymouth 6 (De Luxe)	P18	1949	15,300,001 26,025,001 26,500,101 22,080,001	15,358,928 26,030,100 26,503,423 22,096,252	95,500,001	95,503,104
Plymouth 6(Special DeLuxe)	P18	1949	12,120,001 25,075,001 25,500,101 20,304,001	12,384,178 25,097,094 25,510,640 20,366,486	96,000,001	96,012,932
Plymouth 6 (De Luxe)	P19	1950	18,041,001 28,004,001 28,503,501 24,012,001	18,119,094 28,009,848 28,511,177 24,035,538	95,003,001	95,006,710
Plymouth 6 (De Luxe)	P20	1950	15,359,501 26,030,501 26,504,001 22,097,001	15,456,084 26,035,870 26,510,569 22,125,803	95,504,001	95,508,435
Plymouth 6(Special DeLuxe)	P20	1950	12,384,501 25,097,501 25,511,001 20,367,001	12,627,867 25,110,385 25,527,262 20,428,448	96,013,001	96,029,393
Plymouth 6	P 22	1951	18,126,001 28,011,001 28,513,001 24,042,001	18,192,309 28,015,557 28,518,994 24,056,628	95,007,001	95,009,995
Plymouth 6	P 22	1952	18,192,501 28,015,701 28,519,101 24,056,701	18,223,600 28,018,555 28,522,352 24,063,833	95,010,001	95,011,211
Plymouth 6	P23-1	1951	15,460,001 26,040,001 26,512,001 22,132,001	15,577,561 26,045,620 26,518,068 22,159,468	95,509,001	95,513,633
Plymouth 6	P23-1	1952	15,577,801 26,045,701 26,518,201 22,159,601	15,662,660 26,049,991 26,523,546 22,181,520	95,513,701	95,517,134
Plymouth 6	P23-2	1951	12,635,001 25,112,001 25,531,001 20,435,001	12,906,467 25,125,247 25,545,962 20,484,924	96,030,001	96,044,454
Plymouth 6	P23-2	1952	12,906,701 25,125,301 25,546,001 20,485,001	13,066,238 25,134,190 25,555,957 20,516,075	96,044,601	96,057,734
Plymouth 6	P24-1	1953			95,517,201	
Plymouth 6	P24-2	1953			96,057,801	
Plymouth 6	P 24	1953	13,070,001 20,520,001 25,136,001 25,560,001			

DODGE

PASSENGER CARS

MODEL NAME	MODEL CODE	YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER U.S.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
Dodge 4	110WB	1914-16	1	95,489		
Dodge 4	114WB	1916-23	95,490	930,312		
Dodge 4	116WB	1923-26	930,313	A831,146		
Dodge 4	126	1927	A831,147	A875,379		
Dodge 4	124	1927	A875,380	A930,634		
Dodge 4	128-129	1928	A930,635	A1,019,544		
Dodge--Victory 6	130-131	1928	M-1	M-87759		
Dodge--Standard 6	140-141	1928	J-1	J-75519		
Dodge--Senior 6	2249	1927-28	1S-10001	1S-24721		
Dodge--Senior 6	2251	1928	1S-24722	1S-29156		
Dodge--Senior 6	2252	1928-29	S-50001	S-60487		
Dodge--Senior 6	DB	1929-30	DB-1	DB-2999		
Dodge 6	DA	1928-30	DA-1	DA-123481	CDA-3261	CDA-3769
Dodge 8	DC	1930-31	E-001-WP 4,500,001	E-193-PH 4,505,165	A-001-WP 9,550,001	A-007-LE 9,550,300
Dodge 6	DD	1930-31	D-001-WP 3,500,001	D-257-PH 3,516,115	B-001-WP 9,450,001	B-011-SP 9,450,800
Dodge 6	DE	1930	EC-001-P 9,900,007	EC-115-R 9,902,013		
Dodge 6	DF	1931	4,990,001	4,990,660		
Dodge 8	DG	1931	4,508,001	4,519,534	9,550,301	9,550,632
Dodge 6	DH	1931	3,518,002	3,557,371	9,450,801	9,452,111
Dodge 6	DI	1931	9,902,038	9,902,170		
Dodge 6	DJ	1931	4,990,661	4,990,960		
Dodge 8	DK	1932	4,520,101	4,526,087	9,550,651	9,550,850
Dodge 6	DL	1932	3,558,101	3,578,392	9,452,151	9,452,900
Dodge 4	DM	1932	9,905,001	9,906,173		
Dodge 8	DO	1933	4,527,001	4,528,601	9,550,901	9,550,951
Dodge 6	DP	1933	3,579,001	3,678,655	9,549,925	9,550,000
					9,400,001	9,401,388
					9,445,001	9,445,630
Dodge 6	DQ	1933			9,452,951	9,455,705
Dodge 6	DR	1934	3,680,001	3,756,367	9,401,391	9,403,280
Dodge 6	DRX	1934	4,000,001	4,015,004		
Dodge 6	DS	1934	4,528,651	4,530,400		
Dodge 6	DT	1934			9,455,721	9,460,020
Dodge 6	DU	1935	3,756,501	3,913,106	9,403,286	9,405,679
Dodge 6 (De Luxe)	DV	1935	4,991,001	4,992,170	9,460,021	9,464,305
Dodge 6 (Std.)	DV	1935			9,316,226	9,316,895
Dodge 6	D2	1936	4,015,051	4,276,687	9,405,681	9,409,048
Dodge 6	D3	1936	4,992,201	4,995,273	9,316,901	9,318,219
Dodge 6	D4	1936			9,464,311	9,469,955
Dodge 6	D5	1937	4,530,451 9,118,501	4,789,907 9,149,360	9,409,056	9,413,740
Dodge 6	D6	1937	3,913,151	3,920,175	9,318,226	9,320,000
					9,387,361	9,388,420
					9,469,961	9,478,110
Dodge 6	D7	1937				
Dodge 6	D8	1938	30,001,001 40,001,001	30,097,066 40,016,525	9,413,746	9,416,683
Dodge 6	D9	1938	3,920,301	3,927,786	9,388,426	9,390,904
Dodge 6	D10	1938			9,478,116	9,486,415
Dodge 6 (De Luxe)	D11	1939	30,100,001	30,214,458	9,416,686	9,420,227
Dodge 6 (Special)	D11S	1939	4,276,701	4,347,700		
Dodge 6	D12	1939	3,928,001	3,934,809	9,390,906	9,393,277
Dodge 6	D13	1939			9,486,416	9,494,715
Dodge 6 (De Luxe)	D14	1940	30,216,001	30,342,333	9,420,231	9,422,897
Dodge 6	D15	1940	3,934,901	3,939,123	9,669,926	9,673,662
Dodge 6	D16	1940			9,494,721	9,503,605
Dodge 6 (Special)	D17	1940	4,349,001	4,415,505		
Dodge 6	D19	1941	30,342,401	30,576,861	9,422,901	9,425,438
Dodge 6	D20	1941	3,939,201	3,942,580	9,673,666	9,681,156
Dodge 6	D21	1941			9,503,606	9,510,870
Dodge 6	D22	1942	30,577,001	30,644,377	9,374,396	9,375,540
Dodge 6	D23	1942	3,942,701 4,415,601	3,942,888 4,416,604	9,681,161	9,687,621
Dodge 6	D24	1946	30,645,001 45,000,001	30,799,737 45,002,145	9,836,991	9,837,702
Dodge 6	D24	1947	30,799,738 45,002,146	31,011,765 45,022,452	9,837,703	9,842,105
Dodge 6	D24	1948	31,011,766 45,022,453	31,245,000 45,045,426	9,842,106	9,844,990

DE SOTO

PASSENGER CARS

MODEL NAME	MODEL CODE	YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER U.S.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
DeSoto 6	K	1928-30	KW-000-P KK-000-P	KD-999-D KK-143-W	OW-000-P	OW-878-Y
DeSoto 8	CF	1929-30	L-001-WP 6,000,001	L-185-PH 6,000,714	G-001-WP	G-010-SW
DeSoto 6	CK	1930	5,000,001	5,011,672	9,600,001	9,600,600
DeSoto 8	CF	1930-32	L-185-PR 6,000,801	L-192-DP 6,004,022	9,700,001	9,700,121
DeSoto 6	SA	1930-32	5,011,801	5,040,056	9,600,601	9,601,588
DeSoto 6 (Standard)	SC	1931-32	5,040,201	5,055,941	9,601,651	9,602,649
DeSoto 6 (Custom)	SC	1932	6,005,001	6,012,579	9,702,001	9,702,201
DeSoto 6 (Standard)	SD	1932-33	5,056,001	5,068,056	9,602,675	9,603,039
DeSoto 6 (Custom)	SD	1932-33	6,013,001	6,023,403	9,699,001	9,699,072
DeSoto 6	SE	1934	5,068,501	5,082,105	9,603,041	9,603,434
DeSoto 6	SF	1935	6,023,501	6,043,678	9,664,001	9,664,636
DeSoto 6	SG	1935	5,082,201	5,088,967	9,603,436	9,603,544
DeSoto 6 (Custom)	SI	1936	5,500,001	5,517,216	9,664,641	9,665,550
DeSoto 6 (De Luxe)	S1	1936	6,043,701	6,061,693	9,664,641	9,665,550
DeSoto 6 (7-Taxi)	S1	1936	5,997,501	6,000,000		
DeSoto 6 (7-Taxi)	S1	1936	6,004,101	6,004,200		
DeSoto 6 (Airflow)	S2	1936	5,089,001	5,093,971	9,603,551	9,603,582
DeSoto 6	S3	1937	5,517,301	5,597,700	9,665,556	9,666,930
DeSoto 6 (Taxi)	S3	1937	5,094,001	5,094,225		
DeSoto 6	S5	1938	5,598,301	5,632,912	9,666,936	9,668,604
DeSoto 6 (Custom)	S5	1938	6,061,701	6,064,250	9,666,936	9,668,604
DeSoto 6 (Taxi)	S5	1938	5,095,001	5,095,372		
DeSoto 6	S6	1939	5,634,001	5,687,134	9,668,606	9,669,922
DeSoto 6 (Taxi)	S6	1939	5,095,401	5,096,648		
DeSoto 6 (Custom)	S7	1940	5,688,001	5,720,329	9,393,281	9,394,790
DeSoto 6 (De Luxe)	S7	1940	6,064,301	6,095,930	9,393,281	9,394,790
DeSoto 6 (Taxi)	S7	1940	5,096,701	5,099,021		
DeSoto 6 (Custom)	S8	1941	5,720,401	5,770,981	9,373,196	9,374,393
DeSoto 6 (De Luxe)	S8	1941	6,096,001	6,141,720	9,373,196	9,374,393
DeSoto 6 (Taxi)	S8	1941	5,099,101	5,101,600		
DeSoto 6 (Custom)	S10	1942	5,771,001	5,783,503	9,949,051	9,949,461
DeSoto 6 (De Luxe)	S10	1942	6,142,001	6,153,101	9,949,051	9,949,461
DeSoto 6 (Taxi)	S10	1942	5,101,701	5,102,456		
DeSoto 6 (Custom)	S11C	1946	5,784,001	5,825,784	9,687,626	9,688,039
DeSoto 6 (De Luxe)	S11S	1946	6,154,001	6,172,862		
DeSoto 6 (Taxi)	S11	1946	5,102,501	5,105,413		
DeSoto 6 (Custom)	S11C	1947	5,825,785	5,885,815	9,688,040	9,691,004
DeSoto 6 (De Luxe)	S11S	1947	6,172,863	6,190,369		
DeSoto 6 (Taxi)	S11	1947	5,105,414	5,110,107		
DeSoto 6 (Custom)	S11C	1948	5,885,816 62,001,001	5,962,601 62,003,000	9,691,005	9,692,925
DeSoto 6 (De Luxe)	S11S	1948	6,190,370	6,209,494		
DeSoto 6 (Taxi)	S11	1948	5,110,108	5,114,100		
DeSoto 6 (De Luxe)	S13-1	1949	6,212,001 60,002,001	6,232,740 60,004,755		
DeSoto 6 (Custom)	S13-2	1949	50,000,101 62,004,001	50,061,189 62,011,187	99,400,001	99,402,600
DeSoto 6 (Taxi)	S13	1949	5,115,001	5,115,680		
DeSoto 6 (De Luxe)	S14-1	1950	6,233,501 60,005,001	6,262,653 60,009,175		
DeSoto 6 (Custom)	S14-2	1950	50,062,001 62,011,501	50,148,412 62,023,225	99,403,001	99,405,600
DeSoto 6 (Taxi)	S14	1950	5,116,001	5,118,530		
DeSoto 6 (Deluxe)	S15-1	1951	6,269,001 60,011,001	6,283,459 60,012,889		
DeSoto 6 (Custom)	S15-2	1951	50,155,001 62,024,001	50,230,003 62,032,486	99,406,001	99,408,325
DeSoto 6 (Taxi)	S15	1951	5,119,001	5,121,266		
DeSoto 6 (Deluxe)	S15-1	1952	6,283,601 60,013,001	6,288,250 60,013,651		
DeSoto 6 (Custom)	S15-2	1952	50,230,101 62,032,601	50,261,940 62,036,371	99,408,401	99,409,975
DeSoto 6 (Taxi)	S15	1952	5,121,401	5,122,684		
DeSoto 8	S17	1952	55,000,001 64,001,001	55,040,155 64,005,899	99,500,001	99,500,750

CHRYSLER

PASSENGER CARS

MODEL NAME	MODEL CODE	YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER U.S.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
Chrysler (70-6)	B	1924-25	1001	55800		
Chrysler (58-4)	F	1925-26	MW-100-P	WY-560-W	BW-100-P	BW-452-R
Chrysler (58-4)	F	1926	YC-200-P	YR-056-S	BW-100-P	BW-452-R
Chrysler (50-4)	I	1926-27	FW-000-P	FL-486-E	AC-500-P	AH-254-R
Chrysler (70-6)	G	1925-26	WY-580-W	WD-999-D	AW-100-P	AW-316-Y
Chrysler (70-6)	G	1926	PW-000-P	PP-930-Y		
Chrysler (Finer 70-6)	G	1926	PP-930-S	PS-287-D	AW-358-P	AW-568-W
Chrysler (60-6)	H	1926-27	YR-500-P	SP-361-S	BW-550-P	BW-892-R
Chrysler (Imp. 80-6)	E	1926-27	EW-000-P	EW-911-R		
Chrysler (52-4)	I	1927-28	HW-000-P	HL-685-L	GW-000-P	GW-795-P
Chrysler (62-6)	M	1927-28	LW-000-P	LS-101-C	NW-000-P	NW-312-R
Chrysler (72-6)	J	1927-28	CW-000-P	CR-838-L	JW-000-P	JW-256-P
Chrysler (Imp. 80-6)	L	1927-28	EP-000-P	EP-315-C		
Chrysler (65-6)	P	1928	LS-400-P	LD-999-D		
Chrysler (65-6)	P	1928-29	DW-000-P	DC-597-D	NP-000-P	NP-439-R
Chrysler (75-6)	R	1928-29	CY-050-P	CD-999-D	JP-000-P	JP-502-H
Chrysler (75-6)	R	1929	ZW-000-P	ZW-672-L		
Chrysler (Imperial-6)	L	1928-29	EP-320-W	EP-610-W	00101	01322
Chrysler (66-6)	CC	1929-30	H-001-WP	H-262-ER	F-001-WP 1430	F-013-LC 1489
Chrysler (70-6)	V	1929-31	P-001-WP	P-188-ED	NP-450-P	NP-542-P
Chrysler (Finer 70-6)	V	1931	7,996,001	7,999,974		
Chrysler (77-6)	W	1929-30	C-001-WP	C-186-CD	JP-350-P	JP-424-R
Chrysler 6	CJ	1930-31	H-400-WP	H-490-HS	F-020-WP	F-023-LC
Chrysler 6	CJ	1930-31	6,500,001	6,520,171	9,750,001	9,751,335
Chrysler 8 (3" Bore)	CD	1930	7,500,002	7,510,538		
Chrysler 8 (3-1/8" Bore)	CD	1930-31	7,510,539	7,514,222	9,820,001	9,820,199
Chrysler 8 (Imperial)	CG	1930-31	7,800,001	7,803,243	7,980,001	7,980,024
Chrysler 6	CM	1931-32	6,520,501	6,557,326	9,751,601	9,753,600
Chrysler (De Luxe 8)	CD	1931-32	7,514,601	7,523,531	9,820,201	9,820,381
Chrysler 6	CI	1932-33	6,557,401	6,575,639	9,753,601	9,754,327
Chrysler 8	CP	1932-33	7,523,601	7,528,546	9,820,401	9,820,571
Chrysler (Imperial-8)	CH	1932-33	7,900,001	7,901,362	9,890,001	9,890,039
Chrysler (Imperial Custom 8)	CL	1932-33	7,803,301	7,803,527	7,980,101	7,980,111
Chrysler 6	CO	1933-34	6,576,001	6,592,816	9,754,351	9,755,168
Chrysler (Royal 8)	CT	1933-34	7,000,001	7,010,035	9,819,001	9,819,193
Chrysler (Imperial 8)	CQ	1933-34	7,529,001	7,532,779	9,850,001	9,850,305
Chrysler (Imperial Custom 8)	CL	1933-34	7,803,551	7,803,705	9,949,001	9,949,041
Chrysler 6	CA	1934	6,650,001	6,672,665	9,820,601	9,820,669
Chrysler 6	CB	1934	6,700,001	6,701,452		
Chrysler 8	CU	1934	6,593,001	6,601,154	9,702,226	9,703,363
Chrysler 8	CV	1934	7,010,101	7,012,291	9,755,171	9,755,418
Chrysler (Imperial Custom 8)	CW	1934	7,803,751	7,803,850	9,850,311	9,850,398
Chrysler 8	CX	1934	7,901,401	7,901,528		
Chrysler 6	CY	1934			9,820,676	9,821,120
Chrysler 6	C6	1935	6,800,001	6,823,250	9,703,366	9,704,599
Chrysler 8	CZ	1935	6,701,501	6,710,429	9,755,421	9,755,811
Chrysler 8	C1	1935	6,601,201	6,606,115	9,821,126	9,821,210
Chrysler 8	C2	1935	7,012,301	7,014,872	9,850,401	9,850,430
Chrysler 8	C3	1935	7,528,551	7,528,675		
Chrysler 6	C7	1936	6,823,301	6,865,003	9,704,601	9,706,379
Chrysler 8	C8	1936	6,710,501	6,719,499	9,755,816	9,756,327
Chrysler 8	C9	1936	6,606,201	6,607,879	9,821,216	9,821,239
Chrysler 8	C10	1936	7,014,901	7,019,398	9,850,436	9,850,444
Chrysler 8	C11	1936	7,803,851	7,803,925		
Chrysler (Royal-6)	C16	1937	6,865,101	6,948,225	9,706,386	9,709,264
Chrysler 8	C14	1937	6,719,601	6,733,606	9,756,331	9,756,825
Chrysler 8	C15	1937	7,804,001	7,805,201		
Chrysler 8	C17	1937	7,019,401	7,024,000		
Chrysler (Royal-6)	C18	1938	7,532,801	7,573,257	9,709,266	9,712,116
Chrysler (Imperial 8)	C19	1938	6,734,001	6,742,105		
Chrysler (New York Special-8)	C19	1938	6,607,901	6,609,802		
Chrysler (7 Pass. Sedan and Limo.-8)	C20	1938	7,805,501	7,806,033		
Chrysler (Royal-6)	C22	1939	7,574,001	7,624,876	9,712,121	9,714,598
Chrysler - (De Luxe Windsor 6)	C22	1939	6,948,301	6,954,947	9,712,121	9,714,598
Chrysler (Imperial-8)	C23	1939	6,742,201	6,750,055		

CHRYSLER PASSENGER CARS (Cont'd)

MODEL NAME		YEAR	STARTING SERIAL NUMBER U.S.BUILT	CLOSING SERIAL NUMBER CAN.BUILT	STARTING SERIAL NUMBER CAN.BUILT	CLOSING SERIAL NUMBER CAN.BUILT
Chrysler (Saratoga-8)	C23	1939	6,672,701	6,673,414		
Chrysler (New Yorker-8)	C23	1939	6,609,901	6,613,333		
Chrysler (7 pass. Sedan and Limo-8)	C24	1939	7,806,201	7,806,507		
Chrysler (Royal-6)	C25S	1940	7,625,001	7,657,487	9,714,601	9,717,740
Chrysler (Windsor-6)	C25W	1940	6,955,201	6,993,727	9,714,601	9,717,740
Chrysler (Traveller-8)	C26K	1940	6,750,101	6,756,417		
Chrysler (New Yorker-8)	C26N	1940	6,613,401	6,624,087		
Chrysler (Saratoga-8)	C26S	1940	6,673,501	6,674,100		
Chrysler (Custom Imperial-8)	C27	1940	7,806,551	7,807,401		
Chrysler (Royal-6)	C28S	1941	7,657,501	7,736,429	9,717,741	9,720,356
Chrysler (Windsor-6)	C28W	1941	7,901,601	7,957,099	9,717,741	9,720,356
Chrysler (Saratoga-8)	C30K	1941	6,756,501	6,762,252		
Chrysler (New Yorker-8)	C30N	1941	6,624,101	6,642,655		
Chrysler (Imperial-8)	C33	1941	7,807,501	7,808,214		
Chrysler (Royal-6)	C34S	1942	70,001,001	70,010,204	9,385,101	9,386,394
Chrysler (Windsor-6)	C34W	1942	70,501,001	70,514,501	9,385,101	9,386,394
Chrysler (Saratoga-8)	C36K	1942	6,762,501	6,764,097		
Chrysler (New Yorker-8)	C36N	1942	6,674,201	6,684,754		
Chrysler (Imperial-8)	C37	1942	7,808,401	7,808,850		
Chrysler (Royal-6)	C38S	1946	70,011,001	70,023,022		
Chrysler (Windsor-6)	C38W	1946	65,001,001	65,002,000	9,425,441	9,426,261
Chrysler (Town and Country)	C38W	1946	70,515,001	70,564,428	9,425,441	9,426,261
Chrysler (Saratoga 8)	C39K	1946	71,000,001	71,000,127		
Chrysler (New Yorker 8)	C39N	1946	6,765,001	6,766,545		
Chrysler (Town and Country)	C39N	1946	7,025,001	7,037,248		
Chrysler (Imperial)	C40	1946	7,400,001	7,402,036		
Chrysler (Royal 6)	C38S	1947	7,810,001	7,810,166		
Chrysler (Windsor 6)	C38W	1947	70,023,023	70,029,673	9,426,262	9,431,840
Chrysler (Town and Country 6)	C38W	1947	70,564,429	70,633,016	9,426,262	9,431,840
Chrysler (Saratoga 8)	C39K	1947	71,000,128	71,002,879		
Chrysler (New Yorker 8)	C39N	1947	6,766,546	6,768,485		
Chrysler (Town and Country 8)	C39N	1947	7,037,249	7,062,597		
Chrysler (Imperial 8)	C40	1947	7,402,037	7,405,173		
Chrysler (Royal 6)	C38S	1948	7,810,167	7,810,907		
Chrysler (Windsor 6)	C38W	1948	70,029,674	70,038,791	9,431,841	9,435,440
Chrysler (Town and Country 6)	C38W	1948	70,633,017	70,717,748		
Chrysler (Saratoga 8)	C39K	1948	67,001,001	67,003,000	9,431,841	9,435,440
Chrysler (New Yorker 8)	C39N	1948	71,002,880	71,004,055		
Chrysler (Town and Country 8)	C39N	1948	6,768,486	6,770,612		
Chrysler (Imperial 8)	C40	1948	7,062,598	7,092,068		
Chrysler (Royal 6)	C45-1	1949	7,405,174	7,408,483		
Chrysler (Windsor 6)	C45-2	1949	7,810,908	7,811,430		
Chrysler (Saratoga 8)	C46-1	1949	70,041,001	70,057,284	99,600,001	99,601,220
Chrysler (New Yorker 8)	C46-2	1949	65,002,001	65,003,577		
Chrysler (Town and Country 8)	C46	1949	70,725,001	70,793,638	99,700,001	99,702,880
Chrysler (Imperial 8)	C47	1949	67,005,001	67,010,795		
Chrysler (Royal 6)	C48-1	1950	6,772,001	6,774,475		
Chrysler (Windsor 6)	C-48-2	1950	7,094,001	7,118,581		
Chrysler (Saratoga 8)	C49-1	1950	7,410,001	7,411,001		
Chrysler (New Yorker 8)	C49-2	1950	7,813,001	7,813,088		
Chrysler (Town and Country 8)	C49	1950	70,058,001	70,079,351	99,602,001	99,603,020
Chrysler (Imperial 8)	C50	1950	65,004,001	65,006,318		
Chrysler (Windsor 6)	C51-1	1951	70,794,001	70,889,370	99,703,001	99,706,180
Chrysler (Saratoga 8)	C49-1	1950	67,011,001	67,024,682		
Chrysler (New Yorker 8)	C49-2	1950	6,774,501	6,775,800		
Chrysler (Town and Country 8)	C49	1950	7,119,001	7,139,341		
Chrysler (Imperial 8)	C50	1950	7,411,501	7,412,201		
Chrysler (Windsor 6)	C51-1	1951	7,813,501	7,813,916		
Chrysler (Windsor Deluxe 6)	C51-2	1951	70,081,001	70,094,148	99,604,001	99,604,720
Chrysler (New Yorker 8)	C52	1951	65,007,001	65,008,808		
Chrysler (Crown Imperial 8)	C53	1951	70,891,001	70,952,163	99,707,001	99,709,874
Chrysler (Imperial 8)	C54	1951	67,026,001	67,033,209		
Chrysler (Saratoga 8)	C55	1951	7,165,001	7,199,806		
			7,814,501	7,815,000		
			7,736,501	7,753,512		
			76,500,001	76,511,983		
			66,500,001	66,501,672		

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
BE	1½ Ton	6	130-130	E-133097 S-109835 D-175590	1928-32 1928-32 1928-32	E-151191 S-116399 D-237361	
DET	¾ Ton	6	130-120				
GE	3 Ton	6	2252-135				
HE	3 Ton	6	2252-185				
IE	1½ Ton	6	130-140				
LE	1½ Ton	6	130-165				
ME	1½ Ton	6	130-150				
OE	2 Ton	6	2252-150				
RE	3 Ton	6	2252-165				
SE	¾ Ton	6	130-110				
TE	2 Ton	6	2252-165				
JE	Bus--16 Pass.	6	2252-165				
YE	Bus--21 Pass.	6	2252-165				
DA-120	¾ Ton	6	DA-1-B--120				
DA-124	¾ Ton	6	DA-1-B--124				
U-124	¾ Ton	4	U-1-B--124				
DA-130	1 Ton	6	DA-1-C--130				
DA-133	1 Ton	6	DA-1-C--133				
U-133	1 Ton	4	U-1-C--133				
DA-140	1 Ton	6	DA-1-C--140				
DA-150	1½ Ton	6	DA-1-E--150				
DA-165	1½ Ton	6	DA-1-E--165				
2 Ton	2 Ton	6	DB-1-G--150				
2 Ton	2 Ton	6	DB-1-G--165				
3 Ton	3 Ton	6	DB-1-L--135				
3 Ton	3 Ton	6	DB-1-L--165				
3 Ton	3 Ton	6	DB-1-L--185				
880	Street Car Bus	6	DB-1-T-165				
881	Parlor Car Bus	6	DB-1-U--165				
883	School Bus	6	DA-1-S--140				
884	School Bus	6	DA-1-S--165				
885	School Bus	6	DA-1-S--165				
886	School Bus	6	DA-1-S--165				
Mer. Exp.	¾ Ton	4	U-1-A--109	P-1001	1929-31	P-8183	U.S.
UF-10	¾ Ton	4	U-2-A--109	8,900,001 8,000,001 9,000,001 9,200,001	1931-32 1930-32 1930 1930-32	8,900,298 8,007,264 9,000,001 9,200,313	Can. U.S. U.S. U.S.
F-10	¾ Ton	6	DD-2-A--109	8,910,001 8,100,001 9,025,001 9,212,501	1931-33 1930-33 1930 1931-33	8,910,068 8,102,959 9,025,001 9,212,724	Can. U.S. U.S. U.S.
UF-30	1½ Ton	4	U-2-E--136	8,920,001 8,340,001	1931-32 1930-32	8,920,138 8,344,618	Can. U.S.
UF-31	1½ Ton	4	U-2-E--165	9,085,001 9,150,001 9,242,501	1930-31 1930-31 1930-32	9,085,540 9,150,336 9,242,745	U.S. U.S. U.S.
F-30	1½ Ton	6	DD-2-E--136	8,925,001 8,470,001	1930-32 1930-32	8,925,397 8,476,850	Can. U.S.
F-31	1½ Ton	6	DD-2-E--165	9,117,501 9,150,001 9,257,501	1930-32 1930-32 1930-32	9,118,374 9,150,336 9,258,346	U.S. U.S. U.S.
F-35	1½ Ton	6	DA-1-E--140	8,930,001 8,600,001	1931 1930-32	8,930,016 8,600,817	Can. U.S.
F-36	1½ Ton	6	DA-2-E--165	9,150,001 9,272,501	1930-31 1930-31	9,150,336 9,272,550	U.S. U.S.
83	School Bus	6	DA-1-S--140	8,600,818	1930-32	8,600,828	U.S.
84	School Bus	6	DA-1-S--165				
F-40	2 Ton	6	Z-1 & 2-G--150	8,935,001	1931-34	8,935,032	Can.
F-41	2 Ton	6	Z-1 & 2-G--165	8,700,001	1930-34	8,701,380	U.S.
F-42	2 Ton	6	Z-1-G--190	9,175,001 9,282,501	1930-31 1931-34	9,175,193 9,282,599	U.S. U.S.
85	School Bus	6	Z-1-S--165	9,175,195		9,175,209	U.S.
F-60	3 Ton	6	Z-1 & 2-L--146	8,940,001	1931-34	8,940,014	Can.
F-61	3 Ton	6	Z-1 & 2-L--170	8,760,001	1930-34	8,761,318	U.S.
F-62	3 Ton	6	Z-1 & 2-L--195	9,182,501 9,150,001 9,287,501	1930-31 1930-31 1930-32	9,182,637 9,150,336 9,287,643	U.S. U.S. U.S.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
185	School Bus	6	DD-2-S--165	9,118,375	1931-32	9,118,484	U.S.
185	School Bus	4	U-2-S--165	9,085,541	1931	9,085,541	U.S.
80	Street Car Bus	6	Z-1-T--165	8,820,001	1930-32	8,820,010	U.S.
81	Parlor Car Bus	6	Z-1-U--165	9,190,001	1931-32	9,190,010	U.S.
187	School Bus	6	Z-1-S-190	9,182,641	1931-32	9,182,671	U.S.
Special	3 Ton	6	Z-1 & 2-L--146	9,999,751	1930-32	9,999,919	U.S.
Special	3 Ton	6	Z-1 & 2-L--150				
Special	3 Ton	6	Z-1 & 2-L--170				
Special	3 Ton	6	A-1 & 2-L--195				
Special	2 Ton	6	Z-1 & 2-G--165				
Special	2 Ton	6	Z-1 & 2-G--150				
UG-20 & 30	1 Ton & 1½ Ton	4	U-2-E-131	8,920,150	1932-33	8,920,178	Can.
UG-21-& 31	1 Ton & 1½ Ton	4	U-2-E-157	8,350,001	1931-33	8,351,846	U.S.
UGS-50	1½ Ton	4	U-2-E-153S	9,243,501	1932-33	9,243,557	U.S.
G-20	1 Ton	6	DD-2-E--131	8,925,401	1933	8,925,420	Can.
G-30	1½ Ton	6	DD-2-E--131				
G-21	1 Ton	6	DD-2-E--157				
G-31	1½ Ton	6	DD-2-E-157				
GS-50	1½ Ton	6	DD-2-E--153S				
UG-43	2 Ton	4	U-2-G--136				
UG-44	2 Ton	4	U-2-G--165				
UGS-55	2 Ton	4	U-2-G--158S				
G-22	1 Ton	6	DD-2-G--136	8,933,001	1932-33	8,933,119	Can.
G-43	2 Ton	6	DD-2-G--136				
G-44	2 Ton	6	DD-2-G--165				
G-55	2 Ton	6	DD-2-G--158S				
G-80	4 Ton	8	CG-3-M--146				
G-81	4 Ton	8	CG-3-M--170				
G-82	4 Ton	8	CG-3-M--195				
G-83	4 Ton	8	CG-3-M--220				
90	Bus-21 Pass.	8	CG-2-R--172	8,950,001	1930-32	8,950,052	U.S.
91	Bus-21 Pass.	8	CG-2-R--172				
94	Bus-29 Pass.	8	CG-2-U--238	8,970,001	1931-32	8,970,026	U.S.
95	Bus-35 Pass.	8	CG-2-T--238				
HC		6	TDP-111	8,910,101	1933	8,910,308	Can.
HCL		6	TDP-119	8,007,301	1933	8,022,486	U.S.
				9,201,001	1933	9,201,947	U.S.
H-20	1 Ton	6	T-2-E--131	8,925,451	1933-34	8,925,579	Can.
H-30	1½ Ton	6	T-2-E--131	8,483,101	1933-34	8,498,804	U.S.
H-21	1 Ton	6	T-2-E--157	9,259,101	1933-34	9,259,840	U.S.
H-31	1½ Ton	6	T-2-E--157				
H-33	1½ Ton	6	T-3-E--136	8,510,001	1933	8,510,054	U.S.
H-34	1½ Ton	6	T-3-E--165				
H-22	1 Ton	6	T-3-G--136	8,933,151	1933-34	8,933,269	Can.
H-43	2 Ton	6	T-3-G--136	8,604,101	1933-34	8,607,643	U.S.
H-44	2 Ton	6	T-3-G--165	9,273,101	1933-34	9,273,359	U.S.
KC	½ Ton	6	T-5-A--111	8,910,401	1934-35	8,910,827	Can.
KCL	½ Ton	6	T-5-A--119	8,023,001	1934-35	8,048,626	U.S.
				9,202,001	1934-35	9,203,885	U.S.
KC	½ Ton	6	T-12-A-111	8,911,001	1935	8,911,460	Can.
KCL	½ Ton	6	T-12-A-119	8,048,701	1935	8,072,550	U.S.
				9,203,901	1935	9,206,587	U.S.
K-30-E	1½ Ton	6	T-2*-E--118	8,925,601	1933-34	8,925,680	Can.
K-20	½ Ton	6	T-2*-B--131				
K-21	½ Ton	6	T-2*-B--157				
K-30	1½ Ton	6	T-2*-E--131				
K-31	1½ Ton	6	T-2*-E--157				
K-19	1 Ton	6	T-6-C--136				
K-32	1½ Ton	6	T-6-E--136				
K-33	1½ Ton	6	T-6-E--148				
K-34	1½ Ton	6	T-6-E--161				
				8,351,901	1933-35	8,378,036	U.S.
				9,243,601	1933-35	9,245,108	U.S.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
K-22	1 Ton	6	T-7-C--140	8,933,301 8,608,001 9,273,401	1934-35 1934-35 1934-35	8,933,796 8,616,231 9,273,790	Can. U.S. U.S.
K-35	1½ Ton	6	T-7-C--140				
K-36	1½ Ton	6	T-7-E--157				
K-37	1½ Ton	6	T-7-E--169				
K-38	1½ Ton	6	T-7-E--190				
K-45	2 Ton	6	T-7-G--140				
K-46	2 Ton	6	T-7-G--157				
K-47	2 Ton	6	T-7-G--169				
K-48	2 Ton	6	T-7-G--190				
K-50	2 Ton	6	Z-G--150	8,701,401	1934-35	8,701,604	U.S.
K-51	2 Ton	6	Z-G--165				
K-52	2 Ton	6	Z-G--190				
K-70	3 Ton	6	Z-L--146	8,761,401	1934-35	8,761,519	U.S.
K-71	3 Ton	6	Z-L--170				
K-72	3 Ton	6	Z-L--195				
K-52 Spec.	4 Ton Airflow	6	T-19-M--190	8,344,621	1934-35	8,344,649	U.S.
K-52 Spec.	4 Ton Airflow	6	T-19-M--200				
K-52 Spec.	4 Ton Airflow	6	T-19-M--190	8,349,499	1935-36	8,349,610	U.S.
K-52 Spec.	4 Ton Airflow	6	T-19-M--200				
KH-15	¾ Ton	6	T-17-B--131	8,925,801 8,220,101 9,242,751 9,243,558 9,258,751	1934-35 1934-35 1934-35 1934-35 1934-35	8,926,034 8,234,001 9,243,500 9,243,600 9,259,001	Can. U.S. U.S. U.S. U.S.
KH-16	¾ Ton	6	T-17-B--136				
KH-17	¾ Ton	6	T-17-B--148				
KH-18	¾ Ton	6	T-17-B--161				
KH-20	1 Ton	6	T-17-C--131				
KH-21	1 Ton	6	T-17-C--136				
KH-22	1 Ton	6	T-17-C--148				
KH-23	1 Ton	6	T-17-C--161				
KH-30	1½ Ton	6	T-17-E--131				
KH-31	1½ Ton	6	T-17-E--136				
KH-32	1½ Ton	6	T-17-E--148				
KH-33	1½ Ton	6	T-17-E--161				
KH-16-V	¾ Ton	6	T-13-B--137				
KH-17-V	¾ Ton	6	T-13-B--149				
KH-18-V	¾ Ton	6	T-13-B--162				
KH-21-V	1 Ton	6	T-13-C--137				
KH-22-V	1 Ton	6	T-13-C--149				
KH-23-V	1 Ton	6	T-13-C--162				
KH-31-V	1½ Ton	6	T-13-E--137				
KH-32-V	1½ Ton	6	T-13-E--149				
KH-33-V	1½ Ton	6	T-13-E--162				
K-19-V	1 Ton	6	T-14-C--137	8,931,001 8,380,501 9,245,151	1935 1935 1935	8,931,140 8,388,129 9,245,667	Can. U.S. U.S.
K-32-V	2 Ton	6	T-14-E--137				
K-33-V	2 Ton	6	T-14-E--149				
K-34-V	2 Ton	6	T-14-E--162				
K-34-NC1	School Bus	6	T-14-E--195				
K-22-V	1 Ton	6	T-15-C--141	8,933,801 8,616,401 9,273,801	1935 1935 1935	8,933,850 8,618,686 9,273,975	Can. U.S. U.S.
K-35-V	1½ Ton	6	T-15-E--141				
K-36-V	1½ Ton	6	T-15-E--158				
K-37-V	1½ Ton	6	T-15-E--170				
K-38-V	1½ Ton	6	T-15-E--191				
K-45-V	3 Ton	6	T-15-G--141				
K-46-V	3 Ton	6	T-15-G--158				
K-47-V	3 Ton	6	T-15-G--170				
K-48-V	3 Ton	6	T-15-G--191				
K-50-V	2 Ton	6	T-16-G--152	8,761,601	1935-36	8,762,587	U.S.
K-51-V	2 Ton	6	T-16-G--170				
K-52-V	2 Ton	6	T-16-G--188				
K-53-V	2 Ton	6	T-16-G--205				
K-60-V	3 Ton	6	T-16-L--152				
K-61-V	3 Ton	6	T-16-L--170				
K-62-V	3 Ton	6	T-16-L--188				
K-63-V	3 Ton	6	T-16-L--205				
K-50-V	2 Ton	6	T-37-G--152	8,762,701	1936-37	8,763,202	U.S.
K-51-V	2 Ton	6	T-37-G--170				
K-52-V	2 Ton	6	T-37-G--188				
K-53-V	2 Ton	6	T-37-G--205				
K-60-V	3 Ton	6	T-37-L--152				
K-61-V	3 Ton	6	T-37-L--170				
K-62-V	3 Ton	6	T-37-L--188				
K-63-V	3 Ton	6	T-37-L--205				

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
LC	½ Ton	6	T-23-A--116	8,911,501 8,105,601 9,287,701	1935-36 1935-36 1935-36	8,912,237 8,156,402 9,293,583	Can. U.S. U.S.
LE-15	¾ Ton	6	T-25-B--129	8,926,301 8,242,801 8,378,051 9,260,551	1935-36 1935-36 1935-36 1935-36	8,926,587 8,263,157 8,380,000 9,261,974	Can. U.S. U.S. U.S.
LE-16	¾ Ton	6	T-25-B--136				
LE-17	¾ Ton	6	T-25-B--162				
LE-20	¾ Ton	6	T-25-C--129				
LE-21	¾ Ton	6	T-25-C--136				
LE-22	¾ Ton	6	T-25-C--162				
LE-30	1½ Ton	6	T-25-E--129				
LE-31	1½ Ton	6	T-25-E--136				
LE-32	1½ Ton	6	T-25-E--162				
LF-28	1 Ton	6	T-26-C--129				
LF-35	1½ Ton	6	T-26-E--129				
LF-36	2 Ton	6	T-26-E--136				
LF-37	2 Ton	6	T-26-E--162				
LF-37-NC	School Bus	6	T-26-E--184				
LF-38	1½ Ton	6	T-33-162	8,498,851	1936-37	8,499,281	U.S.
LF-39	1½ Ton	6	T-33-185				
LG-40	1½ Ton	6	T-27-E--136	8,933,901 8,510,101 9,274,001	1935-36 1935-36 1935-36	8,934,068 8,516,340 9,274,296	Can. U.S. U.S.
LG-41	1½ Ton	6	T-27-E--151				
LG-42	1½ Ton	6	T-27-E--162				
LG-43	1½ Ton	6	T-27-E--180				
LH-29	1 Ton	6	T-27-C--136				
LH-30	1 Ton	6	T-27-C--151				
LH-45	3 Ton	6	T-27-G--136				
LH-46	3 Ton	6	T-27-G--151				
LH-47	3 Ton	6	T-27-G--162				
LH-48	3 Ton	6	T-27-G--180				
LM-70	4 Ton Airflow	6	T-36-M--188	8,349,611	1937-38	8,349,660	U.S.
LM-71	4 Ton Airflow	6	T-36-M--205				
MC	½ Ton	6	T-38-A--116	8,912,251 8,156,701 9,247,201	1936-37 1936-37 1936-37	8,913,177 8,186,617 9,250,807	Can. U.S. U.S.
MD-15	¾ Ton	6	T-30-B--120	8,920,201 8,072,601 9,282,601	1936-37 1936-37 1936-37	8,920,476 8,082,022 9,283,704	Can. U.S. U.S.
MD-16	¾ Ton	6	T-30-B--136				
MD-20	1 Ton	6	T-30-C--120				
MD-21	1 Ton	6	T-30-C--136				
ME-15	¾ Ton	6	T-40-B--126	8,926,601 8,263,301 9,262,001	1936-37 1936-37 1936-37	8,926,908 8,273,608 9,262,616	Can. U.S. U.S.
ME-16	¾ Ton	6	T-40-B--133				
ME-17	¾ Ton	6	T-40-B--159				
ME-20	1 Ton	6	T-40-C--126				
ME-21	1 Ton	6	T-40-C--133				
ME-22	1 Ton	6	T-40-C--159				
ME-30	1½ Ton	6	T-40-E--126				
ME-31	1½ Ton	6	T-40-E--133				
ME-32	1½ Ton	6	T-40-E--159				
MF-28	1 Ton	6	T-41-C--126				
MF-35	1½ Ton	6	T-41-E--126				
MF-36	2 Ton	6	T-41-E--133				
MF-37	2 Ton	6	T-41-E--159				
MF-38	1½ Ton	6	T-48-159	8,499,301	1937	8,499,486	U.S.
MF-39	1½ Ton	6	T-48-182				
MH-29	1 Ton	6	T-42-C--133	8,934,101 8,516,401 9,274,351	1936-37 1936-37 1936-37	8,934,372 8,520,265 9,274,607	Can. U.S. U.S.
MH-30	1 Ton	6	T-42-C--148				
MG-40	1½ Ton	6	T-42-E--133				
MG-41	1½ Ton	6	T-42-E--148				
MG-42	1½ Ton	6	T-42-E--159				
MG-43	1½ Ton	6	T-42-E--177				
MG-44	1½ Ton	6	T-42-E--200				
MH-45	3 Ton	6	T-42-G--133				
MH-46	3 Ton	6	T-42-G--148				
MH-47	3 Ton	6	T-42-G--159				
MH-48	3 Ton	6	T-42-G--177				
MH-49	3 Ton	6	T-42-G--200				

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT				
ML-50	2 Ton	6	T-43-G--152	8,763,301	1937	8,763,574	U.S.				
ML-51	2 Ton	6	T-43-G--170								
ML-52	2 Ton	6	T-43-G--188								
ML-53	2 Ton	6	T-43-G--205								
MK-60	3 Ton	6	T-43-L--152								
MK-61	3 Ton	6	T-43-L--170								
MK-62	3 Ton	6	T-43-L--188								
MK-63	3 Ton	6	T-43-L--205								
RC	$\frac{1}{2}$ Ton	6	T-58-A--116	8,913,201 8,186,701 9,251,001	1937-38 1937-38 1937-38	8,914,272 8,204,334 9,252,540	Can. U.S. U.S.				
RD-15	$\frac{3}{4}$ Ton	6	T-60-B--120	8,920,501 8,082,101 9,283,801	1937-38 1937-38 1937-38	8,920,972 8,087,863 9,284,247	Can. U.S. U.S.				
RD-16	$\frac{3}{4}$ Ton	6	T-60-B--136								
RD-10	$\frac{3}{4}$ Ton	6	T-60-BY--120								
RD-11	$\frac{3}{4}$ Ton	6	T-60-BY--136								
RD-20	1 Ton	6	T-60-C--120								
RD-21	1 Ton	6	T-60-C--136								
RE-15	$\frac{3}{4}$ Ton	6	T-40-B--126					8,926,951 8,276,801 9,263,401 8,479,471	1937-38 1937-38 1937-38 1937-38	8,927,248 8,284,456 9,263,709 8,479,653	Can. U.S. U.S. U.S.
RE-16	$\frac{3}{4}$ Ton	6	T-40-B--133								
RE-17	$\frac{3}{4}$ Ton	6	T-40-B--159								
RE-20	1 Ton	6	T-40-C--126								
RE-21	1 Ton	6	T-40-C--133								
RE-22	1 Ton	6	T-40-C--159								
RE-30	$1\frac{1}{2}$ Ton	6	T-40-E--126								
RE-31	$1\frac{1}{2}$ Ton	6	T-40-E--133								
RE-32	$1\frac{1}{2}$ Ton	6	T-40-E--159								
RF-28	1 Ton	6	T-41-C--133	8,945,001 8,423,601 9,295,201	1937-38 1937-38 1937-38	8,945,853 8,436,063 9,295,663	Can. U.S. U.S.				
RF-35	$1\frac{1}{2}$ Ton	6	T-41-E--126								
RF-36	2 Ton	6	T-41-E--133								
RF-37	2 Ton	6	T-41-E--159								
RF-38	2 Ton	6	T-41-E--190								
RF-38	$1\frac{1}{2}$ Ton	6	T-48-E--159	8,499,551	1937-38	8,499,798	U.S.				
RF-39	$1\frac{1}{2}$ Ton	6	T-48-E--182								
RF-40	$1\frac{1}{2}$ Ton	6	T-200	8,421,901	1937-38	8,422,202	U.S.				
RG-40	$1\frac{1}{2}$ Ton	6	T-42-E--133	8,934,401 8,753,501 8,022,989	1937-38 1937-38 1937-38	8,934,672 8,756,422 8,022,992	Can. U.S. U.S.				
RG-41	$1\frac{1}{2}$ Ton	6	T-42-E--148								
RG-42	$1\frac{1}{2}$ Ton	6	T-42-E--159								
RG-43	$1\frac{1}{2}$ Ton	6	T-42-E--177								
RG-44	$1\frac{1}{2}$ Ton	6	T-42-E--220								
RH-29	1 Ton	6	T-42-C--133								
RH-30	1 Ton	6	T-42-C--148								
RH-45	3 Ton	6	T-42-G--133								
RH-46	3 Ton	6	T-42-G--148								
RH-47	3 Ton	6	T-42-G--159								
RH-48	3 Ton	6	T-42-G--177								
RH-49	3 Ton	6	T-42-G--220								
RL-50	2 Ton	6	T-43-G--152					8,763,601	1937-38	8,763,896	U.S.
RL-51	2 Ton	6	T-43-G--170								
RL-52	2 Ton	6	T-43-G--188								
RL-53	2 Ton	6	T-43-G--205								
RK-60	3 Ton	6	T-43-L--152								
RK-61	3 Ton	6	T-43-L--170								
RK-62	3 Ton	6	T-43-L--188								
RK-63	3 Ton	6	T-43-L--205								
RO-55	2 Ton	6	T-56-G--96	8,234,011	1937	8,234,110	U.S.				
RO-56	2 Ton	6	T-56-G--108								
RO-57	2 Ton	6	T-56-G--122								
RO-58	2 Ton	6	T-56-G--140								
RP-65	3 Ton	6	T-56-L--96								
RP-66	3 Ton	6	T-56-L--108								
RP-67	3 Ton	6	T-56-L--122								
RP-68	3 Ton	6	T-56-L--140								
RX-70	4 Ton	6	R-44-M--188	8,349,671	1937-40	8,349,745	U.S.				
RX-71	4 Ton	6	T-44-M--205								
TC	$\frac{1}{2}$ Ton	6	T-68-A--116	8,914,301 8,520,301 9,252,601	1938-39 1938-39 1938-39	8,915,323 8,542,929 9,254,160	Can. U.S. U.S.				

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
TD-15	½ Ton	6	T-70-B--120	8,204,401 9,200,321	1938-39 1938-39	8,207,021 9,200,465	U.S. U.S.
TD-20 TD-21	1 Ton 1 Ton	6 6	T-72-C--120 T-72-C--133	8,921,001 8,087,901 9,284,301	1938-39 1938-39 1938-39	8,921,337 8,093,438 9,284,669	Can. U.S. U.S.
TE-20 TE-21 TE-22 TE-30 TE-31 TE-32	1 Ton 1 Ton 1 Ton 1½ Ton 1½ Ton 1½ Ton	6 6 6 6 6 6	T-74-C--126 T-74-C--133 T-74-C--160 T-74-E--126 T-74-E--133 T-74-E--160	8,927,301 8,284,501 9,263,751	1938-39 1938-39 1938-39	8,927,519 8,292,512 9,296,140	Can. U.S. U.S.
TF-29 TF-30 TF-37-X TF-38-X TF-35 TF-36 TF-37 TF-38	1 Ton 1 Ton School Bus School Bus 2 Ton 2 Ton 2 Ton 2 Ton	6 6 6 6 6 6 6 6	T-76-C--133 T-76-C--148 T-76-E--160 T-76-E--190 T-76-E--126 T-76-E--133 T-76-E--160 T-76-E--190	8,945,901 8,436,301 9,295,701	1938-39 1938-39 1938-39	8,946,473 8,455,997 9,296,140	Can. U.S. U.S.
TF-39 TF-40	1½ Ton 1½ Ton	6 6	T-82 T-201	8,499,811 8,479,661	1938-39 1938-39	8,499,984 8,479,952	U.S. U.S.
TG-40 TG-41 TG-42 TG-43 TG-44 TH-45 TH-46 TH-47 TH-48 TH-49	1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 3 Ton 3 Ton 3 Ton 3 Ton 3 Ton	6 6 6 6 6 6 6 6 6 6	T-78-E--136 T-78-E--148 T-78-E--160 T-78-E--178 T-78-E--220 T-78-G--136 T-78-G--148 T-78-G--160 T-78-G--178 T-78-G--220	8,934,701 8,701,651 9,274,851	1938-39 1938-39 1938-39	8,934,886 8,707,034 9,274,994	Can. U.S. U.S.
TL-50 TL-51 TL-52 TL-53 TK-60 TK-61 TK-62 TK-63	2 Ton 2 Ton 2 Ton 2 Ton 4 Ton 4 Ton 4 Ton 4 Ton	6 6 6 6 6 6 6 6	T-80-G--152 T-80-G--170 T-80-G--188 T-80-G--205 T-80-L--152 T-80-L--170 T-80-L--188 T-80-L--205	8,764,001	1938-39	8,764,264	U.S.
TLD-50 TLD-51 TLD-52 TLD-53 TKD-60 TKD-61 TKD-62 TKD-63	2 Ton Diesel 2 Ton Diesel 2 Ton Diesel 2 Ton Diesel 4 Ton Diesel 4 Ton Diesel 4 Ton Diesel 4 Ton Diesel	6 6 6 6 6 6 6 6	T-84-G--152 T-84-G--170 T-84-G--188 T-84-G--205 T-84-L--152 T-84-L--170 T-84-L--188 T-84-L--205	8,827,001	1938-39	8,827,057	U.S.
DB-1	½ Ton	6	T-92-116	8,915,351	1939-40	8,916,564	Can.
DB2-20 DB2-33	1 Ton 1 Ton	6 6	T-96--120 T-96--133	8,921,351	1939-40	8,922,069	Can.
DB3-33 DB3-60	1½ Ton 1½ Ton	6 6	T-98-E--133 T-98-E--160	8,927,551	1939-40	8,927,844	Can.
DB4-33 DB4-60 DB4-90	2 Ton 2 Ton 2 Ton	6 6 6	T-98-G--133 T-98-G--160 T-98-G--190	8,946,501	1939-40	8,947,269	Can.
DB6-36 DB6-60 DB6-78	3 Ton 3 Ton 3 Ton	6 6 6	T-108--136 T-108--160 T-108--178	90,002,001	1939-40	90,002,268	Can.
DB7-36 DB7-60 DB7-78 DB7-20	3 Ton 3 Ton 3 Ton 3 Ton	6 6 6 6	T-100--136 T-100--160 T-100--178 T-100--220	90,005,001	1939-40	90,005,245	Can.
DB8-52 DB8-70 DB8-88 DB8-05	4 Ton 4 Ton 4 Ton 4 Ton	6 6 6 6	T-104-L--152 T-104-L--170 T-104-L--188 T-104-L--205	8,274,701	1939-40	8,275,022	Can.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DBM3-05 DBM3-29 DBM3-59	1½ Ton 1½ Ton 1½ Ton	6 6 6	T-88-E--105 T-88-E--129 T-88-E--159	90,000,001	1939-40	90,000,017	Can.
DBM4-05 DBM4-29 DBM4-59	2 Ton 2 Ton 2 Ton	6 6 6	T-88-G--105 T-88-G--129 T-88-G--159	90,001,001	1939-40	90,001,066	Can.
DBZ8-52 DBZ8-70 DBZ8-88 DBZ8-05	4 Ton Diesel 4 Ton Diesel 4 Ton Diesel 4 Ton Diesel	6 6 6 6	T-106-L--152 T-106-L--170 T-106-L--188 T-106-L--205	8,504,436	1939-40	8,504,566	Can.
VC	½ Ton	6	T-92-A--116	8,543,001 9,254,201	Sept/39	8,562,183 9,256,160	U.S.
VD-15	¾ Ton	6	T-94-B--120	8,207,101 9,200,471	Sept/39	8,210,295 9,200,755	U.S.
VD-20 VD-21	1 Ton 1 Ton	6 6	T-96-C--120 T-96-C--133	8,093,476 9,284,701	Sept/39	8,098,913 9,285,132	U.S.
VM-35 VM-37 VM-38 VMA-35 VMA-37 VMA-38	1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton	6 6 6 6 6 6	T-88-E--105 T-88-E--129 T-88-E--159 T-88-E--105 T-88-E--129 T-88-E--159	8,292,601 9,264,101	Sept/39	8,294,388 9,264,306	U.S.
VF-20 VF-21 VF-22 VF-29 VF-30 VF-31 VF-32 VF-33 VFA-20 VFA-21 VFA-22 VFA-29 VFA-30 VFA-31 VFA-32 VFA-33	1 Ton 1 Ton 1 Ton ¾ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1 Ton 1 Ton 1 Ton ¾ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	T-98-C--126 T-98-C--133 T-98-C--160 T-98-B--160 T-98-E--126 T-98-E--133 T-98-E--160 T-98-E--190 T-98-C--126 T-98-C--133 T-98-C--160 T-98-B--160 T-98-E--126 T-98-E--133 T-98-E--160 T-98-E--190	8,766,001 9,275,001	Sept/39	8,788,138 9,276,176	U.S.
VF-39	1½ Ton	6	T-102	8,500,001	1938-39	8,500,087	U.S.
VG-40 VG-41 VG-42 VG-43 VG-44 VGA-40 VGA-41 VGA-42 VGA-43 VGA-44 VH-45 VH-46 VH-47 VH-48 VH-49 VHA-45 VHA-46 VHA-47 VHA-48 VHA-49	1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton	6 6	T-100-E--136 T-100-E--148 T-100-E--160 T-100-E--178 T-100-E--220 T-100-E--136 T-100-E--148 T-100-E--160 T-100-E--178 T-100-E--220 T-100-G--136 T-100-G--148 T-100-G--160 T-100-G--178 T-100-G--220 T-100-G--136 T-100-G--148 T-100-G--160 T-100-G--178 T-100-G--220	8,950,101 9,262,701	Sept/39	8,956,299 9,262,900	U.S.
VR-40 VR-42 VR-43 VRA-40 VRA-42 VRA-43 VS-45 VS-47 VS-48 VSA-45 VSA-47 VSA-48	1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton 2 Ton	6 6 6 6 6 6 6 6 6 6 6 6 6	T-90-E--105 T-90-E--129 T-90-E--159 T-90-E--105 T-90-E--129 T-90-E--159 T-90-G--105 T-90-G--129 T-90-G--159 T-90-G--105 T-90-G--129 T-90-G--159	8,764,301 9,272,801	Sept/39 Sept/41	8,764,480 9,272,805	U.S.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
VK-60	3 Ton	6	T-104-L--152	8,274,701	Sept/39	8,275,022	U.S.
VK-61	3 Ton	6	T-104-L--170				
VK-62	3 Ton	6	T-104-L--188				
VK-63	3 Ton	6	T-104-L--205				
VKA-60	3 Ton	6	T-104-L--152				
VKA-61	3 Ton	6	T-104-L--170				
VKA-62	3 Ton	6	T-104-L--188				
VKA-63	3 Ton	6	T-104-L--205				
VL-50	2 Ton	6	T-104-G--152				
VLA-50	2 Ton	6	T-104-G--152				
VKD-60	3 Ton Diesel	6	T-106-L--152	8,504,436	Sept/39	8,504,566	U.S.
VKD-61	3 Ton Diesel	6	T-106-L--170				
VKD-62	3 Ton Diesel	6	T-106-L--188				
VKD-63	3 Ton Diesel	6	T-106-L--205				
VKDA-60	3 Ton Diesel	6	T-106-L--152				
VKDA-61	3 Ton Diesel	6	T-106-L--170				
VKDA-62	3 Ton Diesel	6	T-106-L--188				
VKDA-63	3 Ton Diesel	6	T-106-L--205				
VLD-50	2 Ton Diesel	6	T-106-G--152				
VLD-51	2 Ton Diesel	6	T-106-G--170				
VLD-53	2 Ton Diesel	6	T-106-G--205				
VLDA-50	2 Ton Diesel	6	T-106-G--152				
VLDA-51	2 Ton Diesel	6	T-106-G--170				
VLDA-53	2 Ton Diesel	6	T-106-G--205				
DC-1	1 Ton	6	T-112-116	8,916,601	1940-41	8,918,281	Can.
DC2-20	1 Ton	6	T-116-120	8,922,101	1940-41	8,922,941	Can.
DC2-33	1 Ton	6	T-116-133				
DC3-35	1 1/2 Ton	6	T-118-E--135	8,927,851	1940-41	8,928,056	Can.
DC3-60	1 1/2 Ton	6	T-118-E--160				
DC4-35	2 Ton	6	T-118-G--135	8,947,301	1940-41	8,948,420	Can.
DC4-60	2 Ton	6	T-118-G--160				
DC4-90	2 Ton	6	T-118-G--190				
DC5-36	2 1/2 Ton	6	T-110-K--136	90,009,001	1940-41	90,009,066	Can.
DC5-60	2 1/2 Ton	6	T-110-K--160				
DC5-78	2 1/2 Ton	6	T-110-K--178				
DC6-36	3 Ton	6	T-110-L--136	90,002,301	1940-41	90,002,575	Can.
DC6-60	3 Ton	6	T-110-L--160				
DC6-78	3 Ton	6	T-110-L--178				
DC7-36	3 Ton	6	T-120--136	90,005,251	1940-41	90,005,600	Can.
DC7-60	3 Ton	6	T-120--160				
DC7-78	3 Ton	6	T-120--178				
DC7-20	3 Ton	6	T-120--220				
DC8-52	4 Ton	6	T-124-L--152	8,275,051	1940-41	8,275,578	Can.
DC8-70	4 Ton	6	T-124-L--170				
DC8-88	4 Ton	6	T-124-L--188				
DC8-05	4 Ton	6	T-124-L--205				
DCM3-05	1 1/2 Ton	6	T-128-E--105	90,000,051	1940-41	90,000,066	Can.
DCM3-29	1 1/2 Ton	6	T-128-E--129				
DCM3-59	1 1/2 Ton	6	T-128-E--159				
DCM4-05	2 Ton	6	T-128-G--105	90,001,101	1940-41	90,001,143	Can.
DCM4-29	2 Ton	6	T-128-G--129				
DCM4-59	2 Ton	6	T-128-G--159				
DCM7-05	3 Ton	6	T-130--105	90,011,001	1940-41	90,011,034	Can.
DCM7-29	3 Ton	6	T-130--129				
DCM7-59	3 Ton	6	T-130--159				
DCZ-8	4 Ton	6	T-126-152-170 -188-205	8,422,211	1941	8,422,592	Can.
WC	1 Ton	6	T-112-116	8,562,201 9,212,801 81,100,101 9,217,001 81,116,001 84,500,001	1941 to 1947	8,584,879 9,216,935 81,115,301 9,225,013 81,200,100 84,506,112	U.S.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
WD-15	$\frac{1}{2}$ Ton	6	T-114-120	8,210,351 9,199,101 83,300,001 85,500,001	1941 to 1947	8,217,538 9,199,890 83,312,387 85,501,169	U.S.
WD	1 Ton	6	T-116-120-133	81,200,101 9,285,201 81,211,001 86,000,001	1941-47	81,210,967 9,286,180 81,243,970 86,002,923	U.S.
WD-X	1 Ton (4 x 4)	6	T-137-126	83,900,001 88,750,001	1945-48	83,906,216 88,750,894	U.S.
			T-138	84,610,001	1946	84,612,000	U.S.
WFM	$1\frac{1}{2}$ Ton	6	T-128-105-129 -159	8,294,401 9,264,351 9,265,001 83,500,001	1941 to 1947	8,297,498 9,264,838 9,266,197 83,507,311	U.S.
WF	$1\frac{1}{2}$ Ton	6	T-118-126-135 -160-178 -190-200	8,788,151 9,276,201 81,300,101 81,335,001 86,500,001	1941-47	8,815,087 9,279,632 81,334,444 81,434,685 86,505,883	U.S.
WF-39	$1\frac{1}{2}$ Ton	6	T-122-182	8,500,101	1941	8,503,000	U.S.
WGM WHM	2 Ton	6	T-130-105- -129-159	8,764,501 8,707,051 8,707,801 9,272,811 88,500,001	1941-47	8,765,362 8,707,739 8,710,457 9,272,910 88,500,410	U.S.
WG WH	2 Ton	6	T-120-136-148 -160-178-190 -220	8,956,351 9,262,911 9,296,151 9,297,001 82,500,001	1941-47	8,966,925 9,263,265 9,296,900 9,299,993 82,535,624	U.S.
WK WL	3 Ton	6	T-124-152-170 -188-205	8,275,051 8,840,001	1942	8,276,529 8,841,500	U.S.
WKD	3 Ton	6	T-126-152-170 -180-205	8,422,211	1942	8,422,592	U.S.
WJ	$2\frac{1}{2}$ Ton	6	T-136-142-160 -178-235	81,850,001 85,025,001	1946-47	81,854,575 85,025,293	U.S.
WK WR	3 Ton	6	T-135-136-142 -160-178-196	81,785,001 85,000,001	1946-47	81,788,141 85,000,269	U.S.
DD-1	$\frac{1}{2}$ Ton	6	T-112-116	8,918,282 90,030,429 90,032,411	1942 1946 1947	8,920,000 90,032,410 90,036,169	Can.
DD-1S	$\frac{1}{2}$ Ton	6	T-112-116	90,023,501 90,029,627	1943-45	90,024,620 90,030,022	Can.
DD-2	1 Ton	6	T-116-120-133	8,922,942 90,045,429 90,046,158	1942 1946 1947	8,925,000 90,046,157 90,047,327	Can.
DD-3	$1\frac{1}{2}$ Ton	6	T-118-E-135- -160	8,928,057 90,055,429 90,055,561	1942 1946 1947	8,928,273 90,055,560 90,055,748	Can.
DD-4	2 Ton	6	T-118-G-135- 160-178-190- 200	8,948,421 90,015,001 90,057,429 90,059,129	1942 1943-4 1946 1947	8,949,526 90,017,000 90,059,128 90,061,086	Can.
DD-4S	2 Ton	6	T-110L-8-160	90,021,501 90,030,221	1944 1945	90,022,000 90,030,352	Can.
DD-5	$2\frac{1}{2}$ Ton	6	T-110-K-136- 160-178	90,009,067	1942	90,009,430	Can.
DD-6	$2\frac{1}{2}$ Ton	6	T-110-L-136 -160-178	90,002,576 90,004,081	1942	90,002,580 90,004,361	Can.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DD-6S	2½ Ton	6	T-110-L7-136 -160-178	90,019,001 90,029,407	1943-4 1945	90,021,000 90,029,626	Can.
DD-7	3 Ton	6	T-120-136-160 -178-220	90,005,601 90,068,929 90,069,657	1942 1946 1947	90,006,011 90,069,656 90,070,499	Can.
DD-7S	3 Ton	6	T-120M-136- -160-178-220	90,013,001 90,074,929 90,075,047	1942 1946 1947	90,013,133 90,075,046 90,075,688	Can.
DD-8	4 Ton	6	T-124-152-170 -188-205	8,275,579	1942	8,276,529	Can.
DDM-3	1½ Ton	6	T-128-E-105- -129-159	90,000,067	1942	90,000,071	Can.
DDM-4	2 Ton	6	T-128-G-105- -129-159	90,001,144	1942	90,001,187	Can.
DDM-7	3 Ton	6	T-130-105-129 -159	90,011,035	1942	90,011,067	Can.
DDZ-8	4 Ton	6	T-126-152-170 -188-205	8,422,411	1942	8,422,592	Can.
B-1-B	½ Ton	6	T-142-108	82,044,001 9,227,001 82,092,129 9,234,692	1948 1949	82,092,128 9,234,691 82,127,008 9,238,500	U.S. U.S.
B-1-C	¾ Ton	6	T-144-116	83,314,001 85,502,001 83,323,946 85,503,863	1948 1949	83,323,945 85,503,862 83,332,940 85,505,264	U.S. U.S.
B-1-D	1 Ton	6	T-146-116- -126	81,245,001 86,003,501 81,268,732 86,006,646	1948 1949	81,268,731 86,006,645 81,278,472 86,007,552	U.S. U.S.
B-1-PW	1 Ton (4 x 4)	6	T-137-126	83,907,001 88,759,501 83,911,549 88,759,913	1948 1949	83,911,548 88,759,912 83,915,078 88,760,162	U.S. U.S.
B-1-F B-1-H	1½ Ton	6	T-148-128-152 -170-192	80,306,001 86,506,501 80,355,593 86,511,546	1948 1949	80,355,592 86,511,545 80,372,737 86,512,000	U.S. U.S.
B-1-J	2 Ton	6	T-150-128-140 -152-170-212	82,536,501 85,600,001 82,555,329 85,601,624	1948 1949	82,555,328 85,601,623 82,561,749 85,601,889	U.S. U.S.
B-1-R	2½ Ton	6	T-156-130-136 -154-172-229	81,855,001 85,025,501 81,856,753 85,025,719	1948 1949	81,856,752 85,025,718 81,857,431 85,025,723	U.S. U.S.
B-1-VX	3 Ton 6 Wheel	6	T-158-130-136 -154-172-190	81,794,001 81,794,054	1948 1949	81,794,053 81,794,080	U.S.
B-1-T B-1-V	3 Ton	6	T-158-130-136 -154-172-190	81,789,001 85,000,401 81,790,872 85,000,593	1948 1949	81,790,871 85,000,592 81,791,711 85,000,623	U.S. U.S.
B-1-FM B-1-HM	1½ Ton	6	T-152-107-131 -161	83,508,001 9,267,001 83,509,672 9,267,270	1948 1949	83,509,671 9,267,269 83,510,145 9,267,337	U.S. U.S.
B-1-JM	2 Ton	6	T-154-107-131 -161	8,738,001 88,500,501 8,739,435 88,500,682	1948 1949	8,739,434 88,500,681 8,739,928 88,500,700	U.S. U.S.

DODGE TRUCKS (Continued)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
B-1-DU	1 Ton	6	T-164	84,202,001 84,202,694	1948 1949	84,202,693 84,204,553	U.S.
B-1-EU	1½ Ton	6	T-165	84,000,001 84,000,168	1948 1949	84,000,167 84,000,911	U.S.
DE-1	½ Ton	6	T-143-108	90,080,000	1948	90,083,294	Can.
DE-1	½ Ton	6	T-143-108	90,083,295	1949	90,086,150	Can.
DE-1	½ Ton	6	T-173-108	90,086,151	1949	90,086,798	Can.
DE-2	1 Ton	6	T-147-116-126	91,178,000	1948	91,180,233	Can.
DE-2	1 Ton	6	T-147-116-126	91,180,234	1949	91,182,050	Can.
DE-2	1 Ton	6	T-177-116-126	91,182,051	1949	91,182,481	Can.
DEX2-26	1 Ton (4 x 4)	6	T-137-126	83,907,001	1948-9	83,914,976	Can.
DE-3	1½ Ton	6	T-149E-128-152	92,000,000	1948	92,000,220	Can.
DE-3	1½ Ton	6	T-149E-128-152	92,000,000	1949	92,000,400	Can.
DE-3	1½ Ton	6	T-179E-128-152	92,000,401	1949	92,000,438	Can.
DE-4	2 Ton	6	T-149G-128- 152-170-192	93,000,000	1948	93,001,654	Can.
DE-4	2 Ton	6	T-149G-128- 152-170-192	93,001,655	1949	93,002,550	Can.
DE-4	2 Ton	6	TX-179-128- 152-192	93,002,551	1949	93,002,714	Can.
DE-4	2 Ton	6	T-Spec-A-128 -152-170-192	93,000,000A	1948	93,001,654A	Can.
DE-4	2 Ton	6	T-Spec-A-128 -152-170-192	93,001,655A	1949	93,002,550A	Can.
DE-5	2½ Ton	6	TX-149-128- 152-170-192	93,250,000	1948	93,250,172	Can.
DE-5	2½ Ton	6	TX-149-128- 152-170-192	93,250,173	1949	93,250,400	Can.
DE-5	3 Ton	6	T-193-128-152- 170	93,250,401	1949	93,250,472	Can.
DE-5	2½ Ton	6	T-Spec-A-128- 152-170-192	93,250,000A	1948	93,250,172A	Can.
DE-5	2½ Ton	6	T-Spec-A-128- 152-170-192	93,250,173A	1949	93,250,400A	Can.
DE-6	3 Ton	6	T-151-128-140- 152-170-212	94,000,000	1948	94,000,953	Can.
DE-6	3 Ton	6	T-151-128-140- 152-170-212	94,000,954	1949	94,001,600	Can.
DE-6	3 Ton	6	T-181-128-140- 152-170-212	94,001,601	1949	94,001,734	Can.
DE-7	3 Ton	6	T-156-130-136- 154-172-229	81,855,001 81,856,753	1948 1949	81,856,752 81,858,000	Can. Can.
DE-8-9	4 Ton	6	T-158-130-136- 154-172-190	81,789,001 81,790,872	1948 1949	81,790,871 81,793,005	Can. Can.
DF-1	½ Ton	6	T-173-108	90,086,799	1950	90,093,102	Can.
DF-2	1 Ton	6	T-177-116-126	91,182,482	1950	91,184,913	Can.
DF-3	1½ Ton	6	T-179-128-152	92,000,439	1950	92,000,627	Can.
DF-4	2 Ton	6	TX-179-128-152 -192	93,002,715	1950	93,003,276	Can.
DF-5	3 Ton	6	T-193-128-152- 170	93,250,473	1950	93,250,950	Can.
DF-6	3 Ton Spec.	6	T-181-128-140- 152-170-212	94,001,735	1950	94,002,369	Can.

DODGE TRUCKS (Continued)

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MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DFX-2	1 Ton (4 x 4)	6	T-137-126	83,917,001	1950	83,921,140	Can.
DF-7	3 Ton	6	T-186-130-136-154-172-229	81,858,001	1950	81,859,952	Can.
DF-8-9	4 Ton	6	T-188-130-136-154-172-190	81,793,001 81,794,101	1950 1950	81,794,000 81,794,732	Can. Can.
B-2-B	$\frac{1}{2}$ Ton	6	T-172-108	82,140,001 85,300,001	1950 1950	82,212,862 85,307,000	U.S. U.S.
B-2-C	$\frac{3}{4}$ Ton	6	T-174-116	83,340,001 85,506,001	1950 1950	83,361,096 85,508,219	U.S. U.S.
B-2-D	1 Ton	6	T-176-116-126	81,280,001 86,008,501	1950 1950	81,295,887 86,009,522	U.S. U.S.
B-2-PW	1 Ton (4 x 4)	6	T-137-126	83,917,001 88,766,001	1950 1950	83,921,140 88,766,296	U.S. U.S.
B-2-F	$1\frac{1}{2}$ Ton	6	T-178-128-152-170-192	80,380,001 86,513,001	1950 1950	80,390,448 86,513,465	U.S. U.S.
B-2-G	$1\frac{1}{2}$ Ton	6	TX-178-128-152-170-192	80,067,751 86,600,001	1950 1950	80,079,063 86,600,389	U.S. U.S.
B-2-GM	$1\frac{1}{2}$ Ton	6	TX-182-107-131-161	83,701,001 9,267,501	1950 1950	83,701,612 9,267,550	U.S. U.S.
B-2-H	$1\frac{1}{2}$ Ton	6	T-192-128-152-170-192	82,565,001 85,602,001	1950 1950	82,577,976 85,602,310	U.S. U.S.
B-2-HM	$1\frac{1}{2}$ Ton	6	T-194-107-131-161	8,741,001 88,501,001	1950 1950	8,741,575 88,501,036	U.S. U.S.
B-2-J	2 Ton	6	T-180-128-140-152-170-212	82,801,001 88,600,001	1950 1950	82,814,644 88,600,401	U.S. U.S.
B-2-JM	2 Ton	6	T-184-107-131-161	82,950,001 88,680,001	1950 1950	82,951,243 88,680,039	U.S. U.S.
B-2-R	3 Ton	6	T-186-130-136-154-172-229	81,858,001	1950	81,859,952	U.S.
B-2-T-V	4 Ton	6	T-188-130-136-154-172-190	81,793,001 81,794,101	1950 1950	81,794,000 81,794,732	U.S. U.S.
B-2-VX	$3\frac{1}{2}$ Ton	6	TX-188-154-172-190	81,796,701	1950	81,796,762	U.S.
B-2-Y	4 Ton	6	T-190-130-142-154-172-190	8,301,501	1950	8,301,952	U.S.
B-2-YX	4 Ton	6	T-199-154-172-190	8,695,001	1950	8,695,039	U.S.
B-2-DU	1 Ton	6	T-164	84,204,554	1950	84,206,127	U.S.
B-2-EU	$1\frac{1}{2}$ Ton	6	T-165	84,000,912	1950	84,001,405	U.S.
DG-1	$\frac{1}{2}$ Ton	6	T-307-108	90,093,151	1951	90,098,118	Can.
DG-1	$\frac{1}{2}$ Ton	6	T-307-108	90,098,119	1952	90,103,493	Can.
DG-2	1 Ton	6	T-311-116-126	91,184,951	1951	91,186,992	Can.
DG-2	1 Ton	6	T-311-116-126	91,186,993	1952	91,188,782	Can.
DG-3	$1\frac{1}{2}$ Ton	6	T-315-128-152	92,000,651	1951	92,000,805	Can.
DG-3	$1\frac{1}{2}$ Ton	6	T-315-128-152	92,000,806	1952	92,000,834	Can.
DG-4	2 Ton	6	TX-315-128-152-170-192	93,003,301	1951	93,003,882	Can.

DODGE TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DG-4	2 Ton	6	TX-315-128-152-170-192	93,903,883	1952	93,905,102	Can.
DG-5	3 Ton	6	T-317-128-152-170	93,251,001	1951	93,251,881	Can.
DG-5	3 Ton	6	T-317-128-152-170	93,251,882	1952	93,252,563	Can.
DG-6	3 Ton (Spec.)	6	T-319-128-140-152-170-212	94,002,401	1951	94,003,136	Can.
DG-6	3 Ton (Spec.)	6	T-319-128-140-152-170-212	94,003,137	1952	94,004,899	Can.
DGX-2	1 Ton (4x4)	6	T-137-126	83,922,501	1951	83,926,471	Can.
DGX-2	1 Ton (4x4)	6	T-137-126	83,926,501	1952		Can.
DG-7	3 Ton	6	T-320-130-136-154-172-229	81,860,501	1951	81,861,390	Can.
DG-7	3 Ton	6	T-320-130-136-154-172-229	81,861,401	1952		Can.
DG-8-9	4 Ton	6	T-322-130-136-154-172-190	81,795,001	1951	81,796,030	Can.
DG-8-9	4 Ton	6	T-322-130-136-154-172-190	81,796,101 81,797,001	1952 1952	81,796,600	Can. Can.
B-3-B	$\frac{1}{2}$ Ton	6	T-306-108	82,215,001 85,308,001	1951 1951	82,256,916 85,313,574	U. S. U. S.
B-3-B	$\frac{1}{2}$ Ton	6	T-306-108	82,257,601 85,313,701	1952 1952		U. S. U. S.
B-3-C	$\frac{3}{4}$ Ton	6	T-308-116	83,362,001 85,510,001	1951 1951	83,372,821 85,511,859	U. S. U. S.
B-3-C	$\frac{3}{4}$ Ton	6	T-308-116	83,373,001 85,512,001	1952 1952		U. S. U. S.
B-3-D	1 Ton	6	T-310-116-126	81,435,001 86,010,001	1951 1951	81,446,940 86,011,065	U. S. U. S.
B-3-D	1 Ton	6	T-310-116-126	81,447,301 86,011,201	1952 1952		U. S. U. S.
B-3-PW	1 Ton (4x4)	6	T-137-126	83,922,501 88,766,501	1951 1951	83,926,471 88,766,833	U. S. U. S.
B-3-PW	1 Ton (4x4)	6	T-137-126	83,926,501 88,766,901	1952 1952		U. S. U. S.
B-3-F	$1\frac{1}{2}$ Ton	6	T-314-128-152-170-192	80,392,001 86,514,001	1951 1951	80,398,241 86,514,532	U. S. U. S.
B-3-F	$1\frac{1}{2}$ Ton	6	T-314-128-152-170-192	80,398,301 86,514,601	1952 1952		U. S. U. S.
B-3-G	$1\frac{1}{2}$ Ton	6	TX-314-128-152-170-192	80,080,001 86,601,001	1951 1951	80,088,169 86,601,416	U. S. U. S.
B-3-G	$1\frac{1}{2}$ Ton	6	TX-314-128-152-170-192	80,088,401 86,601,501	1952 1952		U. S. U. S.
B-3-GM	$1\frac{1}{2}$ Ton	6	TX-326-107-131-161	83,701,701 85,801,001	1951 1951	83,702,139 85,801,072	U. S. U. S.
B-3-GM	$1\frac{1}{2}$ Ton	6	TX-326-107-131-161	83,702,201 85,801,101	1952 1952		U. S. U. S.

DODGE TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
B-3-H	1½ Ton	6	T-316-128-152-170-192	82,580,001 85,602,501	1951 1951	82,591,623 85,603,146	U. S. U. S.
B-3-H	1½ Ton	6	T-316-128-152-170-192	82,591,901 85,603,201	1952 1952		U. S. U. S.
B-3-HM	1½ Ton	6	T-328-107-131-161	8,742,001 88,501,101	1951 1951	8,742,452 88,501,156	U. S. U. S.
B-3-HM	1½ Ton	6	T-328-107-131-161	8,742,501 88,501,201	1952 1952		U. S. U. S.
B-3-J	2 Ton	6	T-318-128-140-152-170-212	82,815,001 88,600,701	1951 1951	82,825,540 88,601,196	U. S. U. S.
B-3-J	2 Ton	6	T-318-128-140-152-170-212	82,825,601 88,601,301	1952 1952		U. S. U. S.
B-3-JM	2 Ton	6	T-330-107-131-161	82,951,501 88,680,101	1951 1951	82,952,339 88,680,159	U. S. U. S.
B-3-JM	2 Ton	6	T-330-107-131-161	82,952,401 88,680,201	1952 1952		U. S. U. S.
B-3-R	3 Ton	6	T-320-130-136-154-172-229	81,860,501	1951	81,861,390	U. S.
B-3-R	3 Ton	6	T-320-130-136-154-172-229	81,861,401	1952		U. S.
B-3-T-V	4 Ton	6	T-322-130-136-154-172-190	81,795,001	1951	81,796,030	U. S.
B-3-T-V	4 Ton	6	T-322-130-136-154-172-190	81,796,101 81,797,001	1952 1952	81,796,600	U. S. U. S.
B-3-VX	4 Ton	6	T-323-154-172-190	81,796,801	1951	81,796,812	U. S.
B-3-VX	4 Ton	6	T-323-154-172-190	81,796,820	1952		U. S.
B-3-Y	4 Ton	6	T-324-130-142-154-172-190	8,302,501	1951	8,303,025	U. S.
B-3-Y	4 Ton	6	T-324-130-142-154-172-190	8,303,101	1952		U. S.
B-3-YX	4 Ton	6	T-325-154-172-190	8,695,501	1951	8,695,566	U. S.
B-3-YX	4 Ton	6	T-325-154-172-190	8,695,601	1952		U. S.
B-3-DU	1 Ton	6	T-164	84,206,501	1951	84,207,490	U. S.
B-3-DU	1 Ton	6	T-164	84,207,601	1952		U. S.
B-3-EU	1½ Ton	6	T-165	84,001,701	1951	84,002,151	U. S.
B-3-EU	1½ Ton	6	T-165	84,002,201	1952		U. S.
DH-1	½ Ton	6	T-307-108	90,103,501	1953		Can.
DH-2	1 Ton	6	T-311-126	91,188,801	1953		Can.
DH-4	2 Ton	6	TX-315-152	93,005,152	1953		Can.
DH-5	3 Ton	6	T-317-152-170	93,252,601	1953		Can.
DH-6	3 Ton H. D.	6	T-319-128-152-172	94,004,901	1953		Can.

FARGO TRUCKS

Serial Numbers

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
HF	1½ Ton	6	T-3-131-157	8,598,001	1933	8,598,300	U.S.
KF	1½ Ton	6	T-4-131-157	8,598,401	1934	8,598,633	U.S.
KF	1½ Ton	6	T-8-136-148-161	8,344,701	1935	8,346,797	U.S.
KHF	1½ Ton	6	T-18-131-136-148-161	8,476,901	1935	8,477,575	U.S.
FC-3	1½ Ton	6	T-21-137-149-162	8,477,601	1935	8,477,994	U.S.
FC-4	1½ Ton	6	T-22-137-149-162	8,346,811	1935	8,347,296	U.S.
FD-1	½ Ton	6	T24-116	9,551,001 8,823,101	1936 1936	9,551,424 8,823,882	Can. U.S.
FD-3	1½ Ton	6	T-28-129-136-162	9,570,001 8,478,051	1936 1936	9,570,144 8,479,150	Can. U.S.
FD-4	2 Ton	6	T-29-129-136-162	9,585,001 8,347,301	1936 1936	9,585,251 8,348,903	Can. U.S.
FDD-4	1½ Ton	6	T-34-162-185	8,503,001	1936	8,503,162	U.S.
FD-6	3 Ton	6	T-32-136-151-162-180	9,595,001	1936	9,595,046	Can.
FE-1	½ Ton	6	T-39-116	9,551,451 8,824,001	1937 1937	9,552,257 8,824,950	Can. U.S.
FE-2	1 Ton	6	T-35-120-136	9,565,001 8,479,201	1937 1937	9,565,156 8,479,469	Can. U.S.
FE-3	1½ Ton	6	T-45-126-133-159	9,570,151 8,825,501	1937 1937	9,570,330 8,826,519	Can. U.S.
FE-4	2 Ton	6	T-46-126-133-159	9,585,301 8,503,176	1937 1937	9,585,778 8,504,430	Can. U.S.
FED-4	1½ Ton	6	T-49-159-182	8,348,926	1937	8,349,016	U.S.
FE-6	3 Ton	6	T-47-133-148-159-177	9,595,051 8,022,501	1937 1937	9,595,168 8,022,659	Can. U.S.
FG-1	½ Ton	6	T-59-116	9,552,301 8,862,001	1938 1938	9,553,075 8,862,703	Can. U.S.
FG-2	1 Ton	6	T-61-120-136	9,565,201 8,599,501	1938 1938	9,565,558 8,599,863	Can. U.S.
FG-3	1½ Ton	6	T-45-126-133-159	9,570,351 8,338,001	1938 1938	9,570,531 8,339,220	Can. U.S.
FG-4	2 Ton	6	T-46-126-133-159	9,585,801 8,504,701	1938 1938	9,586,441 8,506,564	Can. U.S.
PGD-4	1½ Ton	6	T-49-159-182	8,349,126	1938	8,349,233	U.S.
FG-6	3 Ton	6	T-47-133-148-159-177-220	9,595,201 8,022,701 8,476,851	1938 1938 1938	9,595,351 8,023,000 8,476,854	Can. U.S. U.S.
FGZ-6	3 Ton	6	T-52-133-159-177-220	80,005,001	1938	80,005,046	U.S.
FH-1	½ Ton	6	T-69-116	9,553,101 8,862,801	1939 1939	9,553,927 8,863,132	Can. U.S.

FARGO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
FH-15	$\frac{1}{2}$ Ton	6	T-71-120	8,756,501	1939	8,756,527	U.S.
FH-2	1 Ton	6	T-73-120-133	9,565,601 8,339,226	1939 1939	9,565,875 8,339,519	Can. U.S.
FH-3	$1\frac{1}{2}$ Ton	6	T-75-126-133 -160	9,570,551 8,273,651	1939 1939	9,570,704 8,274,583	Can. U.S.
FH-4	2 Ton	6	T-77-126-133 160-190	9,586,501 8,506,601	1939 1939	9,586,971 8,507,942	Can. U.S.
FHD-4	$1\frac{1}{2}$ Ton	6	T-83-182	8,349,251	1939	8,349,318	U.S.
FH-6	3 Ton	6	T-79-136-148 -160-178-220	9,595,401 8,826,521	1939 1939	9,595,481 8,826,834	Can. U.S.
FH-7	4 Ton	6	T-80-152-170 -188-205	8,764,001	1939	8,764,264	Can.
FRZ-8	4 Ton	6	T-84-152-170- 188-205	8,827,001	1939	8,827,057	Can.
FJ-1	$\frac{1}{2}$ Ton	6	T-93-116	9,553,951 8,863,201	1940 1940	9,555,134 8,864,593	Can. U.S.
FJ-15	$\frac{1}{2}$ Ton	6	T-95-120	8,756,551	1940	8,756,583	U.S.
FJ-2	1 Ton	6	T-97-120-133	9,565,901 8,339,526	1940 1940	9,566,468 8,339,795	Can. U.S.
FJ-3	$1\frac{1}{2}$ Ton	6	T-99E-133-160	9,570,751	1940	9,570,995	Can.
FJ-4	2 Ton	6	T-99G-126-133 -160-190	9,587,001 8,757,001	1940 1940	9,587,616 8,759,055	Can. U.S.
FJD-4	$1\frac{1}{2}$ Ton	6	T-103-182	8,349,326	1940	8,349,353	U.S.
FJ-6	3 Ton	6	T-107-136-160 -178	9,595,501	1940	9,595,644	Can.
FJ-6	2 Ton	6	T-101-136-148 -160-178-220	8,825,131	1940	8,825,500	U.S.
FJ-7	3 Ton	6	T-101-136-160 -178-220	90,008,001	1940	90,008,090	Can.
FJ-8	4 Ton	6	T-104-152-170 -188-205	8,274,701	1940	8,275,022	Can.
FJM-3	$1\frac{1}{2}$ Ton	6	T-89E-105-129 -159	90,006,001	1940	90,006,011	Can.
FJM-4	2 Ton	6	T-89G-105-129 -159	90,007,001	1940	90,007,033	Can.
FJM-5	$1\frac{1}{2}$ Ton	6	T-89-105-129 -159	8,156,421	1940	8,156,444	U.S.
FJZ-8	4 Ton	6	T-106-152-170 -188-205	8,504,436	1940	8,504,566	Can.
FK-1	$\frac{1}{2}$ Ton	6	T-113-116	9,555,151 8,864,601 8,866,001	1941 1941 1945	9,556,640 8,865,401	Can. U.S. U.S.
FK-15	$\frac{1}{2}$ Ton	6	T-115-120	8,756,601 8,756,701	1941 1945	8,756,653 8,757,000	U.S. U.S.
FK-2	1 Ton	6	T-117-120-133	9,566,501 8,630,451 84,200,001	1941 1941 1945	9,567,122 8,630,847	Can. U.S. U.S.
FK-3	$1\frac{1}{2}$ Ton	6	T-119E-135-160	9,571,001	1941	9,571,284	Can.
FK-4	2 Ton	6	T-119G-126-135 -160-190	9,587,651 80,050,101 80,054,401	1941 1941 1945	9,588,493 80,054,325	Can. U.S. U.S.
FKD-4	$1\frac{1}{2}$ Ton	6	T-123-182	8,349,361 84,600,001	1941 1945	8,349,428	U.S. U.S.

FARGO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
FK-5	2½ Ton	6	T-111K-136-160-178	90,010,001	1941	90,010,073	Can.
FK-6	3 Ton	6	T-111L-136-160-178	9,595,701	1941	9,595,893	Can.
FK-6	2 Ton	6	T-121-136-148-160-178-220	8,098,951 80,300,001	1941 1945	8,099,683	U.S. U.S.
FK-8	4 Ton	6	T-124-152-170-188-205	8,275,051	1941	8,275,578	Can.
FKM-3	1½ Ton	6	T-129E-105-129-159	90,006,051	1941	90,006,058	Can.
FKM-4	2 Ton	6	T-129G-105-129-159	90,007,051	1941	90,007,085	Can.
FKM-5	1½ Ton	6	T-128-105-129-159	8,156,451 8,156,601	1941 1944	8,156,559 8,156,700	U.S. U.S.
FKM-6	2 Ton	6	T-131-105-129-159	8,436,071 8,436,101	1941 1944	8,436,072 8,436,300	U.S. U.S.
FKM-7	3 Ton	6	T-131-105-129-159	90,012,001	1941	90,012,006	Can.
FKZ-8	4 Ton	6	T-126-152-170-188-205	8,422,211	1941	8,422,592	Can.
FL-1	½ Ton	6	T-113-116	9,556,641 90,037,929 90,039,754	1942 1946 1947	9,557,582 90,039,753 90,043,030	Can. Can. Can.
FL-1S	½ Ton	6	T-113-116	90,022,001 90,030,023	1944 1945	90,023,500 90,030,220	Can. Can.
FL-2	1 Ton	6	T-117-120-133	9,567,123 90,050,429 90,051,069	1942 1946 1947	9,567,479 90,051,068 90,052,046	Can. Can. Can.
FL2-26	1 Ton (4 x 4)	6	T-137-126	83,900,001	1947	83,906,216	Can.
FL-3	1½ Ton	6	T-119E-135-160	9,571,285 90,056,429 90,056,587	1942 1946 1947	9,571,445 90,056,586 90,056,786	Can. Can. Can.
FL-4	2 Ton	6	T-119G-135-160-178-190-200	9,588,494 90,061,429 90,065,001 90,066,337	1942 1945 1946 1947	9,589,206 90,065,000 90,066,336 90,067,906	Can. Can. Can. Can.
FL-4S	2 Ton	6	T-110L-8-160	90,021,001 90,030,353	1944 1944	90,021,500 90,030,428	Can. Can.
FL-5	2½ Ton	6	T-111-K-136-160-178	90,010,074	1942	90,010,128	Can.
FL-6	2½ Ton	6	T-111-L-136-160-178	9,595,894	1942	9,596,075	Can.
FL-6S	2½ Ton	6	T-110-L-7-136-160-178	90,017,001 90,029,287	1943-4 1945	90,019,000 90,029,406	Can. Can.
FL-7	3 Ton	6	T-121-136-160-178-220	90,008,279 90,071,929 90,072,604	1942, 1946 1947	90,008,444 90,072,603 90,073,340	Can. Can. Can.
FL-7S	3 Ton	6	T-121-M-136-160-178-220	90,014,001 90,076,929 90,077,044	1942 1946 1947	90,014,032 90,077,043 90,077,584	Can. Can. Can.
FL-8	4 Ton	6	T-124-152-170-188-205	8,275,579	1942	8,276,529	Can.
FLM-3	1½ Ton	6	T-129E-105-129-159	90,006,059	1942	90,006,060	Can.

FARGO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
FLM-4	2 Ton	6	T-129G-105-129-159	90,007,086	1942	90,007,113	Can.
FLM-7	3 Ton	6	T-131-105-129-159	90,012,007	1942	90,012,017	Can.
FLZ-8	4 Ton	6	T-126-152-170-188-205	8,422,411	1942	8,422,592	Can.
FL-18	3 Ton	6	T-136-142-160-178-235	81,850,001	1946-7	81,854,575	Can.
FL-21 FL-23	4 Ton	6	T-135-136-142-160-178-196	81,785,001	1946-7	81,788,001	Can.
FM-1 FM-1	$\frac{1}{2}$ Ton $\frac{1}{2}$ Ton	6 6	T-143-108 T-143-108	90,500,000 90,503,204	1948 1949	90,505,203 90,505,700	Can. Can.
FM-1	$\frac{1}{2}$ Ton	6	T-173-108	90,505,701	1949	90,506,287	Can.
FM-2 FM-2	1 Ton 1 Ton	6 6	T-147-116-126 T-147-116-126	91,500,000 91,501,849	1948 1949	91,501,848 91,503,550	Can. Can.
FM-2	1 Ton	6	T-147-116-126	91,503,551	1949	91,503,988	Can.
FMX-2-26	1 Ton (4 x 4)	6	T-137-126	83,907,001	1948-9	83,914,976	Can.
FM-3 FM-3	$1\frac{1}{2}$ Ton $1\frac{1}{2}$ Ton	6 6	T-149E-128-152 T-149E-128-152	92,500,000 92,500,230	1948 1949	92,500,229 92,500,400	Can. Can.
FM-3	$1\frac{1}{2}$ Ton	6	T-179-128-152	92,500,401	1949	92,500,435	Can.
FM-4 FM-4	2 Ton 2 Ton	6 6	T-149G-128-152-170-192 T-149G-128-152-170-192	93,500,000 93,501,331	1948 1949	93,501,330 93,502,200	Can. Can.
FM-4	2 Ton	6	TX-179-128-152-192	93,502,201	1949	93,502,375	Can.
FM-4 FM-4	2 Ton 2 Ton	6 6	T-Spec.-A-128-152-170-192 T-Spec.-A-128-152-170-192	93,500,000A 93,501,331A	1948 1949	93,501,330A 93,502,200A	Can. Can.
FM-5 FM-5	$2\frac{1}{2}$ Ton $2\frac{1}{2}$ Ton	6 6	TX-149-128-152-170-192 TX-149-128-152-170-192	93,750,000 93,750,233	1948 1949	93,750,232 93,750,501	Can. Can.
FM-5	3 Ton	6	T-193-128-152-170	93,750,502	1949	93,750,572	Can.
FM-5 FM-5	$2\frac{1}{2}$ Ton $2\frac{1}{2}$ Ton	6 6	T-Spec.-A-128-152-170-192 T-Spec.-A-128-150-170-192	93,750,000A 93,750,233A	1948 1949	93,750,232A 93,750,501A	Can. Can.
FM-6 FM-6	3 Ton 3 Ton	6 6	T-151-128-140-152-170-212 T-151-128-140-152-170-212	94,500,000 94,500,582	1948 1949	94,500,581 94,501,050	Can. Can.
FM-6	3 Ton	6	T-181-128-140-152-170-212	94,501,051	1949	94,501,186	Can.
FM-7	3 Ton	6	T-156-130-136-154-172-229	81,855,001	1948	81,858,000	Can.
FM-8-9	4 Ton	6	T-158-130-136-154-172-190	81,789,001	1948	81,793,005	Can.
FN-1	$\frac{1}{2}$ Ton	6	T-173-108	90,506,288	1950	90,512,524	Can.
FN-2	1 Ton	6	T-177-116-126	91,503,989	1950	91,506,407	Can.
FN-3	$1\frac{1}{2}$ Ton	6	T-179-128-152	92,500,436	1950	92,500,673	Can.
FN-4	2 Ton	6	TX-179-128-152-192	93,502,376	1950	93,502,994	Can.

FARGO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
FN-5	3 Ton	6	T-193-128-152 -170	93,750,573	1950	93,750,951	Can.
FN-6	3 Ton Spec.	6	T-181-128-140 -152-170-212	94,501,187	1950	94,501,665	Can.
FNX-2	1 Ton (4 x 4)	6	T-137-126	83,917,001	1950	83,921,140	Can.
FN-7	3 Ton	6	T-186-130-136 -154-172-190	81,858,001	1950	81,859,952	Can.
FN-8-9	4 Ton	6	T-188-130-136 -154-172-190	81,793,001 81,794,101	1950 1950	81,794,000 81,794,732	Can. Can.
F-1-B	$\frac{1}{2}$ Ton	6	T-142-108	82,044,001	1948-9	82,127,008	U.S.
F-1-D	1 Ton	6	T-146-116-126	81,245,001	1948-9	81,278,472	U.S.
F-1-F	$1\frac{1}{2}$ Ton	6	T-148-128-152 -170-190	80,306,001	1948-9	80,372,737	U.S.
F-1-J	2 Ton	6	T-150-128-152 -170-212	82,536,501	1948-9	82,561,749	U.S.
F-1-R	$2\frac{1}{2}$ Ton	6	T-156-136-154 -172-229	81,855,001	1948-9	81,857,431	U.S.
F-1-T-V	3 Ton	6	T-158-136-154 -172-190	81,789,001	1948-9	81,791,711	U.S.
F-1-FM	$1\frac{1}{2}$ Ton	6	T-152-107-131 -161	83,508,001	1948-9	83,510,145	U.S.
F-1-JM	2 Ton	6	T-154-107-131 -161	8,738,001	1948-9	8,739,928	U.S.
F-1-PW	1 Ton (4 x 4)	6	T-137-126	83,907,001	1949	83,915,078	U.S.
F-2-B	$\frac{1}{2}$ Ton	6	T-172-108	82,140,001	1950	82,212,862	U.S.
F-2-D	1 Ton	6	T-176-116-126	81,280,001	1950	81,295,887	U.S.
F-2-F	$1\frac{1}{2}$ Ton	6	T-178-128-152 -170-190	80,380,001	1950	80,390,448	U.S.
F-2-G	$1\frac{1}{2}$ Ton	6	TX-178-128-152 -170-190	80,067,751	1950	80,079,063	U.S.
F-2-GM	$1\frac{1}{2}$ Ton	6	TX-182-107- 131-161	83,701,001	1950	83,701,612	U.S.
F-2-H	$1\frac{1}{2}$ Ton	6	T-192-128-152 -170-192	82,565,001	1950	82,577,976	U.S.
F-2-HM	$1\frac{1}{2}$ Ton	6	T-194-107- 131-161	8,741,001	1950	8,741,575	U.S.
F-2-J	$2\frac{1}{2}$ Ton	6	T-180-128-140 -152-170-212	82,801,001	1950	82,814,644	U.S.
F-2-JM	$2\frac{1}{2}$ Ton	6	T-184-107-131 -161	82,950,001	1950	82,951,243	U.S.
F-2-R	$2\frac{1}{2}$ Ton	6	T-186-136-154 -172,229	81,858,001	1950	81,859,952	U.S.
F-2-T-V	3 Ton	6	T-188-136- 154-172-190	81,793,001	1950	81,794,000	U.S.
F-2-Y	4 Ton	6	T-190-136- 154-172-190	8,301,501	1950	8,301,952	U.S.
F-2-PW	1 Ton (4 x 4)	6	T-137-126	83,917,001	1950	83,921,140	U.S.
F0-1	$\frac{1}{2}$ Ton	6	T-307-108	90,512,551	1951	90,517,404	Can.
F0-1	$\frac{1}{2}$ Ton	6	T-307-108	90,517,405	1952	90,522,063	Can.
F0-2	1 Ton	6	T-311-116-126	91,506,451	1951	91,508,065	Can.
F0-2	1 Ton	6	T-311-116-126	91,508,066	1952	91,509,591	Can.
F0-3	$1\frac{1}{2}$ Ton	6	T-315-128-152	92,500,701	1951	92,500,893	Can.
F0-3	$1\frac{1}{2}$ Ton	6	T-315-128-152	92,500,894	1952	92,500,915	Can.
F0-4	2 Ton	6	TX-315-128-152 -170-192	93,503,001	1951	93,503,582	Can.
F0-4	2 Ton	6	TX-315-128-152 -170-192	93,503,583	1952	93,504,536	Can.
F0-5	3 Ton	6	T-317-128-152 -170	93,751,001	1951	93,751,576	Can.

10 FARGO TRUCKS

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEEL BASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
F0-5	3 Ton	6	T-317-128-152 -170	93,751,577	1952	93,752,037	Can.
F0-6	3 Ton (Spec)	6	T-319-128-140 -152-170-212	94,501,701	1951	94,502,279	Can.
F0-6	3 Ton (Spec)	6	T-319-128-140 -152-170-212	94,502,280	1952	94,503,130	Can.
F0-7	3 Ton	6	T-320-130-136 -154-172-229	81,860,501	1951	81,861,390	Can.
F0-7	3 Ton	6	T-320-130-136 -154-172-229	81,861,401	1952		Can.
F0-8-9	4 Ton	6	T-322-130-136 -154-172-190	81,795,001	1951	81,796,030	Can.
F0-8-9	4 Ton	6	T-322-130-136 -154-172-190	81,796,101 81,797,001	1952 1952	81,796,600	Can. Can.
FOX-2	1 Ton (4 x 4)	6	T-137-126	83,922,501	1951	83,926,471	Can.
FOX-2	1 Ton (4 x 4)	6	T-137-126	83,926,501	1952		Can.
F-3-B	$\frac{1}{2}$ Ton	6	T-306-108	82,215,001	1951	82,256,916	U.S.
F-3-B	$\frac{1}{2}$ Ton	6	T-306-108	82,257,601	1952		U.S.
F-3-D	1 Ton	6	T-310-116-126	81,435,001	1951	81,446,940	U.S.
F-3-D	1 Ton	6	T-310-116-126	81,447,301	1952		U.S.
F-3-F	1 $\frac{1}{2}$ Ton	6	T-314-128-152	80,392,001	1951	80,398,241	U.S.
F-3-F	1 $\frac{1}{2}$ Ton	6	T-314-128-152	80,398,301	1952		U.S.
F-3-G	1 $\frac{1}{2}$ Ton	6	TX-314-128-152 -170-192	80,080,001	1951	80,088,169	U.S.
F-3-G	1 $\frac{1}{2}$ Ton	6	TX-314-128-152 -170-192	80,088,401	1952		U.S.
F-3-GM	1 $\frac{1}{2}$ Ton	6	TX-326-107-131 -161	83,701,701	1951	83,702,139	U.S.
F-3-GM	1 $\frac{1}{2}$ Ton	6	TX-326-107-131 -161	83,702,201	1952		U.S.
F-3-H	2 Ton	6	T-316-128-152 -170-192	82,580,001	1951	82,591,623	U.S.
F-3-H	2 Ton	6	T-316-128-152 -170-192	82,591,901	1952		U.S.
F-3-HM	2 Ton	6	T-328-107-131 -161	8,742,001	1951	8,742,452	U.S.
F-3-HM	2 Ton	6	T-328-107-131 -161	8,742,501	1952		U.S.
F-3-J	2 $\frac{1}{2}$ Ton	6	T-318-128-152 -170-212	82,815,001	1951	82,825,540	U.S.
F-3-J	2 $\frac{1}{2}$ Ton	6	T-318-128-152 -170-212	82,825,601	1952		U.S.
F-3-JM	2 $\frac{1}{2}$ Ton	6	T-330-107-131 -161	82,951,501	1951	82,952,339	U.S.
F-3-JM	2 $\frac{1}{2}$ Ton	6	T-330-107-131 -161	82,952,401	1952		U.S.
F-3-R	2 $\frac{1}{2}$ Ton	6	T-320-142-154 -172-229	81,860,501	1951	81,861,390	U.S.
F-3-R	2 $\frac{1}{2}$ Ton	6	T-320-142-154 -172-229	81,861,401	1952		U.S.
F-3-T-V	3 Ton	6	T-322-142-154 -172-190	81,795,001	1951	81,796,030	U.S.
F-3-T-V	3 Ton	6	T-322-142-154 -172-190	81,796,101 81,797,001	1952 1952	81,796,600	U.S. U.S.

FARGO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
F-3-Y	4 Ton	6	T-324-142-154 -172-190	8,302,501	1951	8,303,025	U.S.
F-3-Y	4 Ton	6	T-324-142-154 -172-190	8,303,101	1952		U.S.
F-3-PW	1 Ton (4 x 4)	6	T-137-126	83,922,501	1951	83,926,471	U.S.
F-3-PW	1 Ton (4 x 4)	6	T-137-126	83,926,501	1952		U.S.
FP-1	$\frac{1}{2}$ Ton	6	T-307-108	90,522,101	1953		Can.
FP-2	1 Ton	6	T-311-126	91,509,601	1953		Can.
FP-4	2 Ton	6	TX-315-152	93,504,601	1953		Can.
FP-5	3 Ton	6	T-317-152-170	93,752,101	1953		Can.
FP-6	3 Ton H.D.	6	T-319-128-152 -170	94,503,201	1953		Can.
FP-7	$3\frac{1}{2}$ Ton H.D.	6	TX-319-128-152 -170	94,750,001	1953		Can.
FP-8		6	T-320-130-142 -154-172	81,863,001	1953		Can.
FP-9		6	T-322-130-142 -154-172-190	81,800,001	1953		Can.
FP-10		6	TX-322-130-142 -154-172-190	81,800,001	1953		Can.
FP-11		6	T-324-130-142 -154-172-190	8,304,501	1953		Can.
FP-12		6	T-325-154-172 -190	8,696,001	1953		Can.
FPX-2	1 Ton (4 x 4)	6	T-137-126	83,934,001	1953		Can.
F-4-B	$\frac{1}{2}$ Ton	6	T-306-108	82,302,001	1953		U.S.
F-4-D	1 Ton	6	T-310-116-126	81,463,001	1953		U.S.
F-4-F	$1\frac{1}{2}$ Ton	6	T-314-128-152	80,404,001	1953		U.S.
F-4-G	$1\frac{1}{2}$ Ton	6	TX-314-128-152 -170-192	80,101,001	1953		U.S.
F-4-H	2 Ton	6	T-316-128-152 -170-192	82,611,001	1953		U.S.
F-4-J	$2\frac{1}{2}$ Ton	6	T-318-128-152 -170-212	82,838,001	1953		U.S.
F-4-R	$2\frac{1}{2}$ Ton	6	T-320-142-154 -172-229	81,863,001	1953		U.S.
F-4-T-V	3 Ton	6	T-322-130-142 -154-172-190	81,800,001	1953		U.S.
F-4-Y	$3\frac{1}{2}$ Ton	6	T-324-142-154 -172-190	8,304,501	1953		U.S.
F-4-YX	4 Ton	6	T-325-154-172 -190	8,696,001	1953		U.S.
F-4-HM	2 Ton	6	T-328-107-131 -161	8,744,001	1953		U.S.
F-4-JM	$2\frac{1}{2}$ Ton	6	T-330-107-131 -161	82,953,001	1953		U.S.
F-4-PW	1 Ton (4 x 4)	6	T-137-126	83,934,001	1953		U.S.
F-4-DU		6	TX-164-117	84,208,501	1953		U.S.

DESOTO TRUCKS

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DC-1	$\frac{1}{2}$ Ton	6	T-68-116	8,520,301	1939	8,542,929	U.S.
DC-15	$\frac{1}{2}$ Ton	6	T-70-120	8,204,401	1939	8,207,021	U.S.
DC-2	1 Ton	6	T-72-120-133	8,087,901	1939	8,093,438	U.S.
DC-3	$1\frac{1}{2}$ Ton	6	T-74-126-133-160	8,284,501	1939	8,292,512	U.S.
DC-4	$1\frac{1}{2}$ Ton	6	T-76-126-133-160-190	8,436,301	1939	8,455,997	U.S.
DCD-4	$1\frac{1}{2}$ Ton	6	T-82-182	8,499,811	1939	8,499,984	U.S.
DC-6	2 Ton	6	T-78-136-148-160-178-220	8,701,651	1939	8,707,034	U.S.
DD-1	$\frac{1}{2}$ Ton	6	T-93-116	8,863,201	1940	8,864,593	U.S.
DD-15	$\frac{1}{2}$ Ton	6	T-95-120	8,756,551	1940	8,756,583	U.S.
DD-2	1 Ton	6	T-97-120-133	8,339,526	1940	8,339,795	U.S.
DD-4	$1\frac{1}{2}$ Ton	6	T-99-126-133-160-190	8,757,001	1940	8,759,055	U.S.
DDD-4	$1\frac{1}{2}$ Ton	6	T-103-182	8,349,326	1940	8,349,353	U.S.
DDM-5	$1\frac{1}{2}$ Ton	6	T-89-105-129	8,156,421	1940	8,156,444	U.S.
DD-6	2 Ton	6	T-101-136-148-160-178-220	8,825,131	1940	8,825,500	U.S.
DD-8	3 Ton	6	T-104-152-170-188-205	8,274,701	1940	8,275,022	U.S.
DDZ-8	3 Ton	6	T-106-152-170-188-205	8,504,436	1940	8,504,566	U.S.
DE-1	$\frac{1}{2}$ Ton	6	T-113-116	8,864,601 8,866,001	1941-2 1946	8,865,401	U.S. U.S.
DE-15	$\frac{1}{2}$ Ton	6	T-115-120	8,756,601 8,756,701	1941-2 1946	8,756,653 8,757,000	U.S. U.S.
DE-2	1 Ton	6	T-117-120-133	8,630,451 84,200,001	1941-2 1946	8,630,847	U.S. U.S.
DE-4	$1\frac{1}{2}$ Ton	6	T-119-126-135-160-190	80,050,101 80,054,401	1941-2 1946	80,054,325	U.S. U.S.
DED-4	$1\frac{1}{2}$ Ton	6	T-123-182	8,349,361 84,600,001	1941-2 1946	8,349,428	U.S. U.S.
DEM-5	$1\frac{1}{2}$ Ton	6	T-129-105-129-159	8,156,451 8,156,601	1941-2 1946	8,156,559 8,156,700	U.S. U.S.
DE-6	2 Ton	6	T-121-136-148-160-178-220	8,098,951 80,300,001	1941-2 1946	8,099,683	U.S. U.S.
DEM-6	2 Ton	6	T-131-105-129-159	8,436,071 8,436,101	1941 1946	8,436,072 8,436,300	U.S. U.S.
DE-8	3 Ton	6	T-124-152-170-188-205	8,275,051	1941-2	8,276,529	U.S.
DEZ-8	3 Ton	6	T-126-152-170-188-205	8,422,211	1941-2	8,422,592	U.S.

DESOTO TRUCKS (Cont'd)

MODEL	CAPACITY RATING	CYL	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
DE-7	2½ Ton	6	T-136-160-170-235	81,850,001	1947	81,854,575	U.S.
DE-8	3 Ton	6	T-135-136-160-178-196	81,785,001	1947	81,788,141	U.S.
S-1-B	½ Ton	6	T-142-108	82,044,001	1948-9	82,127,008	U.S.
S-1-D	1 Ton	6	T-146-116-126	81,245,001	1948-9	81,278,472	U.S.
S-1-F	1½ Ton	6	T-148-128-152-170-192	80,306,001	1948-9	80,372,737	U.S.
S-1-J	2 Ton	6	T-150-128-152-170-212	82,536,501	1948-9	82,561,749	U.S.
S-1-R	2½ Ton	6	T-156-136-154-172-229	81,855,001	1948-9	81,857,431	U.S.
S-1-T-V	3 Ton	6	T-158-136-154-172-190	81,789,001	1948-9	81,791,711	U.S.
S-1-FM	1½ Ton	6	T-152-107-131-161	83,508,001	1948-9	83,510,145	U.S.
S-1-JM	2 Ton	6	T-154-107-131-161	8,738,001	1948-9	8,739,928	U.S.
SA-1	½ Ton	6	T-143-108	90,080,000	1948	90,083,294	Can.
SA-1	½ Ton	6	T-143-108	90,083,295	1949	90,086,798	Can.
SA-2	1 Ton	6	T-147-116-126	91,178,000	1948	91,180,233	Can.
SA-2	1 Ton	6	T-147-116-126	91,180,234	1949	91,182,481	Can.
SA-4	2 Ton	6	T-149G-128-152-170-192	93,000,000	1948	93,001,654	Can.
SA-4	2 Ton	6	T-149G-128-152-170-192	93,001,655	1949	93,002,714	Can.
SA-6	3 Ton	6	T-151-128-152-170	94,000,000	1948	94,000,953	Can.
SA-6	3 Ton	6	T-151-128-152-170	94,000,954	1949	94,001,734	Can.
SB-1	½ Ton	6	T-173-108	90,086,799	1950	90,093,102	Can.
SB-2	1 Ton	6	T-177-116-126	91,182,482	1950	91,484,913	Can.
SB-4	2 Ton	6	TX179-128-152-192	93,002,715	1950	93,003,276	Can.
SB-6	3 Ton	6	T181-128-140-152-170-212	94,001,735	1950	94,002,369	Can.
S-2-B	½ Ton	6	T-172-108	82,140,001	1950	82,212,862	U.S.
S-2-D	1 Ton	6	T-176-116-126	81,280,001	1950	81,295,887	U.S.
S-2-F	1½ Ton	6	T-178-128-152-170-192	80,380,001	1950	80,390,448	U.S.
S-2-J	2 Ton	6	T-180-128-140-152-170-212	82,801,001	1950	82,814,644	U.S.
S-2-R	2½ Ton	6	T-186-130-136-154-172-229	81,858,001	1950	81,859,952	U.S.
S-2-T-V	3 Ton	6	T-188-130-136-152-172-190	81,793,001	1950	81,794,000	U.S.
S-2-GM	1½ Ton	6	TX-182-107-131-161	83,701,001	1950	83,701,612	U.S.
S-2-JM	2 Ton	6	T-184-107-131-161	82,950,001	1950	82,951,243	U.S.
SC-1	½ Ton	6	T-307-108	90,093,151	1951	90,098,118	Can.
SC-1	½ Ton	6	T-307-108	90,098,119	1952	90,103,493	Can.
SC-2	1 Ton	6	T-311-116-126	91,184,951	1951	91,186,992	Can.
SC-2	1 Ton	6	T-311-116-126	91,186,993	1952	91,188,782	Can.

DODGE TRUCKS BUILT FOR THE CANADIAN GOVERNMENT 9-1

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
T-222	15 CWT.	6	128- $\frac{1}{2}$	91,003,201	1941-45	91,008,300	Can.
				91,011,401	1941-45	91,018,500	Can.
				91,025,101	1941-45	91,027,100	Can.
				91,047,001	1941-45	91,053,000	Can.
				91,067,001	1941-45	91,072,000	Can.
				91,102,208	1941-45	91,102,807	Can.
				91,103,561	1941-45	91,103,700	Can.
				91,104,701	1941-45	91,107,223	Can.
				91,126,356	1941-45	91,126,357	Can.
				91,138,169	1941-45	91,138,244	Can.
				91,138,315	1941-45	91,138,619	Can.
				91,138,861	1941-45	91,138,880	Can.
T-110-L-5	3 Ton	6	136	90,002,581	1941-45	90,004,080	Can.
T-110-L-3	3 Ton	6	160	91,008,301	1941-45	91,011,300	Can.
T-110-L-4	3 Ton	6	160	91,018,501	1941-45	91,021,500	Can.
T-110-L-5	3 Ton	6	160	91,021,501	1941-45	91,025,100	Can.
				91,030,101	1941-45	91,047,000	Can.
				91,053,001	1941-45	91,061,328	Can.
				91,063,001	1941-45	91,067,000	Can.
				91,072,001	1941-45	91,077,000	Can.
				91,079,199	1941-45	91,092,199	Can.
				91,092,204	1941-45	91,092,207	Can.
				91,094,208	1941-45	91,102,207	Can.
				91,102,820	1941-45	91,102,899	Can.
				91,103,491	1941-45	91,103,492	Can.
				91,103,701	1941-45	91,104,700	Can.
				91,107,224	1941-45	91,114,723	Can.
				91,120,042	1941-45	91,126,355	Can.
				91,126,358	1941-45	91,130,011	Can.
91,138,314	1941-45	91,138,314	Can.				
T-110-L-6	3 Ton	6	136	91,027,101	1941-45	91,030,100	Can.
				91,061,329	1941-45	91,063,000	Can.
				91,077,001	1941-45	91,077,104	Can.
				91,077,109	1941-45	91,079,198	Can.
				91,092,200	1941-45	91,092,203	Can.
				91,092,208	1941-45	91,094,207	Can.
				91,102,808	1941-45	91,102,819	Can.
				91,114,724	1941-45	91,120,032	Can.
				91,130,463	1941-45	91,130,491	Can.
				91,137,243	1941-45	91,137,512	Can.
				91,138,245	1941-45	91,138,303	Can.
				91,138,620	1941-45	91,138,620	Can.
				91,138,741	1941-45	91,138,860	Can.
				T-110-L-9	3 Ton	6	160
91,103,493	1941-45	91,103,560	Can.				
91,120,033	1941-45	91,120,041	Can.				
91,130,201	1941-45	91,130,462	Can.				
91,130,492	1941-45	91,137,242	Can.				
91,137,513	1941-45	91,138,168	Can.				
91,138,304	1941-45	91,138,313	Can.				
91,138,621	1941-45	91,138,740	Can.				
91,146,381	1941-45	91,148,580	Can.				
91,149,382	1941-45	91,149,781	Can.				
91,156,283	1941-45	91,159,222	Can.				
91,159,224	1941-45	91,160,755	Can.				
T-110-L-12	3 Ton	6	160	91,130,012	1941-45	91,130,200	Can.
				91,138,881	1941-45	91,146,380	Can.
				91,148,581	1941-45	91,149,380	Can.
				91,149,782	1941-45	91,151,282	Can.
				91,160,756	1941-45	91,162,455	Can.
T-110-L-13	3 Ton	6	136	91,162,456	1941-45	91,166,033	Can.
				91,175,004	1941-45	91,177,103	Can.
T-110-L-14	3 Ton	6	160	90,024,621	1941-45	90,029,286	Can.
T-236	1 Ton (4 x 4)	6	98	91,151,283	1944-45	91,156,282	Can.
				91,166,034	1944-45	91,172,783	Can.
T212	$\frac{1}{2}$ Ton (4 x 4)	6	116	91,000,101	1940-41	91,003,102	Can.
T249	$\frac{1}{4}$ Ton (4x4)	6	112	91,400,001	1951-53		Can.

DODGE TRUCKS BUILT FOR THE UNITED STATES GOVERNMENT 10-1

MODEL	CAPACITY RATING	CYL.	ENGINEERING CODE AND WHEELBASE	STARTING SERIAL NUMBER	YEAR	CLOSING SERIAL NUMBER	BUILT
H-30 U.S.A.	1½ Ton	6	T-2-E-137	8,484,608	1933	8,496,518	U.S.
KC Spec. U.S.A. KC-1 Spec. U.S.A.	½ Ton ½ Ton	6 6	T-5-A-111 T-5-A-119	8,042,197	1934	8,046,080	U.S.
K-39-X-4 U.S.A.	1½ Ton	6	T-9-E-143	8,598,701	1934	8,599,499	U.S.
KH-31 U.S.A.	1½ Ton	6	T-17-E-136	8,820,101	1934	8,823,089	U.S.
K-32 U.S.A. K-33-X U.S.A.	1½ Ton 1½ Ton	6 6	T-6-E-136 T-6-E-145	8,600,831	1935	8,600,852	U.S.
K-35-X U.S.A.	1½ Ton	6	T-7-E-148	8,603,601	1935	8,603,829	U.S.
K-36-U.S.A.	1½ Ton	6	T-7-E-157	8,607,701	1935	8,607,762	U.S.
KC-1 U.S.A. KCL-1 U.S.A.	½ Ton ½ Ton	6 6	T-12-A-111 T-12-A-119	8,067,663	1935	8,067,722	U.S.
KH-31-V U.S.A.	1½ Ton	6	T-13-E-137	8,237,747	1935	8,237,909	U.S.
KH-32-V U.S.A.	1½ Ton	6	T-13-E-149	8,237,929	1935	8,237,934	U.S.
K-55 U.S.A.	2½ Ton	6	T-20-J-165	8,380,001	1935	8,380,430	U.S.
LC U.S.A.	½ Ton	6	T-23-A-116	8,111,176 8,113,601 8,143,376	1936 1936 1936	8,111,197 8,113,992 8,143,559	U.S. U.S. U.S.
LE-31 U.S.A.	1½ Ton	6	T-25-E-136	8,243,001 8,257,201 8,260,526	1936 1936 1936	8,243,393 8,257,965 8,260,580	U.S. U.S. U.S.
LE-32 U.S.A.	1½ Ton	6	T-25-E-162	8,243,001 8,257,966	1936 1936	8,243,393 8,258,319	U.S. U.S.
LH-45 U.S.A. LH-46 U.S.A. LH-47 U.S.A.	2 Ton 2 Ton 2 Ton	6 6 6	T-27-G T-27-G T-27-G	8,514,501 8,515,525 8,514,675	1936 1936 1936	8,514,674 8,515,552 8,514,900	U.S. U.S. U.S.
RE-31 U.S.A.	1½ Ton	6	T-40-E-136	8,479,471	1938	8,480,000	U.S.
RF-40-X-4 U.S.A.	1½ Ton	6	T-200-E-143	8,421,901	1938	8,423,600	U.S.
TF-40-X-4 U.S.A.	1½ Ton	6	T-201-E-143	8,479,661	1939	8,479,952	U.S.
TE-31 U.S.A.	1½ Ton	6	T-74-E-133	8,290,478	1939	8,290,758	U.S.
TE-31-X-U.S.A.	1½ Ton	6	T-74-E-148	8,291,601 8,291,425	1939 1939	8,291,602 8,291,471	U.S. U.S.
TF-36 U.S.A.	1½ Ton	6	T-76-E-148	8,447,175	1939	8,447,206	U.S.
VC-1 U.S.A. VC-2 U.S.A. VC-3 U.S.A. VC-4 U.S.A. VC-5 U.S.A. VC-6 U.S.A.	½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton	6 6 6 6 6 6	T-202-A-116 T-202-A-116 T-202-A-116 T-202-A-116 T-202-A-116 T-202-A-116	8,640,001 8,599,901	1940 1940	8,644,641 8,599,916	U.S. U.S.
VF-31 U.S.A.	1½ Ton	6	T-98-E-163	8,782,501	1940	8,782,715	U.S.
VP-401 U.S.A. VP-402 U.S.A. VF-403 U.S.A. VF-404 U.S.A. VF-405 U.S.A. VF-406 U.S.A. VF-407 U.S.A.	1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton 1½ Ton	6 6 6 6 6 6 6	T-203-E-143 T-203-E-143 T-203-E-143 T-203-E-143 T-203-E-143 T-203-E-143 T-203-E-143	8,827,101	1940	8,833,572	U.S.
WC-1 U.S.A. WC-3 U.S.A. WC-4 U.S.A. WC-5 U.S.A. WC-6 U.S.A. WC-7 U.S.A. WC-8 U.S.A. WC-9 U.S.A. WC-10 U.S.A. WC-11 U.S.A.	½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton ½ Ton	6 6 6 6 6 6 6 6 6 6	T-207-A-116 T-207-A-116 T-207-A-116 T-207-A-116 T-207-A-116 T-207-A-116 T-207-A-116 T-207-A-123 T-207-A-116 T-207-A-116	8,644,701 8,666,301	1941 1941	8,666,216 8,676,719	U.S. U.S.

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
1,020,001	1,039,039	PG	5,094,001	5,094,225	S3
1,039,101	1,111,645	PJ	5,095,001	5,095,372	S5
1,111,701	1,183,569	P1	5,095,401	5,096,648	S6
1,184,001	1,237,460	P3	5,096,701	5,099,021	S7
1,240,001	1,296,615	P5	5,099,101	5,101,600	S8
1,298,001	1,377,475	P7	5,101,701	5,102,456	S10
1,378,001	1,454,303	P9	5,102,501	5,114,100	S11
1,500,001	1,570,188	30U	5,115,001	5,115,680	S13
1,570,301	1,674,250	PA	5,116,001	5,118,530	S14
1,675,001	1,675,032	PJ	5,119,001	5,122,684	S15
1,680,001	1,758,001	PB	5,124,001		S18
1,759,001	1,858,419	PC	5,500,001	5,517,216	S1
1,859,001	1,894,740	PF	5,517,301	5,597,700	S3
1,909,001	1,941,945	PF	5,598,301	5,632,912	S5
2,000,001	2,186,951	PD	5,634,001	5,687,134	S6
2,188,001	2,397,536	PE	5,688,001	5,720,329	S7
2,397,601	2,641,320	PJ	5,720,401	5,770,981	S8
2,641,401	2,987,635	P2	5,771,001	5,783,503	S10
3,000,001	3,001,395	PC	5,784,001	5,962,601	S11
3,002,501	3,007,678	PD	5,997,501	6,000,000	S1
3,007,701	3,019,347	PE	6,000,001	6,000,714	CF
3,019,401	3,040,567	PJ	6,000,801	6,004,022	CF
3,040,601	3,077,397	P2	6,004,101	6,004,200	S1
3,092,001	3,094,353	PF	6,005,001	6,012,579	SC
3,100,001	3,101,358	PF	6,013,001	6,023,403	SD
3,101,401	3,105,159	P3	6,023,501	6,043,678	SF
3,105,301	3,109,407	P5	6,043,701	6,061,693	S1
3,110,001	3,114,680	P7	6,061,701	6,064,250	S5
3,114,801	3,121,385	P9	6,064,301	6,095,930	S7
3,121,501	3,133,962	P11	6,096,001	6,141,720	S8
3,134,501	3,136,266	P14S	6,142,001	6,153,101	S10
3,150,001	3,151,472	PG	6,154,001	6,209,494	S11
3,151,501	3,157,116	PJ	6,212,001	6,232,740	S13
3,157,151	3,162,365	P1	6,233,501	6,262,653	S14
3,162,501	3,205,879	P4	6,269,001	6,288,250	S15-1
3,206,001	3,220,997	P6	6,500,001	6,520,171	CJ
3,222,001	3,242,203	P8	6,520,501	6,557,326	CM
3,242,501	3,269,066	P10	6,557,401	6,575,639	CI
3,269,301	3,296,572	P12	6,576,001	6,592,816	CO
3,297,001	3,306,756	P14C	6,593,001	6,601,154	CU
3,500,001	3,516,115	DD	6,601,201	6,606,115	CI
3,518,002	3,557,371	DH	6,606,201	6,607,879	C9
3,558,101	3,578,392	DL	6,607,901	6,609,802	C19
3,579,001	3,678,655	DP	6,609,901	6,613,333	C23
3,680,001	3,756,367	DR	6,613,401	6,624,087	C26
3,756,501	3,913,106	DU	6,624,101	6,642,655	C30
3,913,151	3,920,175	D6	6,650,001	6,672,665	CA
3,920,301	3,927,786	D9	6,672,701	6,673,414	C23
3,928,001	3,934,809	D12	6,673,501	6,674,100	C26
3,934,901	3,939,123	D15	6,674,201	6,684,754	C36
3,939,201	3,942,580	D20	6,700,001	6,701,452	CB
3,942,701	3,942,888	D23	6,701,501	6,710,429	CZ
3,943,001	3,944,000	D25	6,710,501	6,719,499	C8
3,944,001	3,944,630	D36	6,719,601	6,733,606	C14
4,000,001	4,015,004	DRX	6,734,001	6,742,105	C19
4,015,051	4,276,687	D2	6,742,201	6,750,055	C23
4,276,701	4,347,700	D11S	6,750,101	6,756,417	C26
4,349,001	4,415,505	D17	6,756,501	6,762,252	C30
4,415,601	4,416,604	D23	6,762,501	6,764,097	C36
4,417,001	4,434,892	D25	6,765,001	6,770,612	C39
4,437,001	4,441,449	D32	6,772,001	6,774,475	C46
4,442,001	4,447,230	D36	6,774,501	6,775,800	C49
4,500,001	4,505,165	DC	6,800,001	6,823,250	C6
4,508,001	4,519,534	DG	6,823,301	6,865,003	C7
4,520,101	4,526,087	DK	6,865,101	6,948,225	C16
4,527,001	4,528,601	D0	6,948,301	6,954,947	C22
4,528,651	4,530,400	DS	6,955,201	6,993,727	C25
4,530,451	4,789,907	D5	7,000,001	7,010,035	CT
4,790,001	4,790,568	D31	7,010,101	7,012,291	CV
4,790,701	4,792,784	D35	7,012,301	7,014,872	C2
4,990,001	4,990,660	DF	7,014,901	7,019,398	C10
4,990,661	4,990,960	DJ	7,019,401	7,024,000	C17
4,991,001	4,992,170	DV	7,025,001	7,092,068	C39
4,992,201	4,995,273	D3	7,094,001	7,118,581	C46
5,000,001	5,011,672	CK	7,119,001	7,159,341	C49
5,011,801	5,040,056	SA	7,165,001	7,217,301	C52
5,040,201	5,055,941	SC	7,222,001		C56-2
5,056,001	5,068,056	SD	7,400,001	7,408,483	C39
5,068,501	5,082,105	SE	7,410,001	7,411,001	C46
5,082,201	5,088,967	SG	7,411,501	7,412,201	C49
5,089,001	5,093,971	S2	7,500,002	7,510,538	CD

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
7,510,539	7,514,222	CD	8,292,601	8,294,388	VM
7,514,601	7,523,531	CD	8,294,401	8,297,498	WFM
7,523,601	7,528,546	CP	8,301,501	8,301,952	B2Y,F2Y
7,528,551	7,528,675	C3	8,302,501		B3Y,F3Y,S3Y
7,529,001	7,532,779	CQ	8,304,501		B4Y,F4Y,OH11,FP11
7,532,801	7,573,257	C18	8,338,001	8,339,220	FG3
7,574,001	7,624,876	C22	8,339,226	8,339,519	FH2
7,625,001	7,657,487	C25	8,339,526	8,339,795	FJ2
7,657,501	7,736,429	C28	8,340,001	8,344,618	UF30,31
7,736,501	7,763,596	C54	8,344,621	8,344,649	K52S
7,765,001		C58	8,344,701	8,346,797	KF
7,800,001	7,803,243	CG	8,346,811	8,347,296	FC4
7,803,301	7,803,527	CL	8,347,301	8,348,903	FD4
7,803,551	7,803,705	CL	8,348,926	8,349,016	FED4
7,803,751	7,803,850	CW	8,349,126	8,349,233	FGD4
7,803,851	7,803,925	C11	8,349,251	8,349,318	FHD4
7,804,001	7,805,201	C15	8,349,326	8,349,353	FJD4
7,805,501	7,806,033	C20	8,349,361	8,349,428	PKD4
7,806,201	7,806,507	C24	8,349,499	8,349,610	K52S
7,806,551	7,807,401	C27	8,349,611	8,349,660	LM70,71
7,807,501	7,808,214	C33	8,349,671	8,349,745	RX
7,808,401	7,808,850	C37	8,350,001	8,351,846	UG21,31
7,810,001	7,811,430	C40	8,351,901	8,378,036	K19,32,33,34
7,813,001	7,813,088	C47	8,378,051	8,380,000	LE
7,813,501	7,813,916	C50	8,380,001	8,380,430	K55 USA
7,814,501	7,815,306	C53	8,380,501	8,388,129	K19,32,33,34,V,K34 Bus
7,816,001		C59	8,388,201	8,407,503	LF
7,900,001	7,901,362	CH	8,407,601	8,421,824	MF
7,901,401	7,901,528	CX	8,421,901	8,423,600	RF40 USA,RF40
7,901,601	7,957,099	C28	8,422,211	8,422,592	DCZ8,DDZ8,FKZ8,FLZ8,WKD
7,980,001	7,980,024	CG	8,423,601	8,436,063	RF
7,980,101	7,980,111	CL	8,436,071	8,436,072	FKM6
7,996,001	7,999,974	V	8,436,101	8,436,300	FKM6
8,000,001	8,007,264	UF10	8,436,301	8,455,997	TF
8,007,301	8,022,486	HC,HCL	8,447,175	8,447,206	TF36 USA
8,022,501	8,022,659	FE6	8,470,001	8,476,850	F30,31
8,022,701	8,023,900	PG6	8,476,851	8,476,854	FG6
8,022,989	8,022,992	RG,RH	8,476,901	8,477,525	KHF
8,023,001	8,048,626	KC,KCL,KC1-U.S.	8,477,601	8,477,924	FC3
8,048,701	8,072,550	KC,KCL,KCL1-U.S.	8,478,051	8,479,150	FD3
8,072,601	8,082,022	MD	8,479,201	8,479,469	FE2
8,082,101	8,087,863	RD	8,479,471	8,480,000	RE31 USA, RE31,TF40 USA, TF40
8,087,901	8,093,438	TD			
8,093,476	8,098,913	VD	8,480,001	8,483,053	G20,21,G30,31,GS50
8,098,951	8,099,683	PK6	8,483,101	8,498,804	H20,21,30,31
8,100,001	8,102,959	F10	8,484,608	8,496,518	H30 USA
8,103,001	8,105,509	K20,1,30,1	8,498,851	8,499,281	LF
8,105,601	8,156,402	LC	8,499,301	8,499,486	MF
8,111,176	8,111,197	LC U.S.	8,499,551	8,499,798	RF
8,113,601	8,113,992	LC U.S.	8,499,811	8,499,984	TP
8,143,376	8,143,559	LC U.S.	8,500,001	8,500,087	VF
8,156,421	8,156,444	FJMS	8,500,101	8,503,000	WF
8,156,451	8,156,559	PKMS	8,503,001	8,503,162	PDD4
8,156,601	8,156,700	FKMS	8,503,176	8,504,430	FE4
8,156,701	8,186,617	MC	8,504,436	8,504,566	DBZ8,FJZ8,VKD,VLD
8,186,701	8,204,334	RC	8,504,701	8,506,564	FG4
8,204,401	8,207,021	TD	8,506,601	8,507,942	FH4
8,207,101	8,210,295	VD15	8,510,001	8,510,054	H33,34
8,210,351	8,217,538	WD15	8,510,101	8,516,340	LG,LH
8,220,001	8,220,078	UG43,4,UGS55	8,514,501	8,514,674	LH45 USA
8,220,101	8,234,001	KH15,16,17,18,20,21,22,23,30,31,32,33,	8,514,675	8,514,900	LH47 USA
			8,515,525	8,515,552	LH46 USA
8,234,011	8,234,110	RO,RP	8,516,401	8,520,256	MG,MH
8,234,301	8,242,776	KH16,17,18V,KH21,22,23V, KH31,32,33V,KH31 USA, KH32 USA	8,520,301	8,542,929	TC
			8,543,001	8,562,183	YC
			8,562,201	8,584,879	WC
8,242,801	8,263,157	LE	8,598,001	8,598,300	HF
8,243,001	8,243,393	LE31,32 USA	8,598,401	8,598,633	KF
8,257,201	8,257,965	LE31, USA	8,598,701	8,599,499	K39 USA
8,257,966	8,258,319	LE32 USA	8,599,501	8,599,863	FG2
8,260,526	8,260,580	LE31 USA	8,599,901	8,599,916	VC USA
8,263,301	8,273,608	ME	8,600,001	8,600,817	F35,6
8,273,651	8,274,583	PH3	8,600,818	8,600,828	83,4 Bus
8,274,701	8,275,022	DB8,FJ8,VK,VL,	8,600,831	8,600,852	K32 USA
8,275,051	8,276,529	DC8,FK8,WK,WL,DD8,FL8	8,600,901	8,603,503	G22,43,44,55
8,276,801	8,284,456	RE	8,603,601	8,603,829	K35 USA
8,284,501	8,292,512	TE	8,604,101	8,607,643	H22,43,4
8,290,478	8,290,758	TE31 USA	8,607,701	8,607,762	K36 USA
8,291,425	8,291,471	TE31 USA	8,608,001	8,616,231	K22,35,6,7,8,45,6,7,8
8,291,601	8,291,602	TE31 USA	8,616,401	8,618,686	K22,35,36,37,38,45, K46,47,48V

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
8,618,701	8,642,135	PT57	8,926,101	8,926,210	KH16,17,18V,21,22,23V,31,32
8,624,201	8,630,418	PT81			33V
8,630,451	8,630,847	FK2	8,926,301	8,926,587	LE
8,631,001	8,637,730	PT105	8,926,601	8,926,908	ME
8,640,001	8,644,641	VC USA	8,926,951	8,927,248	RE
8,644,701	8,666,216	WC1 to WC11 USA	8,927,301	8,927,519	TE
8,666,301	8,676,719	WC1 to WC11 USA	8,927,551	8,927,844	DB3
8,676,901	8,694,193	WC12 to WC20 USA	8,927,851	8,928,056	DC3
8,695,001	8,695,039	B2YX	8,928,057	8,928,273	DD3
8,695,501		B3YX	8,930,001	8,930,016	F35,36
8,696,001		B4YX, F4YX, DH12, FP12	8,930,101	8,930,929	K19,32,33,34
8,700,001	8,701,380	F40,1,2	8,931,001	8,931,140	K19,32,33,34, K34 Bus.
8,701,401	8,701,604	K50,1,2	8,931,201	8,931,653	LF
8,701,651	8,707,034	TG, TH	8,931,701	8,932,429	MF
8,707,051	8,707,739	WGM, WHM	8,933,001	8,933,119	G22,43,44,55
8,707,801	8,710,457	WGM, WHM	8,933,151	8,933,269	H22,43,44
8,738,001	8,739,928	BIJM, FIJM, SIJM	8,933,301	8,933,796	K22,35,36,37,38,45,46,47,48
8,741,001	8,741,575	B2HM, F2HM	8,933,801	8,933,850	K22,35,36,37,38,45,46,47,48V
8,742,001		B3HM, F3HM, S3HM	8,933,901	8,934,068	LH
8,744,001		B4HM, F4HM	8,934,101	8,934,372	NG, MH
8,753,501	8,756,422	RG, RH	8,934,401	8,934,672	RG, RH
8,756,501	8,756,527	PH15	8,934,701	8,934,886	TG, TH
8,756,551	8,756,583	FJ15	8,935,001	8,935,032	F40,41,42
8,756,601	8,756,653	FK15	8,940,001	8,940,014	F60,61,62
8,756,701	8,757,000	FK15	8,945,001	8,945,853	RF
8,757,001	8,759,055	FJ4	8,945,901	8,946,473	TF
8,760,001	8,761,318	F60,1,2	8,946,501	8,947,269	DB4
8,761,401	8,761,519	K70-1-2	8,947,301	8,948,420	DC4
8,761,601	8,762,587	K50,51,52,53V,60,61,62,63V	8,948,421	8,949,526	DD4
8,762,701	8,763,202	K50,51,52,53V,60,61,62,63V	8,950,001	8,950,052	90,91 Bus.
8,763,301	8,763,574	MK, ML	8,950,101	8,956,299	VG, VH
8,763,601	8,763,896	RL, RK	8,956,351	8,966,925	WG, WH
8,764,001	8,764,264	PH7, TL, TK	8,970,001	8,970,026	94,95 Bus.
8,764,301	8,764,480	VR, VS	9,000,001	9,000,001	UF10
8,764,501	8,765,362	WGM, WHM	9,000,101	9,012,724	P1
8,766,001	8,788,138	VF	9,025,001	1 Built	F10
8,782,501	8,782,715	VF USA	9,025,101	9,062,168	P2
8,788,151	8,815,087	WF	9,062,201	9,081,375	P9
8,820,001	8,820,010	S0 Bus	9,085,001	9,085,540	UF30,31
8,820,101	8,823,089	KH31 USA	9,085,541	1 Built	185 Bus.
8,823,101	8,823,882	FD1	9,085,551	9,097,493	P3
8,824,001	8,824,950	FE1	9,097,601	9,107,725	P5
8,825,131	8,825,500	FJ6	9,117,501	9,118,374	F30,31
8,825,501	8,826,519	FE3	9,118,375	9,118,484	185 Bus.
8,826,521	8,826,834	FH6	9,118,501	9,149,360	D5
8,827,001	8,827,057	FHZ8, TLD, TKD	9,150,001	9,150,336	UF30,31, F30,31,35,36,60,61,62
8,827,101	8,833,572	VF USA	9,150,401	9,164,593	P7
8,840,001	8,841,500	WK, WL	9,175,001	9,175,193	F40,41,42
8,850,001	8,850,050	G80,1,2,3	9,175,195	9,175,209	85 Bus.
8,850,101	8,861,664	PT50	9,182,501	9,182,637	F60,61,62
8,862,001	8,862,703	FG1	9,182,641	9,182,671	187 Bus.
8,862,801	8,863,132	FH1	9,182,701	9,185,188	PT50
8,863,201	8,864,593	FJ1	9,185,301	9,186,416	PT57
8,864,601	8,865,401	FK1	9,190,001	9,190,010	81 Bus.
8,866,001		FK1	9,190,021	9,199,074	P4
8,900,001	8,900,298	UF-10	9,199,101	9,199,890	WD15
8,910,001	8,910,068	F10	9,200,001	9,200,313	UF10
8,910,101	8,910,308	HC, HCL	9,200,321	9,200,465	TD
8,910,401	8,910,827	KC, KCL	9,200,471	9,200,755	VD15
8,911,001	8,911,460	KC, KCL	9,201,001	9,201,947	HC, HCL
8,911,501	8,912,237	LC	9,202,001	9,203,885	KC, KCL
8,912,251	8,913,177	MC	9,203,901	9,206,587	KC, KCL
8,913,201	8,914,272	KC	9,206,601	9,208,113	PT50
8,914,301	8,915,323	TC	9,208,201	9,208,797	PT57
8,915,351	8,916,564	DB1	9,208,851	9,209,340	PT81
8,916,601	8,918,281	DC1	9,209,351	9,210,053	PT105
8,918,282	8,920,000	DD1	9,210,101	9,210,700	PT125
8,920,001	8,920,138	UG20,30	9,212,501	9,212,724	F10
8,920,150	8,920,178	UF30,1	9,212,801	9,216,935	WC
8,920,201	8,920,476	MD	9,217,001	9,225,013	WC
8,920,501	8,920,972	RD	9,227,001	9,238,500	B-1-B
8,921,001	8,921,337	TD	9,242,501	9,242,745	UF30,31
8,921,351	8,922,069	DB-2	9,242,751	9,243,500	KH15,16,17,18,20,21,22,23,30,
8,922,101	8,922,941	DC-2			31,32,33,
8,922,942	8,925,000	DD-2	9,243,501	9,243,557	UGS50
8,925,001	8,925,397	F30,1	9,243,558	9,243,600	KH15,16,17,18,20,21,22,23
8,925,401	8,925,420	G20,1,G30,1,GS-50	9,243,601	9,245,108	K19,32,33,34
8,925,451	8,925,579	H20,1,30,1	9,245,151	9,245,667	K19,32,33,34V,K34 Bus.
8,925,601	8,925,680	K20,21,30,31	9,245,701	9,247,172	LF
8,925,801	8,926,034	KH15,16,17,18,20,21,22,23,	9,247,201	9,250,807	MC
		30,31,32,33	9,251,001	9,252,540	RC

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
9,252,601	9,254,160	TC	9,401,391	9,403,280	DR
9,254,201	9,256,160	VC	9,403,286	9,405,679	DU
9,257,501	9,258,346	F30,31	9,405,681	9,409,048	D2
9,258,501	9,258,715	G20,21,G30,31,GS50	9,409,056	9,413,740	D5
9,258,751	9,259,001	KH15,16,17,18,20,21,22,23, 30,31,32,33	9,413,746	9,416,683	D8
9,259,101	9,259,840	H20,21,30,31	9,416,686	9,420,227	D11
9,260,001	9,260,137	K20,21,30,31	9,420,231	9,422,897	D14
9,260,151	9,260,514	KH16,17,18V,21,22,23V,30, 31,32V	9,422,901	9,425,438	D19
9,260,551	9,261,974	LE	9,425,441	9,435,440	C38
9,262,001	9,262,616	ME	9,445,001	9,445,630	DP
9,262,701	9,262,900	YG,VH	9,450,001	9,450,800	DD
9,262,911	9,263,265	WG,WH	9,450,801	9,452,111	DH
9,263,401	9,263,709	RE	9,452,151	9,452,900	DL
9,263,751	9,264,077	TE	9,452,951	9,455,705	DQ
9,264,101	9,264,306	VM	9,455,721	9,460,020	DT
9,264,351	9,264,838	WFM	9,460,021	9,464,305	DV
9,265,001	9,266,197	WFM	9,464,311	9,469,955	D4
9,267,001	9,267,337	B1FM	9,469,961	9,478,110	D7
9,267,501	9,267,550	B2GM	9,478,116	9,486,415	D10
9,272,501	9,272,550	F35,36	9,486,416	9,494,715	D13
9,272,601	9,272,778	G22,43,44,55	9,494,721	9,503,605	D16
9,272,801	9,272,805	VR,VS	9,503,606	9,510,870	D21
9,272,811	9,272,910	WGM,WHM	9,510,871	9,516,548	P15
9,273,101	9,273,359	H22,43,44	9,549,925	9,550,000	DP
9,273,401	9,273,790	K22,35,36,37,38,45,46,47,48	9,550,001	9,550,300	DC
9,273,801	9,273,975	K22,35,36,37,38,45,46,47,48 48V	9,550,301	9,550,632	DG
9,274,001	9,274,296	LG,LH	9,550,651	9,550,850	DK
9,274,351	9,274,607	MG,MH	9,550,901	9,550,951	D0
9,274,851	9,274,994	TG,TH	9,551,001	9,551,424	FD1
9,275,001	9,276,176	VF	9,551,451	9,552,257	FE1
9,276,201	9,279,632	WF	9,552,301	9,553,075	FG1
9,282,501	9,282,599	F40,41,42	9,553,101	9,553,927	FH1
9,282,601	9,283,704	MD	9,553,951	9,555,134	FJ1
9,283,801	9,284,247	RD	9,555,151	9,556,640	FK1
9,284,301	9,284,669	TD	9,556,641	9,557,582	FL1
9,284,701	9,285,132	VD	9,565,001	9,565,156	FE2
9,285,201	9,286,180	WD	9,565,201	9,565,558	FG2
9,287,501	9,287,643	F60,61,62	9,565,601	9,565,875	FH2
9,287,701	9,293,583	LC	9,565,901	9,566,468	FJ3
9,293,701	9,294,756	MF	9,566,501	9,567,122	FK2
9,295,201	9,295,663	RF	9,567,123	9,567,479	FL2
9,295,701	9,296,140	TF	9,570,001	9,570,144	FD3
9,296,151	9,296,900	WG,WH	9,570,151	9,570,330	FE3
9,297,001	9,299,993	WG,WH	9,570,351	9,570,531	FG3
9,300,001	9,305,327	JU	9,570,551	9,570,704	FH3
9,305,401	9,307,933	PA	9,570,751	9,570,996	FJ3
9,307,951	9,310,965	PB	9,571,001	9,571,284	FK3
9,311,001	9,313,273	PC	9,571,285	9,571,445	FL3
9,313,276	9,315,000	PF	9,585,001	9,585,251	FD4
9,315,001	9,315,375	PC	9,585,301	9,585,778	FE4
9,315,376	9,316,221	PF	9,585,801	9,586,441	FG4
9,316,226	9,316,895	DV	9,586,501	9,586,971	FH4
9,316,901	9,318,219	D3	9,587,001	9,587,616	FJ4
9,318,226	9,320,000	D6	9,587,651	9,588,493	FK4
9,320,001	9,321,902	PD	9,588,494	9,589,206	FL4
9,321,911	9,326,544	PE	9,595,001	9,595,046	FD6
9,326,551	9,332,281	PJ	9,595,051	9,595,168	FE6
9,332,286	9,339,684	P2	9,595,201	9,595,351	FG6
9,339,691	9,349,561	P4	9,595,401	9,595,481	FH6
9,349,566	9,358,622	P6	9,595,501	9,595,644	FJ6
9,358,626	9,368,510	P8	9,595,701	9,595,893	FK6
9,368,516	9,373,193	P9	9,595,894	9,596,075	FL6
9,373,196	9,374,393	S8	9,600,001	9,600,600	CK
9,374,396	9,375,540	D22	9,600,601	9,601,588	SA
9,376,551	9,376,669	P1	9,601,651	9,602,649	SC
9,376,676	9,381,157	P3	9,602,675	9,603,039	SD
9,381,161	9,385,097	P5	9,603,041	9,603,434	SE
9,385,101	9,386,394	C34	9,603,436	9,603,544	SG
9,386,551	9,387,355	PJ	9,603,551	9,603,582	S2
9,387,361	9,388,420	D6	9,603,586	9,607,605	P7
9,388,426	9,390,904	D9	9,607,611	9,616,760	P10
9,390,906	9,393,277	D12	9,616,761	9,624,457	P12
9,393,281	9,394,790	S7	9,624,461	9,664,000	P15
9,395,001	9,396,071	PD	9,664,001	9,664,636	SF
9,396,076	9,397,345	PJ	9,664,641	9,665,550	S1
9,397,351	9,400,000	P1	9,665,556	9,666,930	S3
9,400,001	9,401,388	DP	9,666,936	9,668,604	S5
			9,668,606	9,669,922	S6
			9,669,926	9,673,662	D15
			9,673,666	9,681,156	D20

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
9,681,161	9,687,621	D23	22,097,001	22,125,803	P20S
9,687,626	9,692,925	S11	22,132,001	22,181,520	P23-1
9,699,001	9,699,072	SD	24,000,001	24,011,890	P17
9,700,001	9,700,121	CP	24,012,001	24,035,538	P19
9,702,001	9,702,201	SC	24,042,001	24,063,833	P22
9,702,226	9,703,363	CA	25,000,001	25,071,430	P15C
9,703,366	9,704,599	C6	25,075,001	25,097,094	P18C
9,704,601	9,706,379	C7	25,097,501	25,110,385	P20C
9,706,386	9,709,264	C16	25,112,001	25,134,190	P23-2
9,709,266	9,712,116	C18	25,136,001		P24
9,712,121	9,714,598	C22	25,500,101	25,510,640	P18C
9,714,601	9,717,740	C25	25,511,001	25,527,262	P20C
9,717,741	9,720,356	C28	25,531,001	25,555,957	P23-2
9,720,361	9,752,791	D25	25,560,001		P24
9,750,001	9,751,335	CJ	26,000,001	26,018,852	P15S
9,751,601	9,753,600	CM	26,025,001	26,030,100	P18S
9,753,601	9,754,327	CI	26,030,501	26,035,870	P20S
9,754,351	9,755,168	CO	26,040,001	26,049,991	P23-1
9,755,171	9,755,418	CU	26,500,101	26,503,423	P18S
9,755,421	9,755,811	CZ	26,504,001	26,510,569	P20S
9,755,816	9,756,327	C8	26,512,001	26,523,546	P23-1
9,756,331	9,756,825	C14	28,000,101	28,003,814	P17
9,819,001	9,819,193	CO	28,004,001	28,009,848	P19
9,820,001	9,820,199	CD	28,011,001	28,018,555	P22
9,820,201	9,820,381	CD	28,500,101	28,503,162	P17
9,820,401	9,820,571	CP	28,503,501	28,511,177	P19
9,820,601	9,820,669	CQ	28,513,001	28,522,352	P22
9,820,676	9,821,120	CY	30,001,001	30,097,066	D8
9,821,126	9,821,210	C1	30,100,001	30,214,458	D11
9,821,216	9,821,239	C9	30,216,001	30,342,333	D14
9,821,241	9,829,853	P11	30,342,401	30,576,861	D19
9,829,856	9,836,986	P14	30,577,001	30,644,377	D22
9,836,991	9,844,990	D24	30,645,001	31,245,000	D24
9,850,001	9,850,305	CT	31,245,001	31,417,330	D30
9,850,311	9,850,398	CV	31,420,001	31,660,411	D34
9,850,401	9,850,430	C2	31,663,001	32,038,822	D42
9,850,436	9,850,444	C10	32,042,001		D46
9,850,446	9,858,536	D25	34,500,001		D44
9,890,001	9,890,039	CH	37,000,101	37,058,328	D29
9,900,007	9,902,013	DE	37,060,001	37,129,622	D33
9,902,038	9,902,170	D1	37,135,001	37,207,644	D41
9,905,001	9,906,173	DM	37,212,001		D47
9,949,001	9,949,041	CT	38,500,001		D48
9,949,051	9,949,461	S10	40,001,001	40,016,525	D8
9,950,001	9,999,000	P4	41,500,001		D44
9,999,751	9,999,919	Z1,2	42,500,001		D44
10,101,001	10,468,044	P4	45,000,001	45,045,426	D24
10,470,001	10,625,650	P6	45,050,001	45,063,676	D30
10,630,001	10,879,874	P8	45,064,001	45,077,531	D34
10,883,001	11,122,538	P10	45,079,001	45,100,113	D42
11,123,001	11,399,250	P12	45,102,001		D46
11,399,501	11,494,048	P14C	45,500,101	45,504,688	D30
11,496,001	12,116,123	P15C	45,505,001	45,515,652	D34
12,120,001	12,384,178	P18	45,518,001	45,534,770	D42
12,384,501	12,627,867	P20C	45,536,001		D46
12,635,001	13,066,238	P23-2	46,500,001		D48
13,070,001		P24	47,001,001		D48
15,000,101	15,135,030	P11	48,000,101	48,003,813	D29
15,135,501	15,153,935	P14S	48,004,001	48,007,069	D33
15,154,001	15,292,209	P15S	48,008,001	48,011,259	D41
15,300,001	15,358,928	P18	48,013,001		D47
15,359,501	15,456,084	P20S	48,500,101	48,501,977	D29
15,460,001	15,662,660	P23-1	48,502,001	48,504,748	D33
18,000,101	18,040,467	P17	48,506,001	48,508,754	D41
18,041,001	18,119,094	P19	48,511,001		D47
18,126,001	18,223,600	P22	50,000,101	50,061,189	S13
20,001,001	20,025,900	P6	50,062,001	50,148,412	S14
20,027,001	20,062,199	P8	50,155,001	50,261,940	S15-2
20,063,001	20,104,165	P10	50,266,001		S18
20,105,101	20,147,921	P12	55,000,001	55,040,155	S17
20,148,001	20,164,435	P14C	55,050,001		S16
20,165,001	20,299,138	P15C	60,002,001	60,004,755	S13-1
20,304,001	20,366,486	P18C	60,005,001	60,009,175	S14
20,367,001	20,428,448	P20C	60,011,001	60,013,651	S15-1
20,435,001	20,516,075	P23-2	62,001,001	62,003,000	S11
20,520,001		P24	62,004,001	62,011,187	S13
22,001,001	22,036,667	P11	62,011,501	62,023,225	S14
22,037,001	22,041,356	P14S	62,024,001	62,036,371	S15-2
22,042,001	22,073,646	P15S	62,039,001		S18
22,080,001	22,096,252	P18S	64,001,001	64,005,899	S17

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
64,008,001		S16	82,215,001		B-3-B, F-3-B, S-3-B
65,001,001	65,002,000	C38	82,302,001		B-4-B, F-4-B
65,002,001	65,003,577	C45	82,500,001	82,535,624	WG, WH
65,004,001	65,006,318	C48-1	82,536,501	82,561,749	B-1-J, F-1-J, S-1-J
65,007,001	65,009,895	C51-1	82,565,001	82,577,976	B-2-H, F-2-H
65,011,001		C60-1	82,580,001		B-3-H, F-3-H, S-3-H
66,500,001	66,505,363	C55	82,611,001		B-4-H, F-4-H
66,506,001		C56-1	82,801,001	82,814,644	B-2-J, F-2-J, S-2-J
67,001,001	67,003,000	C38	82,815,001		B-3-J, F-3-J, S-3-J
67,005,001	67,010,795	C45	82,838,001		B-4-J, F-4-J
67,011,001	67,024,682	C48-2	82,950,001	82,951,243	B-2-JM, F-2-JM, S-2-JM
67,026,001	67,036,059	C51-2	82,951,501		B-3-JM, F-3-JM, S-3-JM
67,040,001		C60-2	82,953,001		B-4-JM, F-4-JM
69,001,001		C56-2	83,000,001	83,015,000	T234
70,001,001	70,010,204	C34	83,300,001	83,312,387	WD15
70,011,001	70,038,791	C38	83,314,001	83,332,940	B-1-C
70,041,001	70,057,284	C45	83,340,001	83,361,096	B-2-C
70,058,001	70,079,351	C48-1	83,362,001		B-3-C
70,081,001	70,103,232	C51-1	83,388,001		B-4-C
70,110,001		C60-1	83,500,001	83,507,311	WFM
70,501,001	70,514,501	C34	83,508,001	83,510,145	B-1-FM, F-1-FM, S-1-FM
70,515,001	70,717,748	C38	83,701,001	83,701,612	B-2-GM, F-2-GM, S-2-GM
70,725,001	70,793,638	C45	83,701,701		B-3-GM, F-3-GM
70,794,001	70,889,370	C48-2	83,900,001	83,906,216	WDX, FL2-26
70,891,001	70,976,308	C51-2	83,907,001	83,915,078	B-1-PW, DEX2-26, FMX2, F-1-PW
71,000,001	71,004,055	C38	83,917,001	83,921,140	DFX-2, FNX-2, B-2-PW, F-2-PW
71,005,001		C60-2	83,922,501		B-3-PW, F-3-PW, DGX-2, FOX-2
76,500,001	76,539,089	C55	83,934,001		B-4-PW, F-4-PW, DHX2, PFX-2
76,540,001		C56-1	84,000,001	84,000,911	T165
80,005,001	80,005,046	FGZ6	84,000,912	84,001,405	B-2-EU
80,006,001		T245	84,001,701		B-3-EU
80,050,101	80,054,325	FK4	84,003,001		B-4-EU
80,054,401		FK4	84,200,001		FK2
80,067,751	80,079,063	B-2-G, F-2-G	84,202,001	84,204,553	T164
80,080,001		B-3-G, F-3-G	84,204,554	84,206,127	B-2-DU
80,101,001		B-4-G, F-4-G	84,206,501		B-3-DU
80,300,001		FK6	84,208,501		B-4-DU
80,306,001	80,372,737	B-1-F, F-1-F, S-1-F	84,500,001	84,506,112	WC
80,380,001	80,390,448	B-2-F, F-2-F, S-2-F	84,600,001		FKD4
80,392,001		B-3-F, F-3-F	84,610,001	84,612,000	T138
80,404,001		B-4-F, F-4-F	85,000,001	85,000,269	WK, WR
81,000,101	81,006,107	PT125	85,000,401	85,000,623	B-1-T, B-1-V
81,100,101	81,115,301	WC, USA, PT125	85,025,001	85,025,293	WJ
81,116,001	81,200,100	WC	85,025,501	85,025,723	B-1-R
81,200,101	81,210,967	WD	85,300,001	85,307,000	B-2-B
81,211,001	81,243,970	WD	85,308,001		B-3-B
81,245,001	81,278,472	B-1-D, F-1-D, S-1-D	85,322,001		B-4-B
81,280,001	81,295,887	B-2-D, F-2-D, S-2-D	85,500,001	85,501,169	WD15
81,300,101	81,334,444	WF	85,502,001	85,505,264	B-1-C
81,335,001	81,434,685	WF	85,506,001	85,508,219	B-2-C
81,435,001		B-3-D, F-3-D, S-3-D	85,510,001		B-3-C
81,463,001		B-4-D, F-4-D	85,515,001		B-4-C
81,500,001	81,528,537	WC21 to WC27 & WC40 to WC43 USA	85,600,001	85,601,889	B-1-J
81,529,001	81,784,196	WC51 to WC61 & WC64 USA	85,602,001	85,602,310	B-2-H
81,785,001	81,788,141	FL21, 23, WK, WR	85,602,501		B-3-H
81,789,001	81,793,000	B-1-T, B-1-V, DE8-9, F-1-T, V-FM8, 9, S-1-T, V	85,604,001		B-4-H
81,793,001	81,794,000	B-2-T, V - DF-8-9, FN-8-9, F-2-T, V, S-2-TV	85,801,001		B-3-GM
81,794,001	81,794,080	B-1-T, B-1-V (6 wheels)	86,000,001	86,002,923	WD
81,794,101	81,794,732	B-2-T, V	86,003,501	86,007,552	B-1-D
81,795,001	81,796,600	B-3-T, V-F-3-T, V-S-3-T, V-DG-8-9, FO-8-9	86,008,501	86,009,552	B-2-D
81,796,701	81,796,762	B-2-VX	86,010,001		B-3-D
81,796,801		B-3-VX	86,013,001		B-4-D
81,797,001		B-3-T, V-F-3-T, V-S-3-T, V-DG-8-9, FO-8-9	86,500,001	86,505,883	WF
81,800,001		B-4-T-V, F-4-T-V, DH-9-10, FP-9-10	86,506,501	86,512,000	B-1-F
81,850,001	81,854,575	FL18, WJ	86,513,001	86,513,465	B-2-F
81,855,001	81,858,000	B-1-R, DE7, F-1-R, FM7, S-1-R	86,514,001		B-3-F
81,858,001	81,859,952	B-2-R, F-2-R, FN-7, DF-7	86,515,501		B-4-F
81,860,501		B-3-R, F-3-R, S-3-R, DG-7, FO-7	86,600,001	86,600,389	B-2-G
81,863,001		B-4-R, F-4-R, DH-8, FP-8	86,601,001		B-3-G
82,000,001	82,043,278	WC62, WC63 USA	86,602,501		B-4-G
82,044,001	82,127,008	B-1-B, F-1-B, S-1-B	88,500,001	88,500,410	WGM, WHM
82,140,001	82,212,862	B-2-B, F-2-B, S-2-B	88,500,501	88,500,700	B-1-JM
			88,501,001	88,501,036	B-2-HM
			88,501,101		B-3-HM
			88,501,301		B-4-HM
			88,600,001	88,600,401	B-2-J
			88,600,701		B-3-J
			88,602,001		B-4-J
			88,680,001	88,680,039	B-2-JM
			88,680,101		B-3-JM

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
88,680,301		B-4-JM	91,021,501	91,025,100	T110L5
88,750,001	88,750,894	WDX	91,025,101	91,027,100	T22
88,759,501	88,760,162	B-1-PW	91,027,101	91,030,100	T110L5
88,766,001	88,766,296	B-2-PW	91,030,101	91,047,000	T110L5
88,766,501		B-3-PW	91,047,001	91,053,000	T222
88,767,501		B-4-PW	91,053,001	91,061,328	T110L5
90,000,001	90,000,017	DBM3	91,061,329	91,063,000	T110L6
90,000,051	90,000,066	DCM3	91,063,001	91,067,000	T110L5
90,000,067	90,000,071	DDM3	91,067,001	91,072,000	T222
90,001,001	90,001,066	DBM4	91,072,001	91,077,000	T110L5
90,001,101	90,001,143	DCM4	91,077,001	91,077,104	T110L6
90,001,144	90,001,187	DDM4	91,077,109	91,079,198	T110L6
90,002,001	90,002,268	DB6	91,079,199	91,092,199	T110L5
90,002,301	90,002,575	DC6	91,092,200	91,092,203	T110L6
90,002,576	90,002,580	DD6	91,092,204	91,092,207	T110L5
90,002,581	90,004,080	T110L-S	91,092,208	91,094,207	T110L6
90,004,081	90,004,361	DD6	91,094,208	91,102,207	T110L5
90,005,001	90,005,245	DB7	91,102,208	91,102,807	T222
90,005,251	90,005,600	DC7	91,102,808	91,102,819	T110L6
90,005,601	90,006,011	DD7	91,102,820	91,102,899	T110L5
90,006,001	90,006,011	FJM3	91,102,900	91,103,490	T110L9
90,006,051	90,006,058	FKM3	91,103,491	91,103,492	T110L5
90,006,059	90,006,060	FLM3	91,103,493	91,103,560	T110L9
90,007,001	90,007,033	FJM4	91,103,561	91,103,700	T222
90,007,051	90,007,085	FKM4	91,103,701	91,104,700	T110L5
90,007,086	90,007,113	FLM4	91,104,701	91,107,223	T222
90,008,001	90,008,090	FJ7	91,107,224	91,114,723	T110L5
90,008,101	90,008,278	FK7	91,114,724	91,120,032	T110L6
90,008,279	90,008,444	FL7	91,120,033	91,120,041	T110L9
90,009,001	90,009,066	DC5	91,120,042	91,126,355	T110L5
90,009,067	90,009,430	DD5	91,126,356	91,126,357	T222
90,010,001	90,010,073	FK5	91,126,358	91,130,011	T110L5
90,010,074	90,010,128	FL5	91,130,012	91,130,200	T110L12
90,011,001	90,011,034	DCM7	91,130,201	91,130,462	T110L9
90,011,035	90,011,067	DDM7	91,130,463	91,130,491	T110L6
90,012,001	90,012,006	FKM7	91,130,492	91,137,242	T110L9
90,012,007	90,012,017	FLM7	91,137,243	91,137,512	T110L6
90,013,001	90,013,133	DD7S	91,137,513	91,138,168	T110L9
90,014,001	90,014,032	FL7S	91,138,169	91,138,244	T222
90,015,001	90,017,000	DD4	91,138,245	91,138,303	T110L6
90,017,001	90,019,000	FL6S	91,138,304	91,138,313	T110L9
90,019,001	90,021,000	DD6S	91,138,314	1 built	T110L5
90,021,001	90,021,500	FL4S	91,138,315	91,138,619	T222
90,021,501	90,022,000	DD4S	91,138,620	1 built	T110L6
90,022,001	90,023,500	FL1S	91,138,621	91,138,740	T110L9
90,023,501	90,024,620	DD1S	91,138,741	91,138,860	T110L6
90,024,621	90,029,286	T110L-14	91,138,861	91,138,880	T222
90,029,287	90,029,406	FL6S	91,138,881	91,146,380	T110L12
90,029,407	90,029,626	DD6S	91,146,381	91,148,580	T110L9
90,029,627	90,030,022	DD1S	91,148,581	91,149,380	T110L12
90,030,023	90,030,220	FL1S	91,149,382	91,149,781	T110L9
90,030,221	90,030,352	DD4S	91,149,782	91,151,282	T110L12
90,030,353	90,030,428	FL4S	91,151,283	91,156,282	T236
90,030,429	90,032,410	DD1	91,156,283	91,159,222	T110L9
90,032,411	90,036,169	DD1	91,159,224	91,160,755	T110L9
90,037,929	90,043,030	FL1	91,160,756	91,162,455	T110L12
90,045,429	90,046,157	DD2	91,162,456	91,166,033	T110L13
90,046,158	90,047,327	DD2	91,166,034	91,172,783	T236
90,050,429	90,052,046	FL2	91,175,004	91,177,103	T110L13
90,055,429	90,055,748	DD3	91,178,000	91,182,481	DE2, SA2
90,056,429	90,056,786	FL3	91,182,482	91,184,913	DF2, SB2
90,057,429	90,061,086	DD4	91,184,951	91,188,782	DG2, SC2
90,061,429	90,067,906	FL4	91,188,801		DH2, SD2
90,068,929	90,070,499	DD7	91,400,001		T249
90,071,929	90,073,340	FL7	91,500,000	91,503,988	FM2
90,074,929	90,075,688	DD7S	91,503,989	91,506,407	FN2
90,076,929	90,077,584	FL7S	91,506,451	91,509,591	F02
90,080,000	90,086,798	DE1, SA1	91,509,601		FP2
90,086,799	90,093,102	DF-1, SB-1	92,000,000	92,000,438	DE3
90,093,151	90,103,493	DG-1, SC-1	92,000,439	92,000,627	DF3
90,103,501		DH-1, SD-1	92,000,651	92,000,834	DG3
90,500,000	90,506,287	FM1	92,500,000	92,500,435	FM3
90,506,288	90,512,524	FN-1	92,500,436	92,500,673	FN-3
90,512,551	90,522,063	F0-1	92,500,701	92,500,915	F03
90,522,101		FP-1	93,000,000	93,002,714	DE4, SA4
91,000,101	91,003,102	T212	93,002,715	93,003,276	DF4, SB4
91,003,201	91,008,300	T222	93,003,301	93,005,102	DG4, SC4
91,008,301	91,011,300	T-110L3	93,005,201		DH4, SD4
91,011,401	91,018,500	T222	93,250,000	93,250,472	DE5
91,018,501	91,021,500	T110L4	93,250,473	93,250,950	DF5

CAR SERIAL NUMBERS IN NUMERICAL SEQUENCE (Cont'd)

STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE	STARTING SERIAL NUMBER	ENDING SERIAL NUMBER	MODEL CODE
93,251,001	93,252,563	DG5	97,000,001	97,001,300	D31
93,252,601		DH5	97,002,001	97,003,965	D35
93,500,000	93,502,375	FM4	97,004,001	97,007,582	D39
93,502,376	93,502,994	FN4	97,500,001	97,502,727	D32S
93,503,001	93,504,536	F04	97,503,001	97,507,735	D36S
93,504,601		FP4	97,508,001	97,515,944	D40-1
93,750,000	93,750,572	FM5	97,516,001		D43-1
93,750,573	93,750,951	FN5	98,000,001	98,012,317	D32C
93,751,001	93,752,037	F05	98,013,001	98,028,862	D36S
93,752,101		FP5	98,029,001	98,052,988	D40-2
94,000,000	94,001,734	DE6, SA6	98,053,101		D43-2
94,001,735	94,002,369	DF6, SB6	99,000,001	99,003,200	D30
94,002,401	94,004,899	DG6, SC6	99,004,001	99,007,100	D34
94,004,901		DH6, SD6	99,008,001	99,012,280	D42
94,250,001		DH7	99,012,301		D44
94,500,000	94,501,186	FM6	99,400,001	99,402,600	S13
94,501,187	94,501,665	FN6	99,403,001	99,405,600	S14
94,501,701	94,503,130	F06	99,406,001	99,409,975	S15-2
94,503,201		FP6	99,410,001		S18
94,750,001		FP7	99,500,001	99,500,750	S17
95,000,001	95,002,423	P17	99,500,801		S16
95,003,001	95,006,710	P19	99,600,001	99,601,220	C45-1
95,007,001	95,011,211	P22	99,602,001	99,603,020	C48-1
95,500,001	95,503,104	P18S	99,604,001	99,604,720	C51-1
95,504,001	95,508,435	P20S	99,700,001	99,702,880	C45-2
95,509,001	95,517,134	P23-1	99,703,001	99,706,180	C48-2
95,517,201		P24-1	99,707,001	99,711,906	C51-2
96,000,001	96,012,932	P18C	99,712,001		C60-2
96,013,001	96,029,393	P20C	99,800,001	99,801,300	C55
96,030,001	96,057,734	P23-2	99,801,401		C56-2
96,057,801		P24-2			

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