

# FACT SHEET

## Stage Vehicles

### PURPOSE

This fact sheet describes “stage” vehicles and the proper procedures to be followed when titling and registering these types of vehicles in Pennsylvania.

### DESCRIPTION

What is a “stage” vehicle?

Many large body trucks are purchased as a cab and chassis only. The cab and chassis then becomes a dump truck, a stake truck or a tanker truck when the proper type “bed” or equipment is added prior to being registered. A cab and chassis has little purpose and does not become useful until the add-on portion makes it a complete unit. Some manufacturers list cab and chassis on the Manufacturer’s Certificate of Origin (MCO). However, not all do. In those cases the third digit of the VIN may be the only indicator. You can visit the website listed below and enter the first three digits of the VIN in the WMI field to see if vehicle is an incomplete vehicle. The website to verify final stage manufactures is [www.nhtsa.dot.gov/cars/rules/manufacture](http://www.nhtsa.dot.gov/cars/rules/manufacture). The Incomplete Vehicle Listing by Manufacturer on the next page provides a listing of the first three digits of an incomplete vehicle VIN by manufacturer.

In addition, many vans are purchased as straight vans, but are converted and heightened with additional roofing, windows and other added recreational equipment.

When these trucks and vans are purchased new from a manufacturer or dealer and the arrangements are made to convert the vehicle, PennDOT will not code the vehicles as “modified,” as long as the second stage manufacturer provides an MCO or a federally required certification label.

When there are two MCOs for a second stage vehicle, one for the chassis and one for the body, the make will be both the chassis and body names, the vehicle identification number (VIN) used will be the chassis VIN and the year will now be recorded as the model year for the body. For example, two MCOs are submitted with a title application; one is for a 2010 Ford Chassis, and the second is for a 2011 Winnebago body. The vehicle will be titled as a 2011 Ford/Winnebago, using the Ford Chassis VIN.

### REGISTRATION MAY NOT BE ISSUED AT THIS TIME

If no MCO or federally required certification label from the second stage manufacturer is provided at the time of the original title and registration application, or when a vehicle was previously titled and a conversion takes place, or the type of truck bed is changed, the vehicle’s title will be coded with an “M” designating the vehicle as modified. As with all modified vehicle applications, temporary registration plates cannot be issued. These vehicles can only be transported to the second stage manufacturer or to another location in the following ways:

1. It can be towed, if it is a motor vehicle.
2. It can be transported by a trailer registered with a trailer plate or a multi-purpose dealer plate.
3. It can be operated with a fleet transporter plate by the fleet owner.
4. It can be operated with a Miscellaneous Motor Vehicle Business (MMVB) transporter plate if it is still owned by the dealer or manufacturer.

**NOTE:** Trailers manufactured in two stages may be towed under 3 and 4 listed above.

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**pennsylvania**

DEPARTMENT OF TRANSPORTATION

[www.dot.state.pa.us](http://www.dot.state.pa.us)

## Incomplete Vehicle Listing by Manufacturer

AUTO CAR  
5VC

GENERAL MOTORS  
1A2, 1A6, 5G1, 4NT, 4NS, 1GB, 1GP, 1GE, 4KD, 4KB, 4KL, 1GA

FORD MOTOR CO  
1FD, 2FC, 2FE, 2FF, 3FC, 3FD, 2MH, 2LJ, 1JL, 1NJ, 1MH, 5LD, 4M3, 4N3, 4F3  
1FF (GLIDERS)

HINO  
JAB, 5PV, 2AY

INTERNATIONAL  
1HT, 2HT, 3HT  
1HV, 2HV, 3HV (BUS)

ISUZU  
JAL, J8B, J8D, 4KL, 4KB, 4KD

KENWORTH  
1NK, 2NK, 3BK, SBV, 3NK, 3BP

MACK TRUCKS  
1M2, 1M3 (GLIDERS)

MINITRUCK / FUSO  
JL6, JLS, JLM, JP6, JB6, JA6

PACCAR / PETERBILT  
1NP, 2NP, 3BP, SBV, 1ND, 1NK, 1N1

STERLING / FREIGHTLINER  
49H, 2FZ

NISSAN  
JNA

VOLVO  
4V5, 4VK, 4V6, 4V2  
4V3 (GLIDER)

WESTERN STAR  
2WL, 5KK, 2FZ, 5JC, 2WX, 2WB  
2WM, 2WY (GLIDERS)

WHITE MOTOR  
1WX, 1WB, 1WY (GLIDER)