

VEHICLE CODES

This leaflet described the codes used in the various publications of The PSV Circle to describe vehicles:

Vehicle status codes

Status codes are used to indicate a vehicle's status if not an operational passenger carrying vehicle. The status codes are shown before the registration number for New Vehicles, Vehicles In, and Vehicles Out, or as a suffix to the area code to denote the status with a previous or subsequent operator.

The following codes are in use:

- (a) ancillary vehicle (other than driver trainer).
- (p) preserved by a PSV or Non-PSV operator.
- (q) acquired in a dealer capacity for resale but potentially available for use
- (r) acquired for use as source of spares. (Note where a vehicles becomes status (w), it is not necessary to record change to status (r) if it is subsequently used as a source of spares.)
- (t) driver training vehicle.
- (w) withdrawn but still in stock.
- (x) in Non-PSV use with a PSV operator.
- (z) in stock but not operated. (e.g. having major work done before it enters services, seat store, store shed etc) (see notes below)
- (bis) "back in service". (To be used only under the Allocations heading in the Major Operators section of the News Sheet. In all other circumstances, the full phrase "returned to service" is to be used).

Notes:

Code (q) should only be used where there is some element of doubt whether the vehicle will be used. Where we have access to reliable information, do not record dealer stock vehicles under the operator name in the News Sheet – these should be recorded under a separate dealer title – e.g. Bristol Bus & Coach, Bristol (Q), rather than Munden S, Bristol (GLq).

Code (t) should only be used for permanent conversions for driver training use. It is difficult to define precisely what is meant by "permanent" conversion, but such a vehicle is likely to have some of the following characteristics

- dual control
- extra mirrors
- reduced seating
- taxed as private
- special livery
- separate fleet number series

Training vehicles outside this definition are likely to be end-of-life vehicles which are borrowed by the training department for a few weeks or months, have L plates stuck on, but little other change. Although they probably don't carry O-licence discs, they are likely to retain PCV taxation status.

Code (u) (denoting delicensed) is no longer to be used except for Major operators. Vehicles are delicensed for various reasons, such as MOT preparation, and the majority of vehicles arriving with an operator spend a period of preparation before being licensed. All vehicles are to be shown under the Vehicles In heading as if they were immediately active – indeed by the time the News sheet is read, the vehicle probably is active. Vehicles arriving that are known to be long-term inactive for whatever reason are to be qualified by the use of code (z) or by a note under the General heading.

Code (w) should only be used for vehicles that have been used in service and are later withdrawn. Code (z) should be used for vehicles that have not been used. (Code (w) can be used for withdrawn vehicles "inherited" from a predecessor operator who has used them in service and withdrawn them.)

Vehicle body description codes

The following codes are used to describe style and configuration of bodies:

- a) Codes used before the seating capacity
 - AB articulated single deck bus
 - AC articulated single deck coach
 - AW This code is no longer in use but was used in some older publications to denote an "all weather" coach with retractable roof.
 - B single deck bus (including coach-built minibuses with 16 or fewer seats)
 - C single deck coach
 - Ch charabanc (usually with separate entrances for each seat row, therefore always used without suffix code for entrance position)
 - ChB chara-bus (a vehicle convertible from charabanc to bus and vice versa by fitting of detachable side panels)
 - CH double deck coach
 - CL double deck coach with lowbridge seating layout (sunken gangway)
 - CO double decker with detachable roof or a single deck vehicle with a retractable roof (convertible to open top). (Note that code AW was used in some older publications to denote an "all weather" coach with retractable roof.)
 - DT double deck tram (no suffix for entrance position to be used with this code)
 - F full front (used as prefix to other codes only for vehicle types that are normally half-cab or normal control layout – see Appendix)
 - H double deck bus with highbridge seating layout (normal gangway in upper deck)
 - L double deck bus with lowbridge seating layout (sunken gangway in upper deck)
 - LB Lorry bus (no suffix for entrance position to be used with this code)
 - M minibus based on van shell where the maximum seating capacity does not exceed 17 seats (no suffix for entrance position to be used with this code)
 - O permanent open top double decker
 - OB permanent open top single decker (Code POB was used in the past, but should now be replaced by OB).
 - PO partial open top double decker (This code was previously used for a "permanent open top" double decker, which should now be classified using code O).
 - RC airport/observation coach
 - ST single deck tram (no suffix for entrance position to be used with this code)
 - T single deck toast-rack (separate entrances for each seat row, therefore always used without suffix code for entrance position)

Notes:

1. Codes B and C refer to the style of the body shell. It therefore follows that the fitting of different seats does not change the body style, even though it may alter the type of work that the vehicle is used for. Therefore entries such as "modified to B69F, ex C53F" should not be used. The vehicle should be shown as "to C69F ex C53F". The style of seats may be included as a note in the General section. Code DP (indicating a bus shell with coach seats, a coach shell with bus seats or a purpose build dual-purpose vehicle) is no longer to be used for new vehicles.
2. Coach-built minibuses, including those based on Dormobile van shells, should be recorded as BxxF/BxxFL as appropriate, not Mxx/MxxL.

b) Codes used after the seating capacity

C	central entrance (at least one plain bay between front wheel and entrance)
D	dual entrance/exit
F	front or forward entrance
T	triple entrance/exit
Q	quadruple entrance/exit
L	lift fitted somewhere on the vehicle (shown after entrance position, or after seating capacity where type code is M, e.g. C43FLT, B22FL, M12L) Note: an entrance used purely for the lift, but not by other passengers is not to be counted when recording the number of entrances/exits. A front-entrance vehicle with an additional door for lift users is therefore not dual entrance.
R	rear entrance
RD	rear entrance with platform doors
RO	rear entrance with outside staircase (ROS has been used in the past but should now be referred to as RO)
RP	rear entrance with open platform (use for single deck vehicles only)
T	toilet fitted (shown after all other codes) (e.g. C49FT, CH66/12CT, C43FLT)

c) Seating capacity

Seating capacity shall be recorded as the maximum licensed capacity of the vehicle (i.e. including any seats that can be removed for fitting of a toilet or carriage of wheelchairs). Courier seats and the driver's seat are not counted in the capacity (although official sources include the driver's seat).

For double deckers, the capacity of each saloon is recorded, separated by a "/", with upper deck capacity first (e.g. H43/31F denotes 43 seats over 31 seats.) If the capacity of a double decker is unknown it is recorded as ??/?. For Other operators Vehicles Out entries, the combined capacity is shown (e.g. H74F).

APPENDIX

Vehicle Types for which prefix F should be used to denote full-front body

Double Deck chassis

As a general rule, ALL front-engined double deck chassis WITH THE EXCEPTION OF the Ailsa/Volvo B55, Dennis Jubilant, Guy/Leyland Victory and Guy Wulfrunian DO require the 'F', regardless of whether the bodywork is double, or single-deck (usually in cases where they were subsequently rebodied).

Single Deck chassis

The following chassis makes/types DO require an 'F' when full-fronted bodywork is fitted. All other front-engined chassis and any other chassis with engines in alternative positions DO NOT require an 'F' code prefix. Please note certain model names have been re-used in more recent times, for example (Leyland) 'Tiger' and (Dennis) 'Lancet', these guidelines only refer to the front-engined models bearing these names, not the later incarnations.

ADC	All models.
AEC	All front-engined Regal variants (i.e. excluding the Regal IV and VI); Reliance 660, plus any pre 1926 chassis which had f/f bodywork.
AJS	Commodore, Pilot (forward control)
ALBION	M28, Valiant (all variants), Valkyrie (all variants), Victor (M115), and all variants of the CX41, HD61 and HD63.
ATKINSON	All front-engined models.
AUSTIN	All K series chassis.
BEAN	Model 17 (if any).
BEDFORD	Forward control conversions of W series and O series only.
BRISTOL	B, H, J and L variants, also 1920s period 2 ton and 4 ton chassis.
COMMER	4PF, F6 and NF6 only (if any).
CROSSLEY	Alpha, Arrow/Six, Eagle, SD42.
DAIMLER	CF, CH, CP, CO, CV and CD650 variants, plus any pre 1926 examples.
DENNIS	E, Ace, Falcon (pre-war - if any), Lancet, Mace.
FODEN	All front-engined models.
GILFORD	166 OT, 168 OT, 176S, 6 WOT.
GUY	FC, FCX, Arab (except UF and LUF), and the Wolf, Vixen, Otter family.
KARRIER	JH, JHL, JKL, KL, WL6, Chaser.
LEYLAND	Cub (SK variants), Lion, Tiger and Cheetah, plus any pre 1925 models like the SG variants.
MAUDSLAY	All front-engined models EXCEPT the SF40.
THORNYCROFT	All pre-war front-engined models, except for the HF. NB not any post-war types.
TSM	All from the B types onwards up to and including the post-war K types, but NOT the post-war L variants.

Exceptions to the above rules must be fully covered by a note applicable to the vehicle(s) concerned.