

[DS Series and Coque Numbers: Thoughts from Jeremy](#)

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Recent experience has taught me that if you want a birth certificate for your car you are best to quote the Coque number. This is the number on the small plate by the wiper motor.



Top plate is the series number.

Bottom plate is the 'coque' number. This number is the preferred number when asking for a 'birth certificate' for your D.

I received this email from Jeremy when I informed him of this. Worth reading!

As you say, we have always called that No de serie the "Chassis number", but they are referring to it as a "series number" and what Reynolds refers to as the "Build number" they refer to as the "Chassis Number" (Coque = Hull)

So - the "No de Serie", although also unique, must reflect the general type of vehicle and its year - 1967 ID as Opposed to 1971 DS21 Hydraulique, whereas the "No de coque" refers to the specific vehicle itself - in the case of your Injected, it says that it's going to have a 21 injected motor, 5Speed Manual, no airco, Pallas, tabac leather, ochre carpet etc. Everything except the colour (maybe) which had it's own tag. The Continental Edison (and hubcaps) were fitted by the dealers I think.

Then there was the general vehicle designation - eg, Dads is a "DJ", which means its "Commercial Designation" is "DS21 M", being manual.

A straight hydraulique DS21 (being a DS's natural, pure, beautiful, smooth, non-jerky, one of a kind etc etc etc transmission) is a "DX", with a "Commercial Designation" of just "DS21"

A "DP" however is a "DSuper5". I suppose this reflects its hybrid ID trim and Braking circuit. Yet it retains the same "No de serie" sequence as the DS21's without IE.

Whew. (all that without referring to the factory manual or Reynolds (must be a SB))

The "No de coque" on American cars is referred to as the build number and experts can decipher exactly what it means.

So, I suppose the "No de serie" is good for getting numbers of cars manufactured of each type etc and is what would be generally termed the "Chassis number" for authorities but it's easier for Catherine to get specifics on the individual vehicles by the "No de coque".

Here ends the lesson!

Thanks Jeremy but are 'jerk-a-matics really that smooth??

Surely not as smooth as an auto!