

VDESA-PPE.CSV

Private Passenger Vehicles

Vehicle Descriptions

Field	Value	Description
Vehicle Code	Numeric 4 digit	Vehicle Code
Extended Vehicle Code (*)	Numeric 6 digit	Extended Vehicle Code
Model Year (*)	Numeric 4 digit	Model Year
Make	Characters	Make of vehicle
Model	Characters	Model of vehicle
Convertible Indicator	<ul style="list-style-type: none"> 0 - Hardtop 1 - Convertible 	
Body Style Transition	<ul style="list-style-type: none"> 1P - 1/2 ton pickup 2D - 2 door 2P - 3/4 ton pickup 3P - 1 ton pickup 4D - 4 door 4P - Compact pickup LC - Large Cargo Van LP - Large Multi-Purpose LV - Large Passenger Van MV - Micro Van SC - Small Cargo Van SP - Small Multi-Purpose SS - Sport/Specialty SV - Small Passenger Van SW - Station Wagon 	
Drive Train	<ul style="list-style-type: none"> 1 - 2WD 2 - 4WD X - N/A or Unknown Drivetrain 	
Wheelbase (*)	<ul style="list-style-type: none"> Wheelbase (mm) 0 - Not Available 	
Cargo Length	<ul style="list-style-type: none"> Cargo Length (mm) 0 - Not Available 	Length of cargo box in a pickup truck
Curb Weight	<ul style="list-style-type: none"> Curb Weight (kg) 0 - Not Available 	Actual weight of the vehicle without passengers or cargo.

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Field	Value	Description
Engine Displacement (*)	<ul style="list-style-type: none">• Engine Displacement (cc)• 0 - Not Available	Size of the engine
Horsepower	<ul style="list-style-type: none">• Horsepower (hp)• 0 - Not Available	
Engine Configuration	<ul style="list-style-type: none">• E - Electric• F - Flat• H - Horizontally Opposed• K - Electric Low Speed Vehicle (LSV)• L - In-Line• R - Rotary• V - V configuration• W - W configuration• X - N/A or Unknown Engine Type	
Engine Cylinder	<ul style="list-style-type: none">• 0 - 0 cylinder• 1 - 1 cylinder• 2 - 2 cylinder• 3 - 3 cylinder• 4 - 4 cylinder• 5 - 5 cylinder• 6 - 6 cylinder• 8 - 8 cylinder• 10 - 10 cylinder• 12 - 12 cylinder• 50 – For Engine Configuration = K• 54 – For Engine Configuration = E and Engine Supplemental = 2• 60 – For Engine Configuration = E and Engine Supplemental <> 2• 99 - Unknown Number of Cylinders	
Engine Fuel	<ul style="list-style-type: none">• D - Diesel• G - Gasoline• N - Natural Gas• P - Propane• V - Electric• X - N/A or Unknown Fuel Type	
Engine Forced Induction	<ul style="list-style-type: none">• S - Supercharged• T - Turbocharged• ST - Supercharged-Turbo• NA – Normally Aspirated Engine	

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Field	Value	Description
Engine Supplemental	<ul style="list-style-type: none">• EL4G - Inline 4 cylinder Gas• H – Hybrid• LS - Low Speed Electric Vehicle• 0 – Not available	<ul style="list-style-type: none">• EL4G = Extended-range electric vehicles have a plug-in battery pack and electric motor, as well as an internal combustion engine. The electric motor always drives the wheels, with the internal combustion engine acting as a generator to recharge the battery when it is depleted.• Hybrid = Vehicle with both, an internal combustion engine and an electric motor.• Low Speed Electric Vehicle = Vehicles that have a maximum speed of approximately 35km/h.
Engine Availability	<ul style="list-style-type: none">• 1 – Base engine as standard equipment• 2 – Optional engine	
Price	<ul style="list-style-type: none">• Price MSRP + GST (\$)	
Airbags	<ul style="list-style-type: none">• 1 - Active Belts and Air Bags - Driver OPT• 2 - Active Belts and Air Bags - Driver STD• 3 - Active Belts and Air Bags – Driver/Pass OPT• 4 - Active Belts and Air Bags - Driver/Pass STD• 5 - Air Bags - Driver/Pass/Side STD• 6 - Air Bags - Driver/Passenger- STD /Side- OPT• 0 - N/A or Unknown Restraint Type	Supplemental restraint system.
ABS	<ul style="list-style-type: none">• 0 - Four-Wheel Brakes• 1 - Anti-Lock Brakes Rear Wheels Only• 2 - ABS Rear Wheels, 4 Wheels Optional• 3 - Anti-Lock Brakes Optional• 4 - Anti-Lock Brakes Standard	Anti-Lock Braking system.
Brake Assist	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	Brake assist is an active vehicle safety feature designed to help drivers come to a stop more rapidly by increasing braking pressure during an event of emergency braking.
Traction Control	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	Traction control systems limit power to the drive wheels to prevent wheel spin under acceleration on slippery or wet roads.
Stability Control	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	Stability control systems detect any loss of steering control, either over or understeer and automatically apply brake pressure to individual wheels and may regulate engine power until the vehicle is corrected into the intended line of travel.

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Field	Value	Description
Theft Deterrent System	<ul style="list-style-type: none"> • C - Alarm Std • CE - Alarm Std/Cutoff Std • CEG - Alarm Std/Cutoff Std/Pass-Key Std • CEG1 - Alarm Std/Cutoff Std/Pass-Key Std/IBC Approved Std • CF - Alarm Std/Cutoff Opt • CFH - Alarm Std/Cutoff Opt/Pass-Key Opt • CFH0 - Alarm Std/Cutoff Opt/Pass-Key Opt/IBC Approved Opt • D - Alarm Opt • DE - Alarm Opt/Cutoff Std • DEG - Alarm Opt/Cutoff Std/Pass-Key Std • DEG1 - Alarm Opt/Cutoff Std/Pass-Key Std/IBC Approved Std • DF - Alarm Opt/Cutoff Opt • DFH - Alarm Opt/Cutoff Opt/Pass-Key Opt • DFH0 - Alarm Opt/Cutoff Opt/Pass-Key Opt/IBC Approved Opt • E - Cutoff Std • EG - Cutoff Std/Pass-Key Std • EG1 - Cutoff Std/Pass-Key Std/IBC Approved Std • F - Cutoff Opt • FH - Cutoff Opt/Pass-Key Opt • FH0 - Cutoff Opt/Pass-Key Opt/Approved Opt • X - N/A or Unknown Theft Deterrent Type 	<p>Theft deterrent systems are designed to protect vehicles from being stolen or vandalized.</p> <ul style="list-style-type: none"> • Alarm - audible and/or visual notification that the vehicle is being tampered with or entered without the proper key fob. • Cutoff – without using the appropriate vehicle key the engine control system will “cutoff” fuel to the engine making the vehicle inoperable. • Pass key - uses a transponder inside the head of the ignition key which transmits a unique code to the control module. If the code is correct it will enable the fuel pump and PCM. • IBC Approved – theft deterrent system meets or exceeds the ULC-S338 for vehicle immobilization (Prior to model year 2008).
Market	<ul style="list-style-type: none"> • CA - North America • US - US Only 	
Vehicle Generation	<ul style="list-style-type: none"> • 1 - Original design of the current Vehicle Code • 2 - 2nd Generation • 3 - 3rd Generation • 4 - 4th Generation • 5 - 5th Generation • 6 - 6th Generation • 7 - 7th Generation • 8 - 8th Generation • 9 - 9th Generation • 10 - 10th Generation 	Generation of the vehicle after a redesign.
Size Code	<ul style="list-style-type: none"> • 1 - for (0<wheelbase <= 2375) • 2 - for (2376<wheelbase <=2475) • 3 - for (2476<wheelbase <=2600) • 4 - for (2601<wheelbase <=2725) • 5 - for (2726<wheelbase <=2850) • 6 - for (2851<wheelbase <=100000) 	<p>Size of the vehicle based on the length of the wheelbase.</p> <ul style="list-style-type: none"> • Size Code 1 & 2 – Small • Size Code 3 & 4 – Medium • Size Code 5 & 6 – Large

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Blind Spot	<ul style="list-style-type: none">0 - Not Available1 - Optional Equipment2 - Standard Equipment	Blind Spot Monitor/Warning is a vehicle-based technology which can detect and warn a driver to the proximity of another that may fall outside the normal field of vision. Warnings can be visual, audible, vibrating, or tactile to indicate that it's unsafe to merge or change lanes.
Headlight	<ul style="list-style-type: none">0 - Conventional STD1 - Conventional STD / HID/Xenon OPT2 - HID/ Xenon STD3 - HID/ Xenon STD / Adaptive HID OPT4 - Adaptive HID STD5 - Conventional STD / LED OPT6 - Conventional STD / Adaptive LED OPT7 - HID STD / LED OPT8 - HID STD / Adaptive LED OPT9 - Adaptive HID STD / LED OPT10 - LED STD11 - LED STD / Adaptive LED OPT12 - Adaptive LED STD	<ul style="list-style-type: none">Conventional = Halogen headlightsHID/Xenon = High Intensity headlightsAdaptive = Headlights turn as the steering wheels turns and usually self-levelingLED = Light Emitting Diode headlights
Traffic Jam Assist	<ul style="list-style-type: none">0 - Not Available1 - Optional Equipment2 - Standard Equipment	In low speed driving situations (below 60km/h), traffic jam assist will accelerate and brake autonomously, as well as steer the vehicle within certain limitations.
Adaptive Cruise Control	<ul style="list-style-type: none">0 - Not Available1 - Optional Equipment2 - Standard Equipment3 - STD with Stop and Go OPT4 - STD with Stop and Go STD	Adaptive cruise control is an intelligent form of cruise control that slows down and speeds up automatically to keep pace with the vehicle in front. Once the driver sets the maximum speed, radar sensors monitor traffic ahead to maintain a pre-determined distance from vehicles in front. If the vehicle stops, some systems may resume driving after the vehicle in front has departed.

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Field	Value	Description
Auto Parking	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment• 3 - OPT with Remote Parking OPT• 4 - STD with Remote Parking OPT• 5 - STD with Remote Parking STD	Automatic parking is a semi- autonomous car-maneuvering system that moves a vehicle into a parking spot to perform parallel, perpendicular or angle parking. When parking assistance is activated, the vehicle senses the available space and alerts the driver. It then begins instructions for setting up, including letting go of the steering wheel. When the vehicle is in place, it instructs the driver as to whether braking, gear changes, or other driver-controlled portions of the procedure are required. Some systems are available to park the vehicle remotely.
Cross Traffic	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment• 3 - STD with Auto-Brake OPT• 4 - Cross Traffic STD with Auto-Brake STD	Cross traffic monitors the rear corners of the vehicle while reversing and alerts the driver of approaching traffic (both pedestrian and other vehicles) to help prevent a rear end collision. Some systems will brake automatically.
Driver Monitor	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	Driver Monitor is designed to reduce accidents caused by inattentiveness due to driver fatigue or driver distraction. Using camera, infra-red lights or steering inputs the system will provide a visual and/or audible warning for the driver to “take a break” if reaction times falls below expected thresholds.
Forward Collision Mitigation (Low Speed)	<ul style="list-style-type: none">• 0 - Not Available• 1 - Alert OPT• 2 - Alert STD• 3 - Alert Opt with Auto-Brake OPT• 4 - Alert STD with Auto-Brake OPT• 5 - Brake STD Alert STD with Auto	Forward Collision Mitigation system utilizes either or both laser, radar and camera technology to determine if a frontal collision with a vehicle or pedestrian is imminent. If so, it warns the driver with audible and visual signals, and may automatically apply moderate to full emergency braking to reduce the severity of the collision and, if possible, prevent the collision. In most cases, depending on vehicle manufacturer, the speed is limited to under 65km/h approximately.

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Field	Value	Description
Forward Collision Mitigation (All Speed)	<ul style="list-style-type: none">• 0 - Not Available• 1 - Alert OPT• 2 - Alert STD• 3 - Alert OPT with Brake Support OPT• 4 - Alert STD with Brake Support OPT• 5 - Alert STD with Brake Support STD• 6 - Alert OPT with Auto Brake OPT• 7 - Alert STD with Auto Brake OPT• 8 - Alert STD with Auto Brake STD	Forward Collision Mitigation system utilizes either or both laser, radar and camera technology to determine if a frontal collision with a vehicle or pedestrian is imminent. If so, it warns the driver with audible and visual signals, and may automatically apply moderate to full emergency braking to reduce the severity of the collision and, if possible, prevent the collision. In most cases, depending on vehicle manufacturer, the system is operational at all speeds.
Hill Start	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	Hill Start Assist uses sensors which detect when a vehicle is on an incline. The system maintains the brake pressure for a set period of time as you switch from the brakes to the gas pedal. Thus preventing a “roll away” situation.
Lane Assist	<ul style="list-style-type: none">• 0 - Not Available• 1 - Departure Warning OPT• 2 - Departure Warning STD• 3 - Departure Warning OPT and Lane Keeping OPT• 4 - Departure Warning STD and Lane Keeping OPT• 5 - Departure Warning and Lane Keeping STD• 6 - Lane Keeping OPT• 7 - Lane Keeping STD	Lane assist is a combination of lane-departure warning which provides a visual, audible, and/or tactile warning to alert the driver when the car crosses lane markings and lane-keeping assist which provides steering input or braking to correct the vehicle if it starts to exit the lane.
Perimeter Detection	<ul style="list-style-type: none">• 0 - Not Available• 1 - Rear OPT• 2 - Rear STD• 3 - Rear STD with Front OPT• 4 - Front and Rear OPT• 5 - Front and Rear STD• 6 - Front OPT• 7 - Front STD• 8 - Front STD with Rear OPT	Perimeter detection is designed to measure the distances to nearby objects via sensors located in the front and/or rear bumpers. These sensors alert the driver to obstacles while parking by either acoustic and/or visual notification.

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Camera	<ul style="list-style-type: none">• 0 - Not Available• 1 - Rear Camera OPT• 2 - Rear Camera STD• 3 - Front OPT Rear camera STD• 4 - Front and Rear camera STD• 5 - 360 Camera OPT• 6 - 360 Camera STD	
Programmable Key	<ul style="list-style-type: none">• 0 - Not Available• 1 - Optional Equipment• 2 - Standard Equipment	This feature allows the vehicle owner to restrict vehicle modes to promote safe driving habits for other users of the vehicle.

* The combination of these values creates a unique vehicle (i.e. you may have multiple rows of the same Extended Vehicle Code and model year with different wheelbases and/or multiple engines per wheelbase)

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