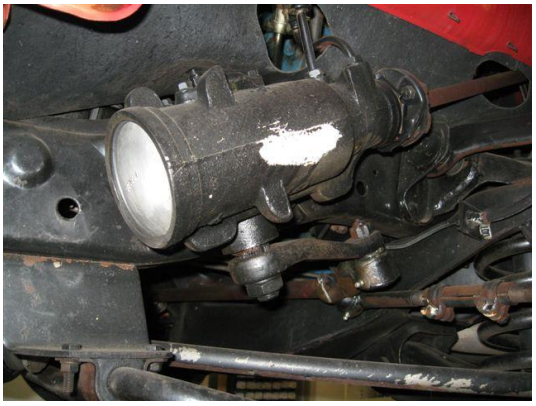
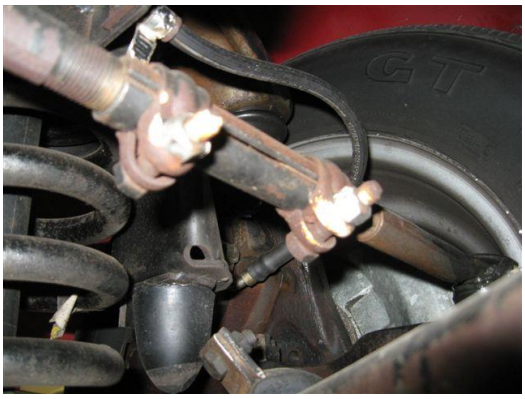
Audit Trucks and Paint Markings

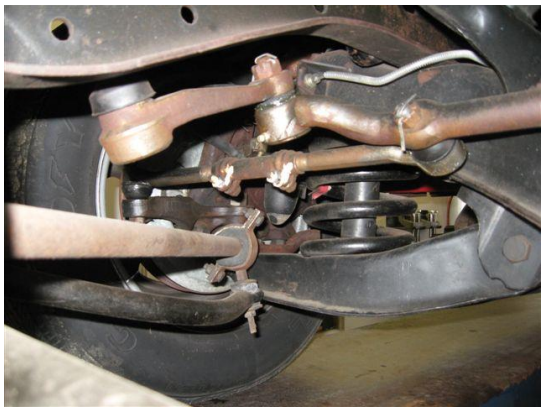
First, I want to address the "Audit Trucks", what to look for and the reason for them in the first place. I'm including some pics of what identifies the "Audit Truck". During assembly of the trucks, the assembly plant would randomly pull a truck off the line, lift it in the air and check everything for correct operation and certain torque factors, such as all the steering components. To know that the torque numbers were checked, and the operation was correct, they would put a "dab" of white paint on the bolt holding the item. This procedure was typically done on Class A or safety critical applications, like steering components. So, on a Li'l Red, if you see white paint on every nut on the suspension system, it was an "Audit" truck. Nobody knows how frequently this was done or how they determined which trucks would be checked. They were all picked at random. By doing it that way, line workers had no idea where or when they may check the trucks. I've seen trucks that have been restored and they have a bunch of white paint on every nut and bolt, thinking that all the trucks were done this way, not true!!

Pics of Audit Truck check marks are below.





Audit Truck paint markings, showing checked



Second, there are actual "Paint Markings" at various locations on every truck. I will include some pictures of these items also. They were called "Production Inspection Marks", and "Part Identification Marks".

The "Production Inspection Marks" used crayons and paint dabs, in various locations. They are used to convey a variety of production processes and/or inspections. They could also signify a component or

assembly to be repaired or that something that has been repaired.

The “Part Identification Marks”, on parts with either a right- or left-hand orientation, will have some type of identifying mark as part of assembly, or as an individual part. These marks are usually very prominent and often in different colors or quantity of marks, to distinguish them as right- or left-hand use. These marks were applied by the vendor that provided them to the point of assembly.

Every truck did not have the same paint marks or stampings, therefore, there is no way today to identify what they all meant, other than the ones marked with words like, “Checked”.

Below are some examples of the markings.

Rear Axle Housing

Transmission Bellhousing

Transmission Tail Shaft

Speedometer Drive Housing

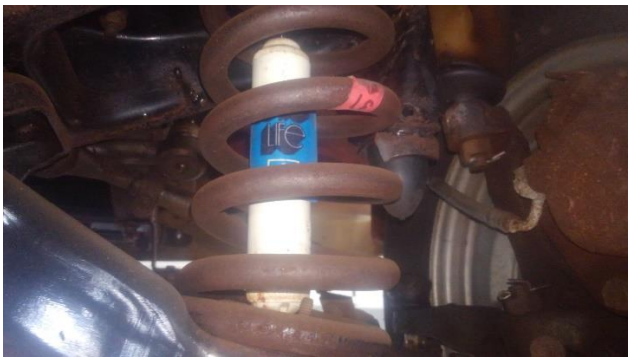
Rear Axle Housing

Inside Frame Rail

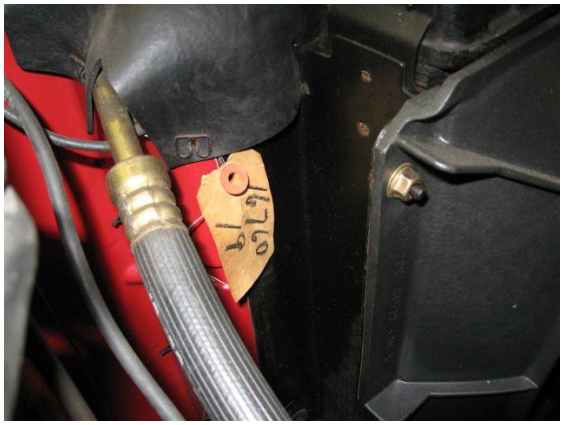
Shift Linkage

Parking Brake Bellcrank

There were also many more crayon and paint markings along with numerous other tags and labels at different locations.



Label On Front Spring



Tag on A/C Line

As you can see, there were quite a few different markings and labels, making it almost impossible to include everyone. The big problem is, all trucks had markings, but not all in the same location or color. This article is just to give you an idea as to some of the colors and locations.

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