# PR numbers for VAG vehicles | HELLA

## The significance of the PR numbers in the spare part catalogue

Sometimes the identification of spare parts for the brake system is not only made by looking at the chassis number and the vehicle registration date. In such cases the primary option number (the PR number) is also required. This PR number is stated as an additional piece of information (Fig. 1) in the catalogue and is found placed after the article number.

## Explanation of the vehicle manufacturer

"For process control reasons and in order to ensure unmistakable identification of the brake system in a vehicle, it is necessary to label brake parts with this additional PR number. Such identification be found on the service data medium for the relevant vehicle (sticker) in the service booklet (Fig. 2) or in the boot (Fig. 3)."

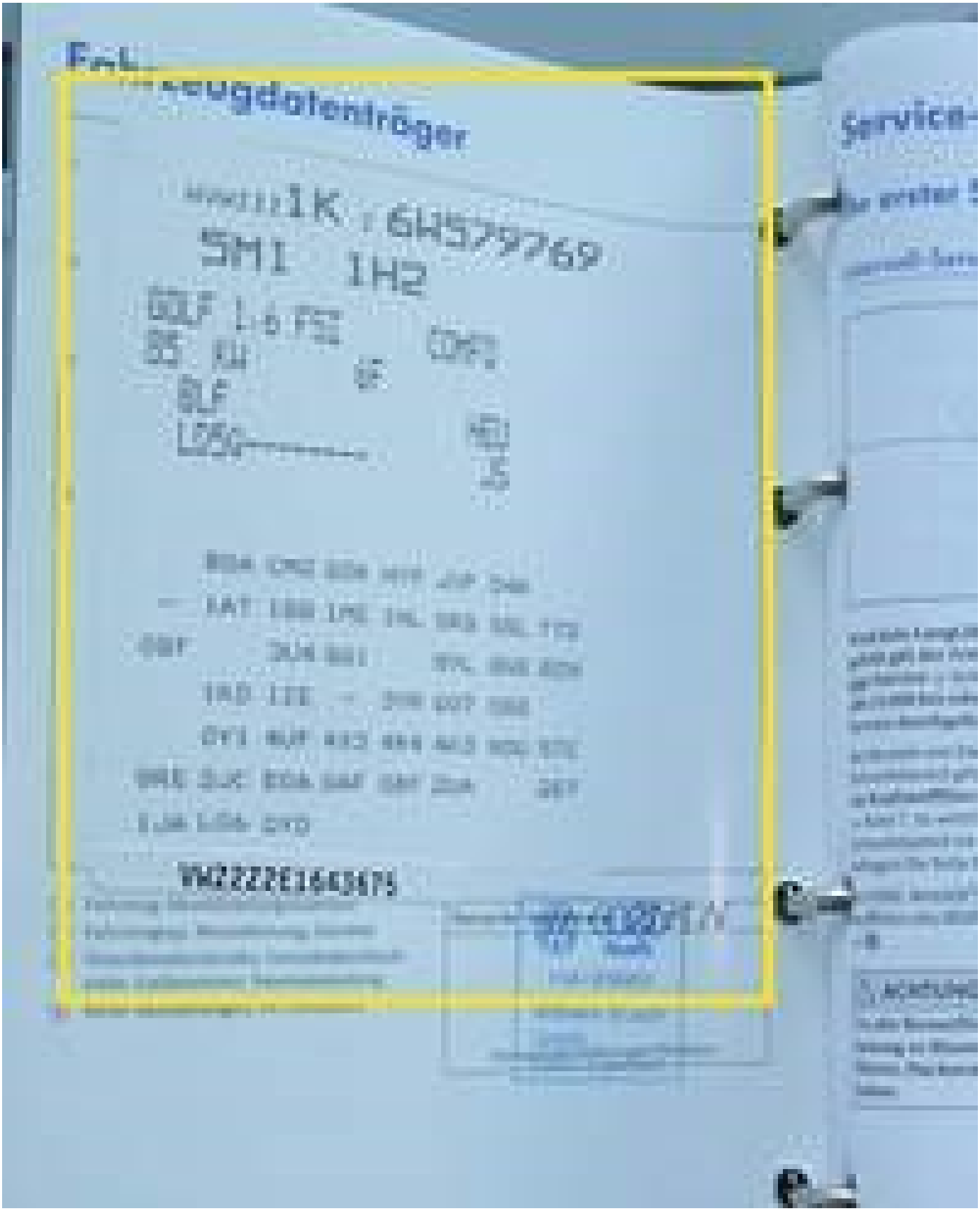
## Using the numbers when researching details on spare parts

The primary option number always has three characters and has been used for VW vehicles since 1999. As an example, when it comes to identifying brake systems, the number range of "1LX" (front disc brakes) or "1ZE" (front disc brakes, coated) is used.

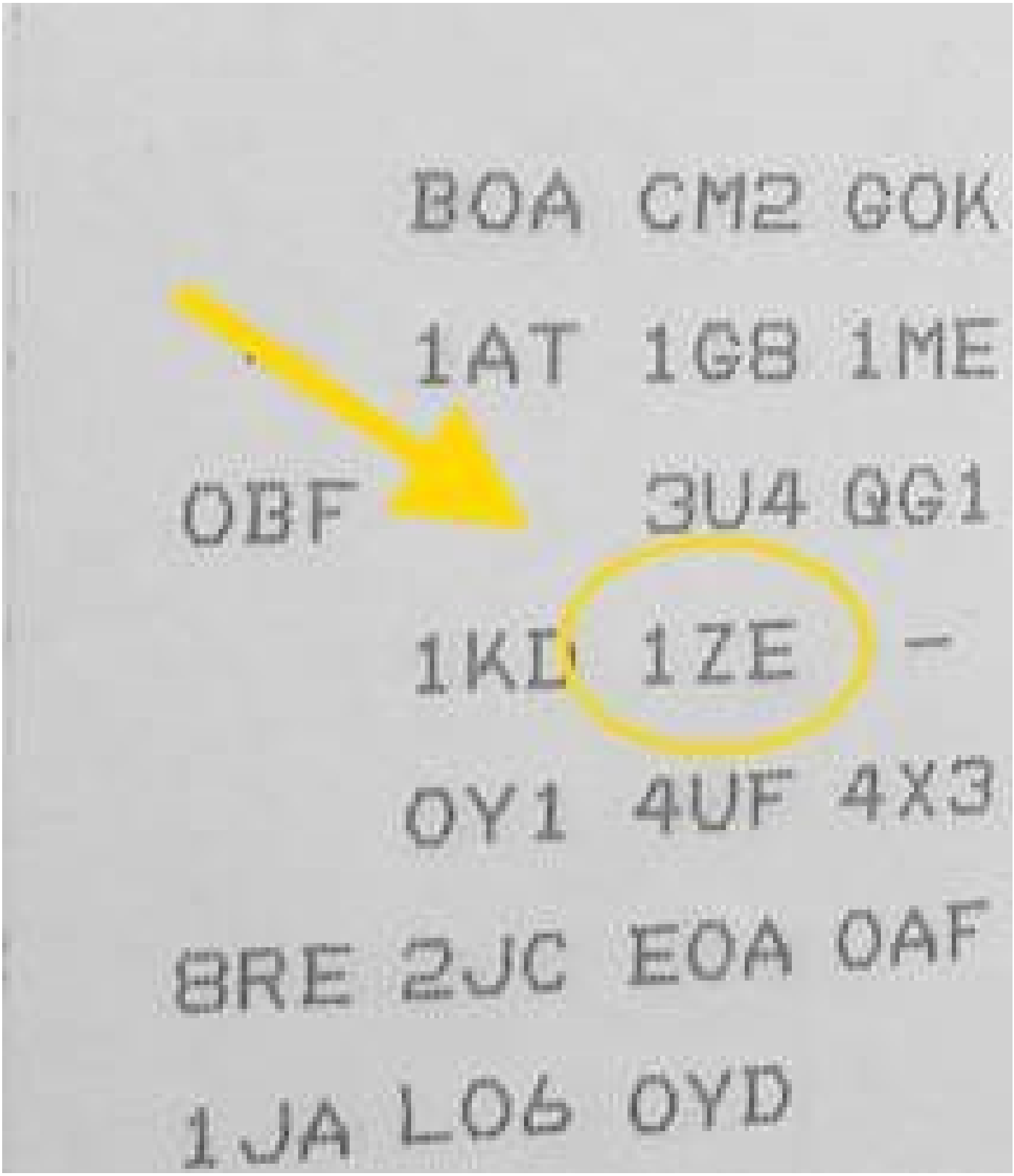
## Illustrations

| | | | | |
|---|---|---|---|---|
| / 115 / 102 5 / 90 | | 8DZ 355 201-371 K0169 Alo | | PR 1ZE+9U1,1ZP Ø 288 mm PR 1LJ+9U1 Ø 312 mm |
| / 105 3 / 99 | | 8DD 355 109-551 54207 | ø280x22,0x49,9 | PR 1ZF,1ZM |
| 3 / 99 / 105 | | 8DD 355 109-571 54208 | ø288x25,0x49,8 | PR 1ZE,1ZP |
| 6 / 90 / 150 | PRO | 8DD 355 109-521 54205PRO | ø312x25,0x49,7 | PR 1LJ |
| / 136 / 131 | PRO | 8DD 355 109-561 54207PRO | ø280x22,0x49,9 | PR 1ZF,1ZM |
| / 140 / 110 / 140 | PRO | 8DD 355 109-581 54208PRO | ø288x25,0x49,8 | PR 1ZE,1ZP |
| / 170 | | 8DB 355 014-511 T1841 Alo | [–] 23587 20,3 | PR 1ZE+9U0 Ø 288 mm PR 1LJ-9U0 Ø 312 mm |
| | | 8DB 355 010-581 T1376 Alo | [+] 23587 20,3 | PR 1ZE+9U1,1ZP Ø 288 mm PR 1LJ+9U1 Ø 312 mm |
| | | 8DZ 355 201-371 K0169 Alo | | PR 1ZE+9U1,1ZP Ø 288 mm PR 1LJ+9U1 Ø 312 mm |

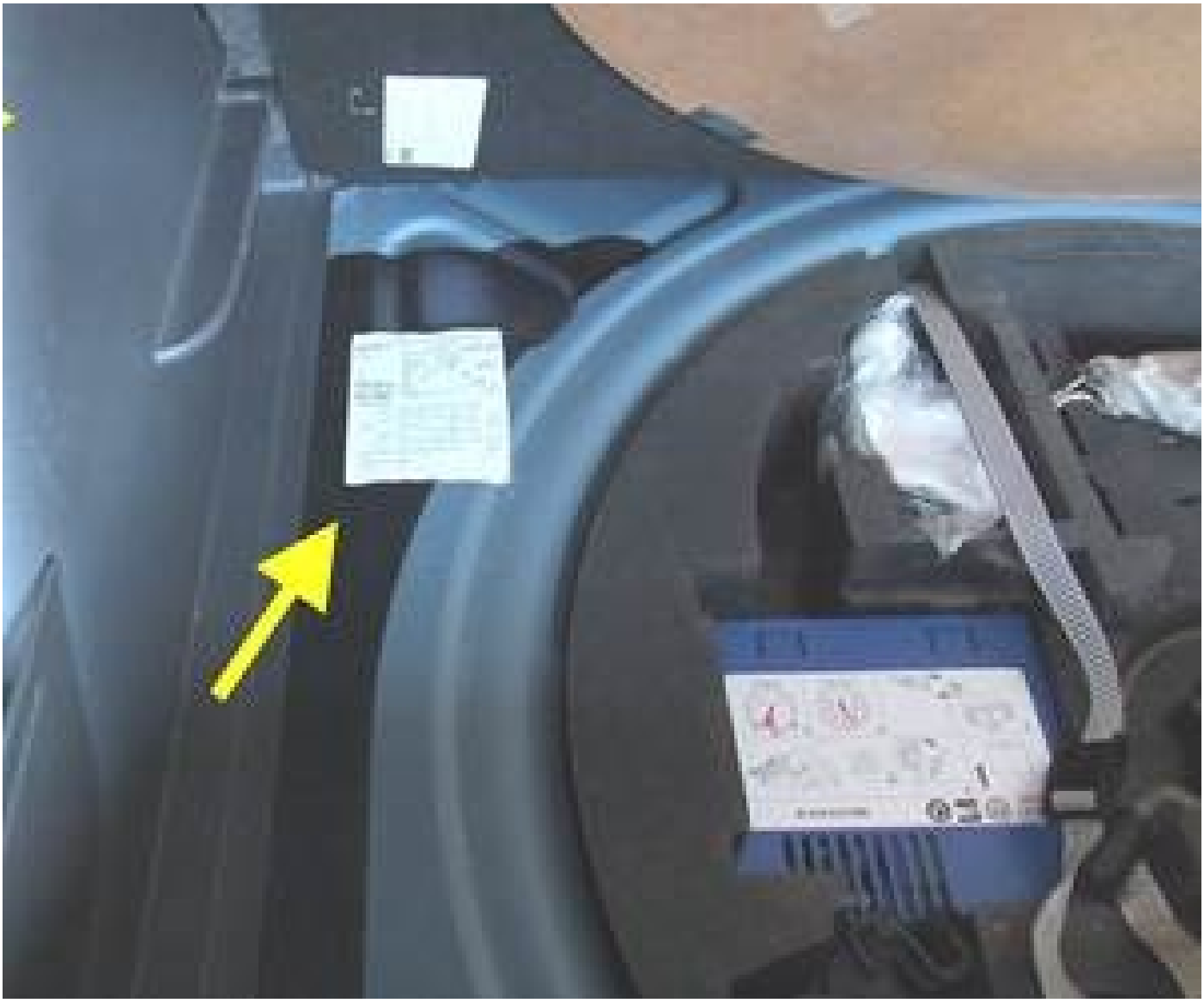
(Fig. 1)


Fahrzeugdatenträger
1K
6H5799769
5M1
1H2
GOLF 1.6 FSI
Service-

(Fig. 2)


BOA CM2 GOK
1AT 1G8 1ME
OBF 3U4 QG1
1KD 1ZE —
OY1 4UF 4X3
8RE 2JC EOA OAF
1JA LO6 OYD

(Fig. 3)



(Fig. 4)