

Authorised Inspector Vehicle Identity Validation Manual

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Acronyms	Full form
NT	Northern Territory
MVR	Motor Vehicle Registry

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1. Introduction

The purpose of this reference guideline is to assist Authorised Inspectors with a method of inspecting a vehicle's identifiers. Its aim is to ensure that the vehicle identifiers are not missing or altered in any way, and to also ensure that the vehicle corresponds with the registration application details and/or information contained on a registration authority's data base.

2. Where to get advice

From time to time, Authorised Inspectors may encounter situations that are not covered by the inspection guidelines or relevant manuals. In such cases, the problem should not be put aside or solved by guess-work. Instead, advice should be sought from the Vehicle Standards and Compliance team.

The Vehicle Standards and Compliance team is a group of Technical Officers and Transport Inspectors who are available to provide advice in relation to a vehicle standards or compliance issue that an Authorised Inspectors may encounter. General enquiries should be directed to the Vehicle Standards and Compliance Group at the following contacts.

Vehicle Standards and Compliance Contacts <i>(telephone and email)</i>		
Senior Transport Inspector (Darwin)	8999 3121	mvrtestshed.darwin@nt.gov.au
Senior Transport Inspector (Katherine)	8973 8790	Katherine.Weighbridge@nt.gov.au
Senior Transport Inspector (Alice Springs)	8951 5273	mvrtestshed.alicesprings@nt.gov.au
Authorised Inspector Officer (Darwin)	8999 3127	MVR.Authorisedinspectors@nt.gov.au
Vehicle Standards Officer (Darwin)	8924 7157	VehicleStandards.MVR@nt.gov.au
Administration Supervisor (Darwin)	8999 3114	MVR.Authorisedinspectors@nt.gov.au

3. Vehicle Identity Validation (Compliance Inspection)

3.1. What is a Compliance Check?

A compliance check is an inspection of a vehicles identifiers by an approved person. Its aim is to ensure that the vehicle identifiers are not missing or altered in any way, and to also ensure that the vehicle corresponds with the registration application details and/or information contained on a registration authorities data base.

3.2. Who may perform Compliance Checks?

Transport Inspectors, Police Officers and approved Authorised Inspectors, may carry out compliance checks. Approved Authorised Inspectors may carry out compliance checks on factory new Motor Vehicles including used interstate vehicles that are owned by a Northern Territory Licensed Motor Vehicle Dealer.

3.3. When are Compliance Checks required?

Compliance checks are required on all vehicles:

- That are applying for first registration in the Northern Territory, previously NT registered vehicles returning from a period of interstate registration do not require a compliance check.
- When confirmation of vehicle identification or vehicle description is required, not including update of an engine / number change (same for same) where recorded by an Authorised Inspector on their inspection report.

4. Vehicle identifiers

Vehicles are identified by a number of markings that are unique to the particular vehicle these being:

- Vehicle Identification Number (VIN) or chassis number
- Vehicle Identification Plate
- Secure Vehicle Identification Label (SVI)
- Engine number
- Data Dot markings where applied.

Australian Design Rules (ADRs) require the above identifiers excluding Data Dots to be placed on vehicles by vehicle manufacturers. The VIN is considered to be the primary vehicle identifier. The other identifiers are used to support and confirm the vehicle identity. Vehicles may also have a number of secondary forms of identification such as a manufacturers build plate.

5. Vehicle Identification Number (VIN) /Chassis Number

Chassis numbers were used on all vehicles prior to the introduction of VINs. They have no mandatory structure, however manufacturers did have set styles of stamping and number types.

VINs were introduced from 1 July 1988 and became mandatory on all vehicles certified for road use manufactured from 1 January 1989, with the exception of 'L Group' Moped 3 Wheels and Motor Tricycle where VIN's became mandatory from 1 March 1991.

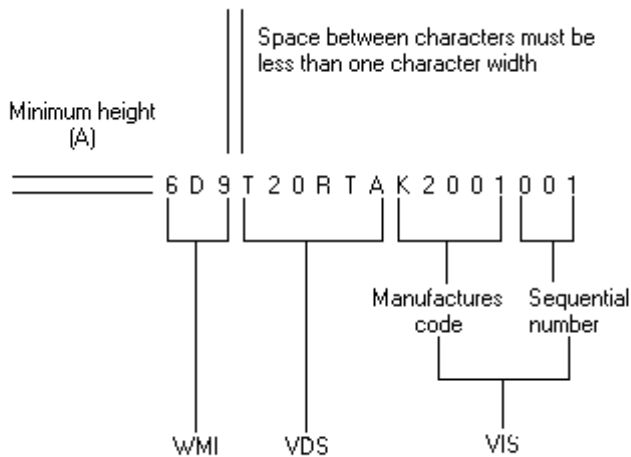
VINs are a unique form of vehicle identification and are an international standard used by vehicle manufacturers worldwide. No two vehicles in the world should have the same VIN.

6. Structure of VINs

The first three characters comprise the World Manufacturer Identifier (WMI), which is a code assigned to the manufacturer and also shows the country where the manufacturing plant is located.

The next six characters comprise the Vehicle Description Section (VDS). This section may be used by the manufacturer to provide information describing the vehicle. A manufacturer may for example, use this section to identify the vehicle construction type and/or to show the vehicle level of luxury, mass etc. Alternatively some manufacturers may not wish to use this section and elect to fill the six spaces with a single set of characters of their own choice.

The last eight characters are the Vehicle Indicator Section (VIS). This section distinguishes one particular vehicle from another. It is a requirement that the last four characters be numeric. It is normal practice for numbers in this section to be sequential e.g., the first VIN in a model run may end in 0001, the second 0002 etc.



Note 1: The minimum height (A) of the letters or numerals is:

- 7mm if stamped on the body, frame or chassis and
- 4mm if stamped on a separate plate except for trailer plates fitted to trailers less than 4.5 tonnes (ATM).
- The minimum height for a VIN on such a trailer plate is 2.5mm.

Note 2: Only Roman Letters and Arabic Numerals may be used. The letters “I”, “O” and “Q” must not be used.

7. Vehicle Identification Number location and attachment

The VIN number may be located on either side of the vehicle, preferably on the front half and located on a permanent structure of the vehicle, or alternatively on a separate plate which has been permanently affixed to the vehicle.

A typical location for a VIN could be on a permanent structure of a vehicle, which cannot be easily substituted, or is not likely to be removed or replaced. Such as the fire wall of a motor vehicle or the chassis rail on a semi-trailer or the drawbar on a box trailer.

The VIN number may be either impressed, embossed, etched or fabricated on to the vehicle or plate. If a plate is used, it must be made of metal and be affixed so that it cannot be easily removed, replaced or altered without detection. Acceptable methods of attachment include welding, tamper proof rivets and hammer drive screws.

Manufacturers who do not have equipment that will easily allow affixing of a 17 character VIN number may choose to use the VIN plate alternative which could be pre-stamped with the non-variable parts of the VIN number.

Trailers less than 4.5 tonnes Aggregate Trailer Mass (ATM) are only required to display the VIN on the trailer plate. However, in addition to this requirement the VIN may also be stamped on the chassis or drawbar of the trailer.

8. Identification plates (pre 1 July 2021)

Identification plates are currently a mandatory requirement under Australian Design Rules (ADRs), they are required on all new passenger cars and goods vehicles manufactured after 1 January 1974, all motor cycles manufactured after 10 October 1976 and all trailers manufactured after 1 August 1989, their primary purpose is to indicate compliance to all relevant ADRs at the time of manufacture. They are required to carry some specific information including the vehicles VIN or chassis number.

Identification plates were not intended to be a significant vehicle identifier as they can be easily transferred between vehicles. However, used in conjunction with other identifiers they are seen as a valuable tool in identifying a vehicle.

The *Motor Vehicle Standards Act 1989* (the Act) defines identification plates as plates declaring the status of new road vehicles in relation to the national standards, and approved to be placed on new vehicles of that type or description under procedures and arrangements provided for in subsection 10(1) of the Act.

Note 1: In practical terms, identification plates placed on new vehicles indicate that the (Commonwealth) Administrator of Vehicle Standards (the Administrator) has issued an Identification Plate Approval (IPA) for new vehicles of that type under Section 10A of the Act.

Note 2: Identification plates were formerly known as compliance plates.

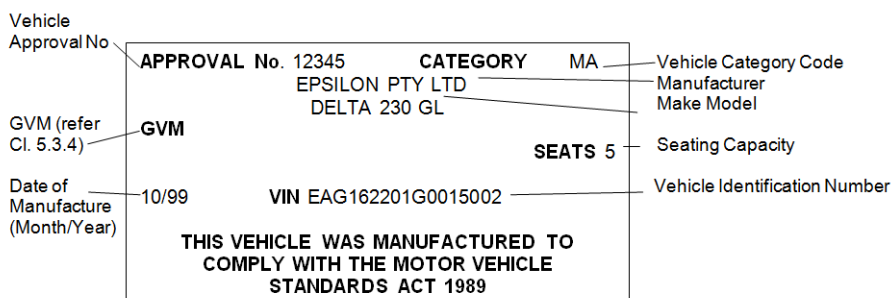
Note 3: Refer to examples of identification plates – see next page.

Identification plates, regardless of type, are distinguishable from other plates that may be fitted to vehicles such as manufacturers build plates, as they will always have a reference to the Australian Motor Vehicle Certification Board, or *Motor Vehicle Standards Act 1989*.

For further Information refer to the Federal Government Circular 0-3-2 via the below link

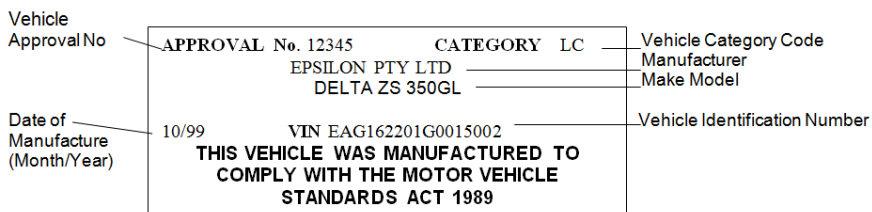
https://infrastructure.gov.au/vehicles/vehicle_regulation/files/0-3-2.pdf

Example of full volume motor vehicle compliance plate.



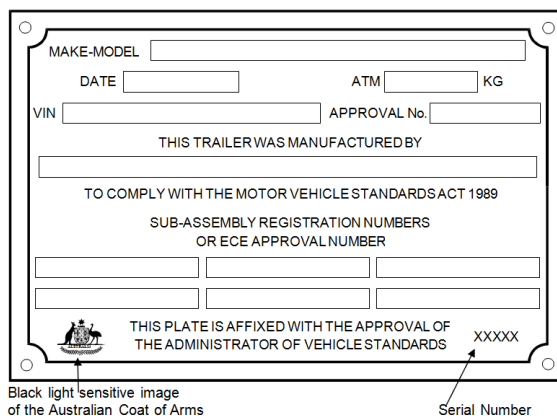
Dimensions: 100mm x 50mm (approx)
 MATERIAL: adhesive label
 COLOUR: other than red, green, blue or yellow
 LETTERING: black - minimum height of 2.5mm

Example of full volume two and three wheeled motor vehicles (motor cycles and trikes) compliance plate.



Dimensions: 95mm x 35mm (approx)
 MATERIAL: adhesive label
 COLOUR: other than red, green, blue or yellow
 LETTERING: black - minimum height of 2.5mm

Example of standard new trailers compliance plate.



DIMENSIONS: 150mm x 100 mm (approx)
 MATERIAL: photo anodised aluminium 1.2 to 1.5 mm thickness
 COLOUR: AS2700S silver
 LETTERING: black - minimum height of 2.5mm
 DETAIL: engraved in relief of 0.06 mm minimum.

9. Secure Vehicle Identification (SVI) label (from 1 July 2021)

The Commonwealth Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) replaced the *Motor Vehicle Standards Act 1989 (Cth) (MVSA)* with the *Road Vehicle Standards Act 2018 (RVSA)* and *Road Vehicle Standards Rules 2019 (Cth) (the Rules)*.

The RVSA, the Rules and other related legislation are collectively referred to as the RVS legislation. A 12 month transitional period began on 1 July 2021, where some MVSA approvals will continue to remain in force to ensure a smooth transition to the new regulatory framework.

A key change under the RVS legislation is the introduction of the Register of Approved Vehicles (RAV), which is a publicly searchable database of vehicles that have met the requirements of the RVS legislation and been approved to be provided to the Australian market. The RAV replaces the need for the physical compliance (ID) plates to be fitted to new vehicles.

The information previously obtained from the compliance (ID) plate, will now be accessible by searching the vehicle's VIN on the RAV. The VIN will still be physically located on the vehicle through a Secure Vehicle Identification (SVI) label. Of note, during the transitional period, some vehicles can continue to be provided to the Australian market under existing MVSA approvals (i.e. vehicles may still have compliance plates fitted and may not be on the RAV or a combination of both for 12 months from 1 July 2021).

Under the RVS legislation, all road vehicles (cars, trucks, trailers and caravans etc.) must be entered onto the RAV before they can be provided to the market for the first time in Australia.

Access to the RAV can be found via the following web link:

www.infrastructure.gov.au/vehicles/rav/index.aspx

Example of RAV

Register of Approved Vehicles Search

VIN:

VIN: 6F500000AA442231

RAV Date of Entry	Entry Pathway Sub-Category	Approval Number	Approval Holder	VCC	Make	Model	Build Date	GVM / ATM (kg)	Seats	Gross Comb Mass (kg)	Road Train Capable	B Double Capable	Authorised by Name
03/04/2019	Type Approval - Standard	42627	Paccar Australia	NC	Kenworth	C509	10/2018	24000	3	90000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ross

10. Approved plate or label location and attachment

The approved plate, adhesive label or SVI should be placed on the body part of the vehicle in a position where it is not exposed to accident damage or disfigurement and can be readily examined. The body part to which the plate or label is placed should not usually be subject to replacement in the event of an accident. Commonly used locations for placing the approved plate or adhesive label include the following:

- Passenger cars and bonneted trucks - on the panel separating the front compartment from the passenger compartment, on a front suspension tower or on an engine compartment side deck. More recently, the labels are located on front door sill panels or pillars.
- Cab over engine trucks - in the passenger compartment on the inner panel rearward of the driver's or passenger's door.

- Forward control passenger vehicles and vans - within the passenger compartment in the front passenger's footwell area.
- Motorcycles and mopeds - on the steering head.
- Trailers - on the front vertical face of the trailer (adjacent to the trailer brake line couplings if appropriate) or on an inward facing vertical face of an A-frame draw bar where fitted.

Approved metal plates must be placed on the vehicle by either welding or riveting or otherwise permanently attached in a readily visible position. Identification plates are required to be located in a conspicuous position on the vehicle, and are usually under the bonnet on the firewall, other locations may be door pillars or in the boot.

The Road Vehicle Certification System may provide useful information (in the form of a grid location) in locating vehicle identifiers via a Vehicle Search, refer to the below web link

<http://rvcs.infrastructure.gov.au/>

If one is available, the grid location can be referenced in the Grid Location Charts found via the below web link

<http://rvcs.infrastructure.gov.au/vehicle%20identification%20and%20engine%20number%20location.pdf>

11. Engine numbers

Like chassis numbers there is no formal structure to engine numbers and manufacturers use a wide range of in house systems and stamping techniques. ADRs require the number to be placed on a main component of an engine at the time of manufacture. The numbers are usually stamped into the engine block on a machined surface.

12. Secondary identifiers and other markings

Secondary identifiers are such things as vehicle build plates and date coding on vehicle components etc. These are not usually checked as part of a compliance check, but can be used for further investigation on a suspect vehicle. They are useful in the aid of confirming identity and can often give a good indication to the date of manufacture of the vehicle.

13. Date coding and other markings

A number of vehicle components are marked with date coding indicating the date of manufacture of the component. Components such as seatbelts and glass are generally marked and easily checked, other components such as transmissions, steering racks and plastic components may also have date coding labels or markings. The dates on these components should all be prior to the claimed build date of the vehicle unless the parts have been replaced. However, if all dated parts have dates later than the claimed build date this would be suspicious and may warrant further Police investigation.

14. Data Dot security system (only used by some manufacturers)

The Data Dot vehicle security system involves spraying many thousands of tiny Data Dots (each about 1mm in diameter and a few microns thick) which carry the vehicles VIN. The dots are carried in a special clear adhesive that contains an ultra-violet trace and are sprayed onto vehicle surfaces such as, vehicle under body, inside box sections, onto drive line and suspension components.

To confirm the vehicles identity the dots are located with an ultra-violet light and some removed and checked under a magnifying glass or microscope.

15. Compliance Check procedure

Inspect the VIN / chassis number stamped on the vehicle chassis/body.

Reason for rejection

The VIN:

- is incomplete;
- missing;
- shows any signs of being tampered with or altered;
- stamping is not the correct type as used by the manufacturer;
- does not match the VIN/chassis number on the identification plate;
- is not stamped in the correct location for the make model of vehicle;
- SVI label shows any signs of being tampered with or altered (*subject to RVS*);
- VIN is not on the RAV (*subject to RVS*).

16. Inspect the engine number

Reason for rejection

The engine number:

- is unable to be located or missing;
- shows signs of being tampered with or altered;
- is not located in the correct location for the make model of vehicle.

Note: The above may not necessarily be an immediate reason for rejection, refer to Senior Transport Inspector.