E-Commerce

• Where are we with E-Title?
• Why are we now focusing on E-Odometer?
• How are they different?
• E-title a Proof of Concept (POC) for the creating of an electronic transaction from the manufacturer (birth of the vehicle) to the dealer to the first retail purchase.
• Issues arose because of the lack of commitment from the manufacturers to assist in capturing the dealer to dealer trades which is valuable information in the creation of a birth to death record.
• Focus became on intra-state transactions.
E-title Proof of Concept

- 4 Modules
  - 1 MCO file maintenance
  - 2 First title processing
  - 3 Lien processing
  - 4 Optional processes (verify identity & notify customer)

- Focus was on 2 and 3 which will continue to grow for intra state use because of benefits to the states and under state control.
Roadmap

• Next steps toward a nationwide e-title program is solving the challenge of electronic odometer discloser to meet the requirements of Truth in Mileage Act (TIMA).
• Creating a standard to allow for the transfer of information from state A to state B for interstate sales.
• Create methods for the verification of buyer and seller, capture and maintain the transactions.
Why E-odometer?

• States are looking for an electronic solution to the requirements of TIMA
• NHTSA is charged with writing rules to address electronic transactions
• States and NHTSA driven solution. Who better to find a solution to our own issues then those who deal with it on a daily basis.
• We want to sync up the e-odometer Task Force recommendations with the NHTSA rulemaking so that NHTSA can take the recommendations of the Task Force into consideration when drafting the rules.
TIMA Requirements

• Record the odometer on the title record at the time of sale
• Seller must disclose and buyer must accept
• Maintain records of the transactions
• Requirements on Dealers, Auctions and Leases
Items to consider

• Need to authenticate both the buyer and the seller through electronic means.
• Need to ensure that the seller discloses the odometer reading and then the buyer will need to accept that reading.
• Develop standards by which the information is captured and stored.
• Develop standards by which the information is shared with other states when seller and buyer and not within the same jurisdiction.
E-Odometer State Task Force

Members

- Cheri Hightree – California
- Scott Clapper – Delaware
- Julie Baker – Florida
- Mike McCaskill – Florida
- Andy Lewis – Iowa
- Stacey Rockwell – Iowa
- Kay Kishbaugh – Pennsylvania
- Clint Thompson – Texas
- Tom McCormick – Vermont
- Paul Zelenski – Wisconsin
- Paul Nilsen – Wisconsin
- Karen Grim – Virginia
- Deb Hillmer – South Dakota
Project timeline

• Task Force assembled in January
• Face to Face meeting in March
  – Requirements
  – Define process for stakeholder input
• Stakeholder input begins in June, feedback due by August 2nd
• Draft provided to NHTSA in June
• Face to Face in September
• Recommendations reviewed with AAMVA BOD in August
• Final document provided to NHTSA in November