

E-Commerce

- Where are we with E-Title?
- Why are we now focusing on E-Odometer?
- How are they different ?

E-Title

- 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 disclosure 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 than 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