



Unconventional Vehicles Working Group Presentation for AAMVA International Meeting August 22, 2012



Unconventional Vehicles Working Group Background

- Authorized in 2006
- Chartered as a permanent working group

Members:

Mark Francis (BC), Chair

Harold Blaney (QC)

Scott Clapper (DE)

Douglas Hooper (GA)

Paul Nilsen (WI)

Rob Termuende (BC)

Cathie Curtis, AAMVA staff liaison

Monica Blackwell (TX)

Heather Gorman (NB)

Casey Garber (MO)

Eric Alsvan (PA)

Shelly Mellott (AK)

Denis Boissonault (AB)

Working Group Past Initiatives

- Pocket Bikes and Scooters
- Mini trucks – right hand drive



Working Group Past Initiatives

1. Motorcycles – Best Practices for Title and Registration of New Motorcycles and bullets summarizing the content of the document. Also refer to Canadian Underwriter Article of July 27/12 – Pocket bike is not an automobile for insurance purposes: Financial Services Commission of Ontario



Working Group Past Initiatives

- Minitrucks – Best Practices Regarding Registration and Titling of Mini-trucks and bullets summarizing the content of the document





Working Group Current Initiatives

- Non-Compliant Vehicles: Rebuilt, Specially Constructed, Reconstructed, and Re-bodied vehicles.
- Electric Vehicle Conversions: Vehicles that have been converted from gasoline power to electric power.

Non-Compliant Vehicle Survey

REBUILT	RECONSTRUCTED
 A blue four-door pickup truck, likely a Ram, shown from a front-three-quarter view on a dirt surface.	 An orange off-road truck with a large cab, high ground clearance, and large, knobby tires, shown from a front-three-quarter view.
SPECIALLY CONSTRUCTED	REBODIED
 A black, heavily modified off-road vehicle with a roll-over protection structure, large tires, and a custom body, shown from a front-three-quarter view.	 A black classic car, possibly a 1930s Ford, with a custom body and green wheels, shown from a front-three-quarter view.

Status – Non-Compliant Vehicles



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Broken into 2 parts

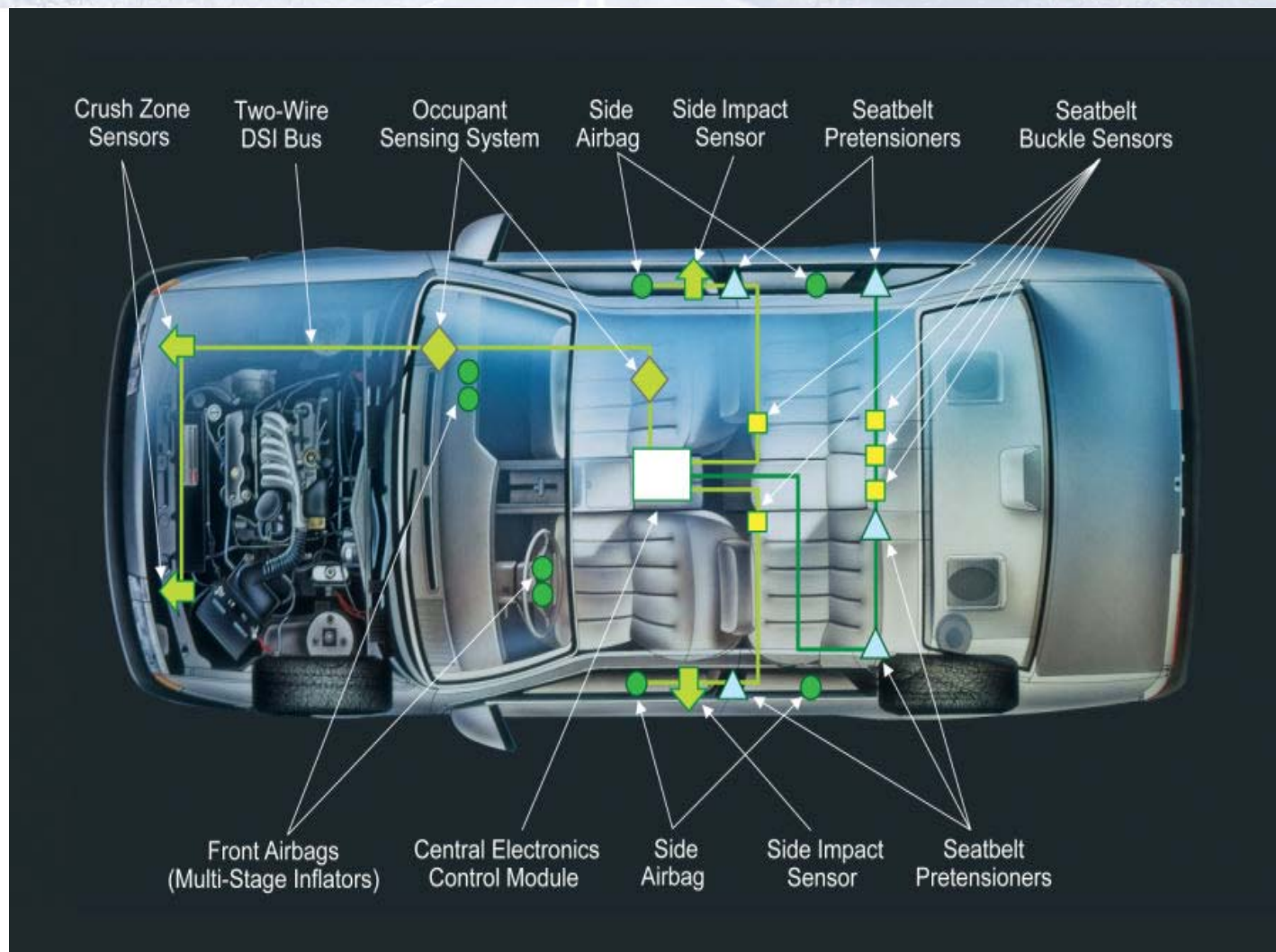
- Part 1
 - Draft Best Practices for Rebuilt and Specially Constructed Vehicles
 - Target – finalize by September 2012
- Part 2
 - Prepare Best Practices for Reconstructed and Re-bodied vehicles.
 - Target – finalize by September 2013

Non-Compliant Vehicles – Feedback and Discussions



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- Draft Best Practice presented at Region IV
- Received feedback from a number of states including South Carolina, Nebraska, Oregon, Wisconsin
- Also AAMVA staff and industry reps
- Feedback summarized by the following themes:
 - Definitions and structure
 - Procedural and enforcement



Rebuilt Vehicle Definition

A “rebuilt vehicle” is a motor vehicle that has been previously titled or registered, that was incapable of operation or use on highways due to damage and that has been rebuilt to the original design of the vehicle by replacing major component parts with like make and model parts.





Prior to Titling

- Require a passed structural and mechanical safety inspection prior to issuing a title and assigning the rebuilt brand to the vehicle.
- Verify VINs on replacement parts prior to reclassification of the vehicle.
- Ensure VINs on replacement parts are not connected with stolen vehicles or non-repairable vehicles.
- Ensure the vehicle was branded as salvage or equivalent prior to issuing with a rebuilt brand.

continued

Best Practices for Rebuilt Vehicles



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Prior to Titling – continued

- If a rebuilt vehicle is declared a total loss, it should be designated as a non-repairable vehicle and should be appropriately re-titled or title-branded to prevent future road use.
- Any parts displaying a VIN from a vehicle designated as a non-repairable vehicle should not be permitted to be used in or on another vehicle.
- In the event an owner retains a vehicle that has been declared a total loss, the insurer or the owner or both should be required to update the title to reflect the appropriate brand.

Titling Rebuilt Vehicles

Prior to Titling – continued

- Require official ownership documents to be presented prior to re-titling. Where official documents are not available, the owner shall legally validate ownership in accordance with the jurisdiction's practices.
- Retain vehicle inspection report and a list of all VINs recorded.
- Require and maintain on file, the bills of sale, receipts or other proof of ownership for major component parts that have been replaced.



Titling Rebuilt Vehicles

- Prior to Titling – continued
- Upon issuance of a title, carry forward any brands assigned by other jurisdictions in the past.
- Retain in the title records the vehicle's original year, make and model.
- Upon issuance of a title for the rebuilt vehicle, brand the vehicle consistent with brands used in National Motor Vehicle Title Information System (NMVTIS) and the Canadian Interprovincial Record Exchange (IRE).

Flood Damaged Vehicles

Due to the potential for hidden damage, health risks, and long term electrical problems:

- Require that flood damaged vehicles be branded as a non-repairable vehicle.
- Require that none of the components of a flood damaged vehicle may be used as donor parts for repairing or rebuilding other vehicles.
- Please see the Canadian Council of Motor Transport Administrators [Stolen and Wrecked Vehicles Monitoring Program](#) for further information on best practices for Flood Damaged vehicles.

Specially Constructed Vehicle Definition

A “specially constructed vehicle” is a new motor vehicle constructed from any combination of new, used or homemade parts from other vehicles that does not resemble a specific manufacturer make or model, past or present.

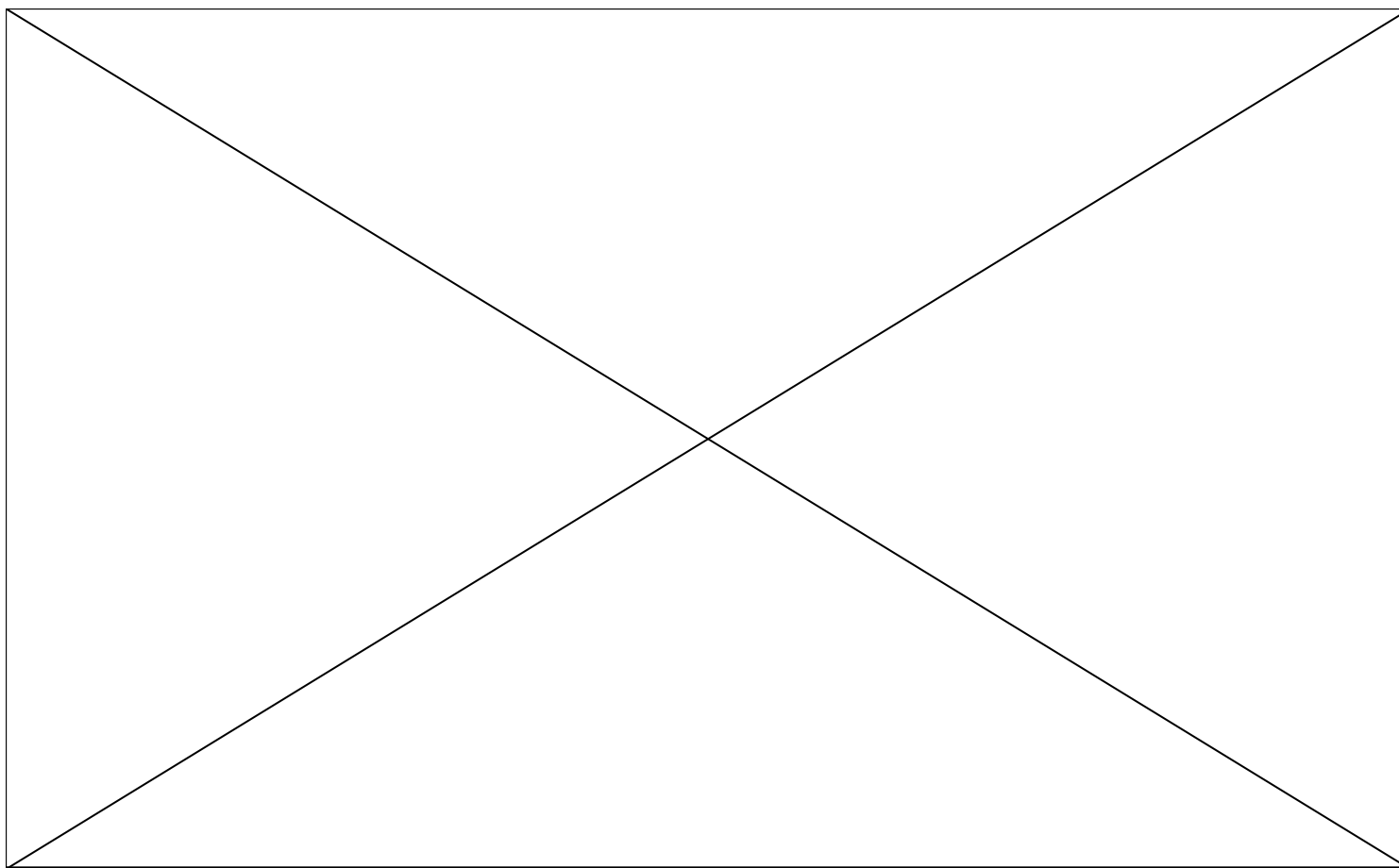


How do you move a boat from Texas to Georgia?





America's Most Popular Toy Wagon



Best Practices for Specially Constructed Vehicles



- Assign a new VIN and require it to be affixed by a recognized authority (i.e. such as a jurisdictionally appointed or authorized Designated Inspection Facility).
- Require a structural and mechanical safety inspection prior to registration.
- Assign the model year as the year of the initial passed inspection.
- The make should reflect a unique make that indicates it is not a manufactured vehicle i.e. using the term Constructed or Assembled.
- Leave the model field blank (do not designate a model for the vehicle).
- Review and retain the source documents such as the bill of sale and receipts for component parts.



Status – Electric Vehicle Conversions

- Still collecting survey results.
- Analyze survey results
- Develop recommendations/best practices



Potential Next Projects

E Bike



E Bike

- Toronto police charge woman for driving an e-bike while over the legal blood alcohol limit
- Supreme Court of BC handed down a decision on July 12, 2012 which confirmed that if the pedals are removed, this vehicle would no longer be an exempt (from Registration, Licensing and Insurance) motor vehicle – subject to appropriate enforcement (licensed driver and insurance)





“World’s Fastest Mobility Scooter”



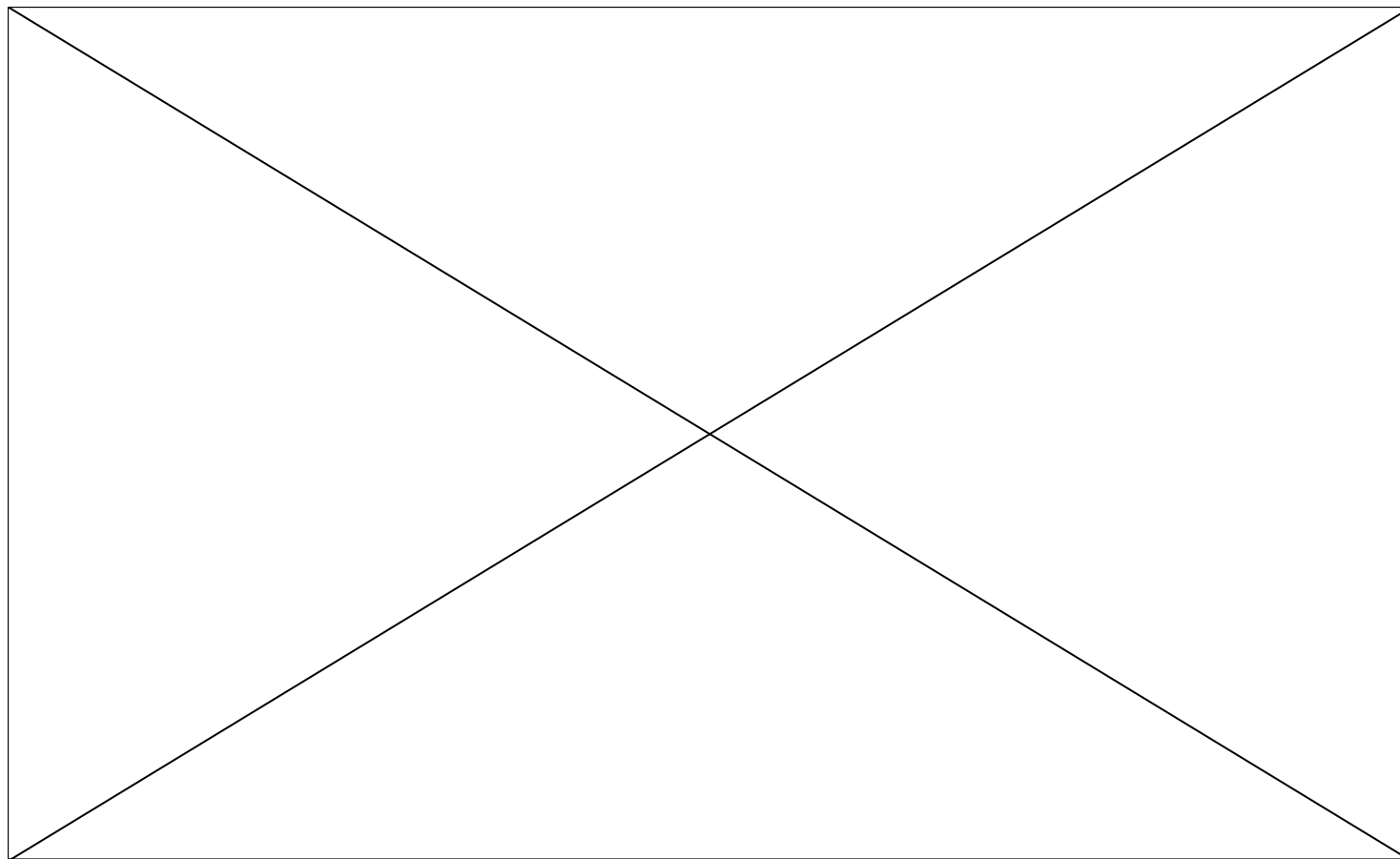
“World’s Fastest Mobility Scooter”

- EW-36 / GT3 is the Worlds Fastest Mobility Scooter designed for the “not so old driver that does not want to feel like they are driving a "Disabled Persons Chair".” Rear wheelie bars are included. This mobility moped scooter is capable of riding a wheelie in excess of 65 feet



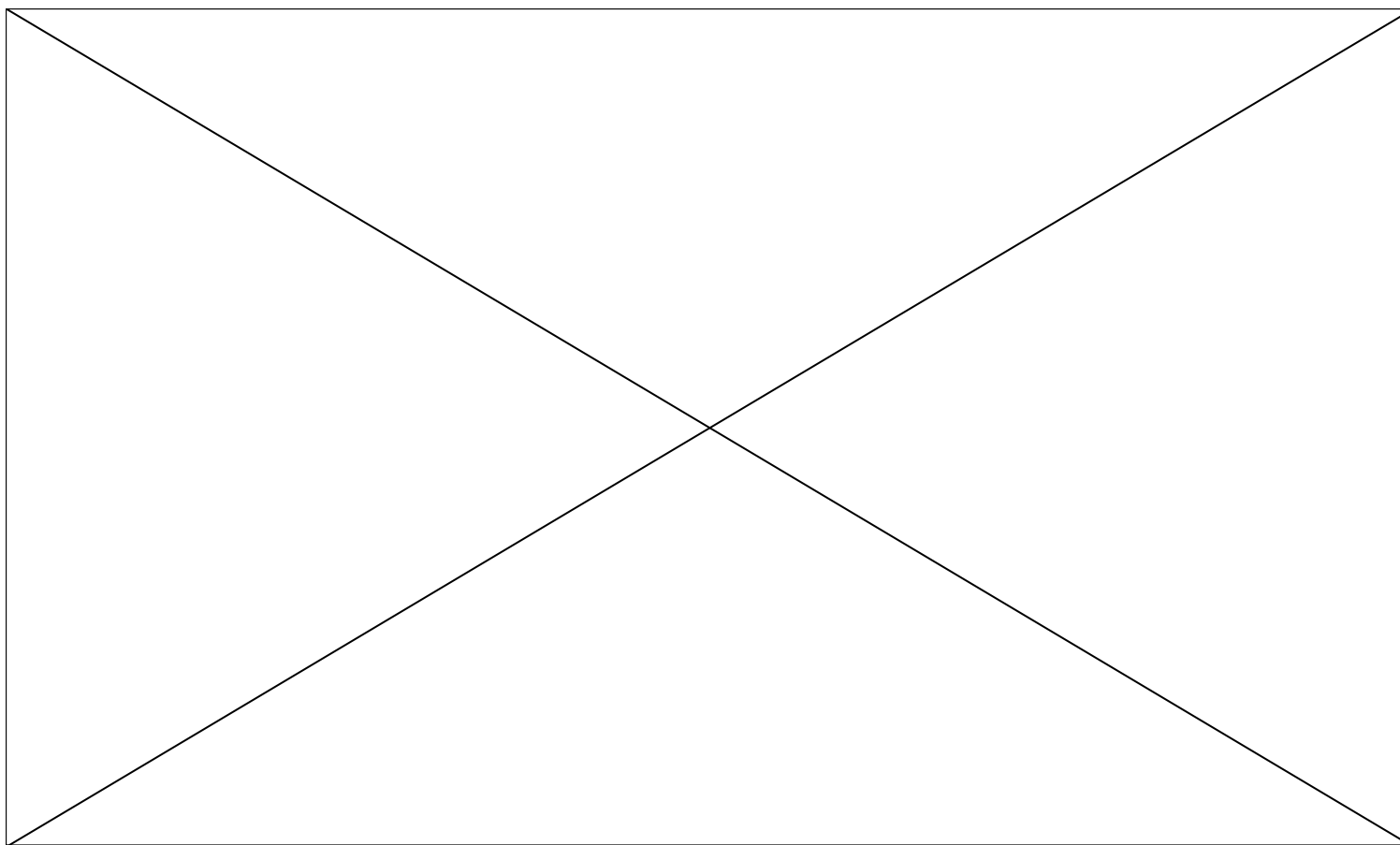


Concept Cars



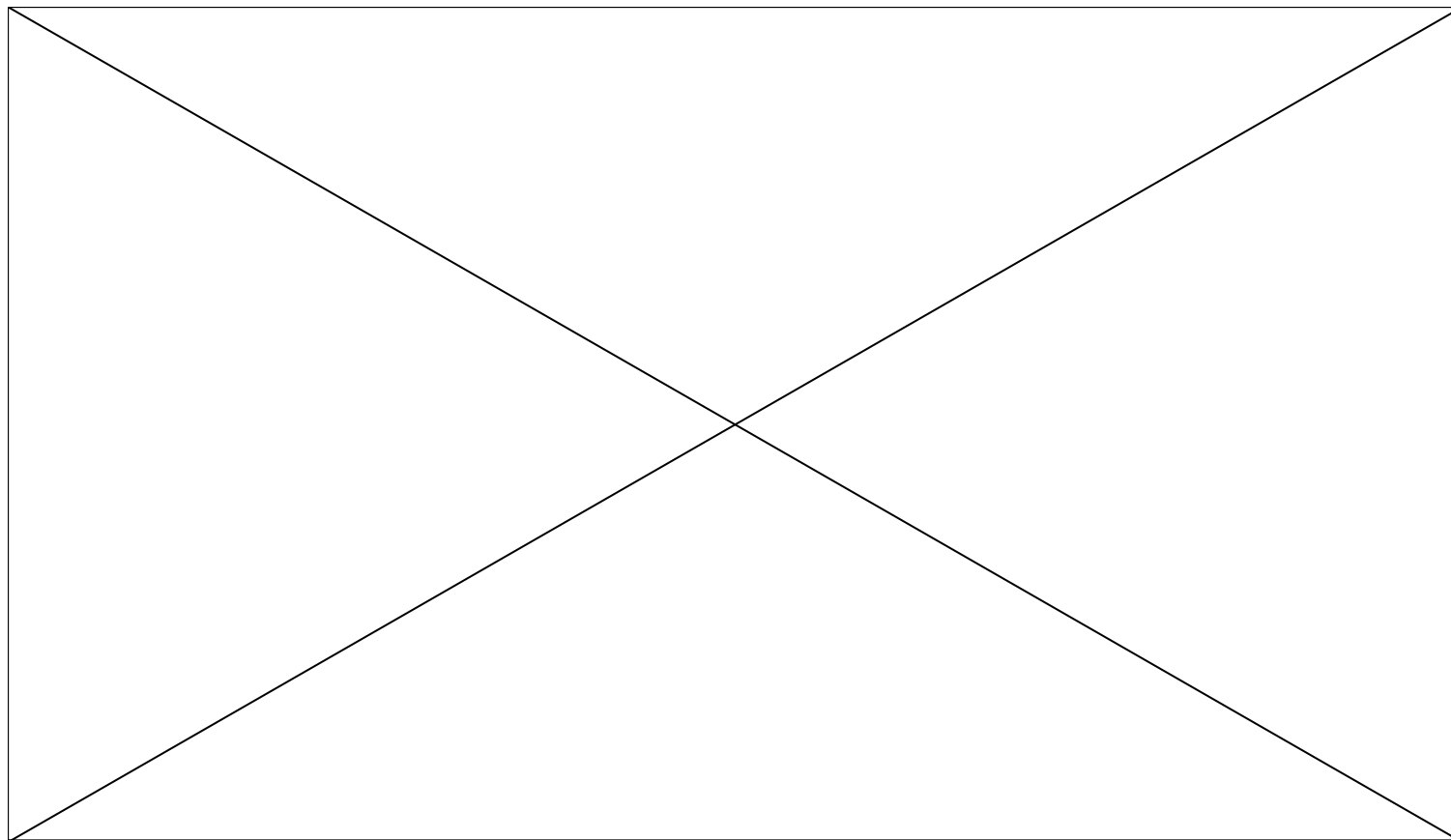


Concept Cars





Concept Cars





Questions, Suggestions, or Comments?

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