

ASSEMBLED AND REBUILT VEHICLE MANUAL

Title Requirements for Assembled and Rebuilt Vehicles



Texas Department *of* Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW.

TxDMV April 2017

Preface

This publication has been prepared by the Vehicle Titles and Registration Division of the Texas Department of Motor Vehicles to assist all concerned parties in determining the proper procedures to title assembled and rebuilt motor vehicles.

We hope that this publication will prove to be a valuable asset for all concerned in conjunction with the processing of more difficult transactions and that it will, as a result, reduce the number of rejections involved with such transactions.

This is an updated version of a prior publication. The material contained herein represents the latest information on the subjects covered, as well as the latest instructions relative to the requirements for the particular types of transactions covered. All previous versions are obsolete.

Published By

TEXAS DEPARTMENT OF MOTOR VEHICLES
VEHICLE TITLES AND REGISTRATION DIVISION
4000 JACKSON AVENUE
AUSTIN, TEXAS 78731

April 2017

We welcome your feedback!

Send your comments and recommendations to the following e-mail address:

VTR_Title_Reg-Manual-Update@txdmv.gov

In the e-mail subject line, state the document name (i.e., Assembled and Rebuilt Vehicle Manual). In the body, describe the change including the chapter and page number from the currently posted version.

TABLE OF CONTENTS

Chapter 1 Acceptable Evidence of Ownership & Vehicle Identification Numbers	1-1
1.1 Basic Component Parts	1-1
Reconstructed Brand	1-1
1.2 Recognized VINs and Acceptable Evidence of Ownership	1-2
Body	1-2
Frame	1-2
Motor	1-3
1.3 Owner Identification	1-4
Chapter 2 Assembled Vehicles	2-1
2.1 Application for Title and Supporting Documentation	2-1
2.2 Assembled Vehicle Utilizing a Body Not Representing an Established “Make”	2-2
2.3 Assembled Vehicles Using a Manufactured Prefabricated Body	2-3
2.4 ASE Safety Inspection for Assembled Vehicles	2-4
ASE Certified Master Technician	2-5
2.5 Assembled Vehicles Not Eligible for Title	2-5
Missing Basic Component Parts or Federally Required Safety Components	2-5
Race Cars	2-6
Stripped Down Vehicles	2-6
Dune Buggy	2-6
Merged Vehicles	2-7
Chapter 3 Rebuilt and Reconstructed Vehicles	3-1
3.1 Application for Title and Supporting Documentation	3-1
Unitized Body and Frame	3-2
3.2 Rebuilt Salvage Motor Vehicles	3-3
3.3 ASE Safety Inspection	3-4
Chapter 4 Replicas	4-1
4.1 Application for Title and Supporting Documentation	4-1
4.2 New Replica	4-3
4.3 Street Rods and Custom Vehicles	4-3
Replica Vehicles Applying for Street Rod or Custom Vehicle Plates	4-4
ASE Safety Inspection	4-4
Texas DPS Safety Inspection	4-5
Chapter 5 Motorcycles	5-1
5.1 1971 and Subsequent Year Model Motorcycles	5-1
5.2 1970 and Prior Year Model Motorcycles	5-1
5.3 Rebuilt and Assembled Motorcycles	5-2

Chapter 6 Body Changes (Passenger Vehicles)	6-1
6.1 1955 and Older Model Vehicles Only	6-1
6.2 Installation of Body from 1956 or Later Model Vehicle or 1949 or Later Model Ford	6-2
6.3 1956 Through 1969 Year Model Volkswagen Beetles	6-3
6.4 Title for Body Changes	6-3
Chapter 7 Frame Changes (Passenger Vehicles)	7-1
Ford Products	7-2
Cadillacs	7-2
Volkswagen Beetles	7-2
Chapter 8 Motor Changes	8-1
Fleet	8-2
Chapter 9 Cab Changes on Pickups & Trucks	9-1
Chapter 10 Glider Kits	10-1
Chapter 11 Motor Vehicles Adapted or Designed for Human Habitation	11-1
11.1 Permanently Mounted Camper Unit	11-1
11.2 Converted Trucks and Buses	11-1
Living Quarters	11-1
11.3 Conversion Vans	11-2
New Vans	11-2
Chopped, Cutaway, or Incomplete Vans	11-3
11.4 Slide-In Campers	11-3
11.5 Vehicles Manufactured by First and Second Stage Manufacturers (Not Including Motor Homes)	11-3
First-Stage Manufacturer	11-3
Second-Stage Manufacturer	11-4
Chapter 12 Trailers and Semitrailers	12-1
12.1 New Body (Bed and Frame)	12-1
12.2 Homemade or Shopmade Body (Bed and Frame)	12-2
12.3 Vehicle Identification or Serial Number	12-2
Chapter 13 Manufacturers	13-1
13.1 Manufacturers	13-1
13.2 Trailer and Semitrailer Manufacturers	13-1
Chapter 14 Title Corrections (Commercial Vehicles)	14-1
14.1 Converted Passenger Vehicles	14-1
Pickup Trucks	14-1
Station Wagons	14-2
14.2 Trucks Converted to Truck-Tractors	14-2
14.3 Truck-Tractors Converted Into Trucks	14-2
Converted to Passenger Vehicles	14-3
14.4 Optional Classification Vehicle	14-3
14.5 Buses	14-3

Chapter 15 Assigned and Reassigned Numbers	15-1
15.1 Filing an Application for a Corrected Texas Vehicle Title	15-1
15.2 Rightful Owner	15-4
15.3 Reassigned Manufacturer's VIN	15-5
Installation	15-7
15.4 Assigned VINs (TEX Prefix Numbers)	15-9
15.5 Assigned Component Part Numbers	15-10
Number Types and Location	15-11
15.6 Assigned Serial Numbers for House Trailers, Trailers, and Semitrailers	15-12
15.7 Assigned Numbers for Motorcycles	15-13
15.8 Assigned and Reassigned Equipment Numbers	15-13
15.9 Assigned Numbers Issued by Another State	15-14
15.10 Exempt Agencies	15-14
15.11 Cancellation of Assigned Number	15-14
 Appendix 1 Definitions	 -i

ACCEPTABLE EVIDENCE OF OWNERSHIP & VEHICLE IDENTIFICATION NUMBERS

When a vehicle owner surrenders a title to the Texas Department of Motor Vehicles (the department), the vehicle record is marked to indicate that the evidence of ownership was surrendered. If a component part from one of these vehicles transfers ownership, a *Component Part(s) Bill of Sale* (Form VTR-63) is acceptable as the evidence of ownership for the part(s) no longer covered by the vehicle title. The *Component Part(s) Bill of Sale* (Form VTR-63) must specify the title document number and a description of the vehicle for which the title was surrendered. A *Component Part(s) Bill of Sale* (Form VTR-63) cannot be used to transfer the component part by which the vehicle is titled.

Note: The department will accept any bill of sale or invoice; however, it must contain the same information as the *Component Part(s) Bill of Sale* (Form VTR-63).

1.1 Basic Component Parts

The three basic component parts of a motor vehicle for which ownership evidence is required are the motor, frame, and body. Evidence of ownership is required for each component part used in the rebuilding, repairing, reconstructing, or assembling of a motor vehicle. Although one or more of these component parts may contain a manufacturer's vehicle identification number (VIN), the department will officially recognize only one VIN for titling purposes.

When a vehicle is changed from a classification requiring a Certificate of Title to a classification which does not require a Certificate of Title, the title should not be surrendered to the department for cancellation. (Example: A titled trailer licensed with regular trailer registration is subsequently changed to the farm trailer registration classification). The owner should retain the Certificate of Title as valid evidence of ownership.

Reconstructed Brand

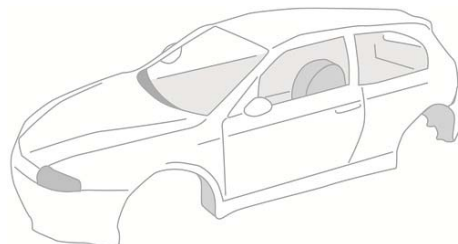
In Texas, a motor vehicle is considered reconstructed if the body or frame have been replaced. This advises future buyers that the vehicle was converted in such a manner that it may no longer resemble the vehicle as originally manufactured. A vehicle title for one of these vehicles will be branded "Reconstructed" and the title record will carry the "Reconstructed" remark. Examples of "Reconstructed" vehicles are commercial vehicle conversions, motor home conversions if the original vehicle was not a recreational vehicle, and assembled vehicles that have been rebuilt using any major component parts. If a vehicle had a previous salvage title and was then repaired, rebuilt, or reconstructed, it should always carry the brand "Rebuilt Salvage."

1.2 Recognized VINs and Acceptable Evidence of Ownership

(See Table 1 for Component Parts Ownership Evidence)

Body

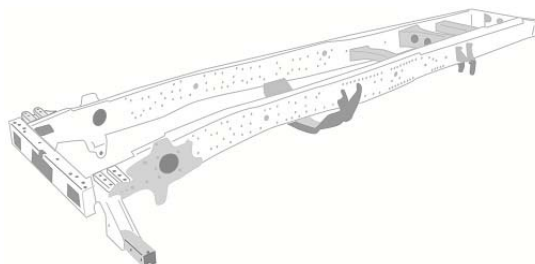
Except for commercial vehicles, the identification number on the body is recognized as the VIN on all 1956 and later year model motor vehicles and all 1949 and later year model Ford products. The vehicle title should be used to transfer ownership when the body is sold or disposed of, with the exception of certain model year Volkswagen Beetles as explained below.



Frame

The identification number of the frame is recognized as the VIN on all commercial vehicles and is used to transfer ownership.

The frame for a non-commercial vehicle should be sold on a *Component Part(s) Bill of Sale* (Form VTR-63).



The identification number on the frame is also recognized as the VIN on all Ford products manufactured from March 31, 1932, through 1948 year models and on all 1955 through 1967 year model Cadillacs.

1956 through 1969 year model Volkswagen Beetles have an identification number located on the floor pan (frame) which is recognized as the VIN. As with other vehicle models, 1970 and later year model Volkswagen Beetles use the body number as the VIN. The vehicle title for 1969 and prior year model Volkswagen Beetles must remain with the floor pan and be used to transfer ownership. The body for such a Volkswagen may be transferred on a *Component Part(s) Bill of Sale* (Form VTR-63).

If the vehicle title covering a vehicle body, frame, or Volkswagen Beetle floor pan has been surrendered to the department on a *Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed* (Form VTR-340) or a *Surrendered Ownership Evidence for Vehicles Permanently Destroyed* (Form VTR-340-M), those parts cannot be used to rebuild, repair, reconstruct, or assemble another motor vehicle for on-road use.

Motor

The motor number is recognized as the identifying number on all 1955 and prior year model vehicles, except Ford products manufactured since March 31, 1932. However, the motor sold should always be shown on a *Component Part(s) Bill of Sale* (Form VTR-63).

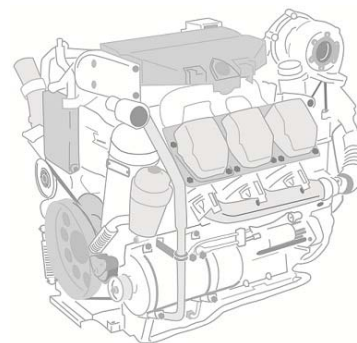


Table 1 **Component Parts Ownership Evidence**

Comp. Part	Vehicle Type(s)	Transfer Document	
Body	Non-commercial vehicles, 1956 and later (ALL*):	Title	
	Ford: 1949 and later	Title	
	Cadillac: 1968 and later	Title	
	VW Beetles bodies: 1956 -1969	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
	Pre 1956 non-commercial vehicles*	<i>Component Part(s) Bill of Sale</i> (Form VTR-63) or "body only" title	
	(If original title was surrendered on <i>Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed</i> (Form VTR-340))	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)**	
	Titles to vehicles whose motors or frames were removed should be marked "body only"	"body only" title	
Frame	Commercial vehicles, 1956 and later (ALL*):	Title	
	Ford: April 1, 1932 and later	Title	
	Non-commercial vehicles*:	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
	Ford: Mar. 31, 1932 -1948	Title, if body destroyed	
	Cadillac: 1955-1967	Title, if body destroyed	
	aka "floor-pan"	VW Beetles: 1956 -1969	Title
	(If original title was surrendered on <i>Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed</i> (Form VTR-340))	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)**	
Motor	All* 1955 and previous year model vehicles	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
	All Ford: Prior to Mar. 31, 1932	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
	Foreign manufactured Fords prior to 1956	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
	Pre-1946 Jeeps manufactured by Ford	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)	
Motorcycles			
Frame	All 1971 and later	Title	

	Some 1970 and previous models	Title or <i>Component Part(s) Bill of Sale</i> (Form VTR-63)
Motor	Some 1970 and previous models	Title or <i>Component Part(s) Bill of Sale</i> (Form VTR-63)

*With exceptions listed below

**If all necessary information is included and certified statement is complete.

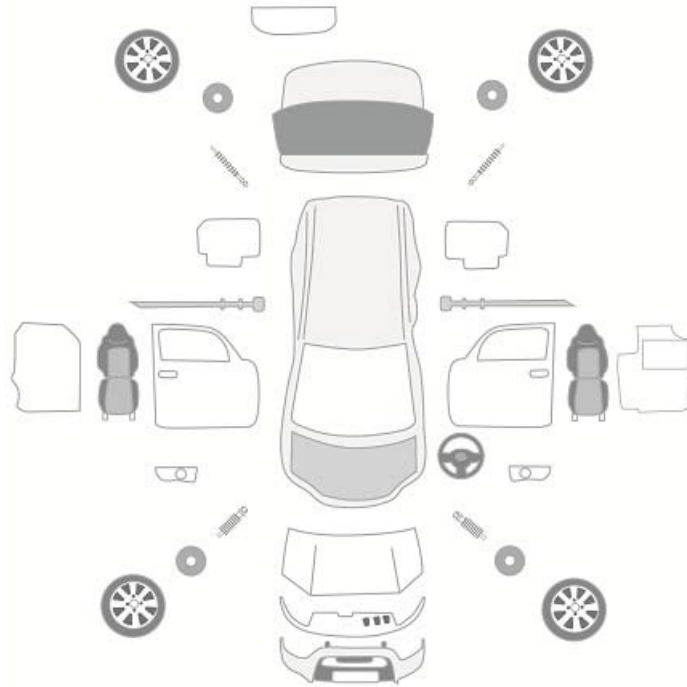
1.3 Owner Identification

An applicant for title to a motor vehicle must provide valid identification (ID). The following are the only acceptable forms of ID:

- Driver license or state ID certificate issued by a state or territory of the United States (U.S.)
- U.S. or foreign passport
- U.S. military ID
- U.S. Department of Homeland Security ID
- U.S. Department of State ID
- U.S. Citizenship and Immigration Services ID
- North Atlantic Treaty Organization (NATO) ID
- ID issued under a Status of Forces Agreement

Refer to the [TxDMV Motor Vehicle Title Manual](#) for more information on acceptable identification.

ASSEMBLED VEHICLES



An assembled vehicle is a vehicle assembled from the three basic component parts (motor, frame, and body). An assembled vehicle is:

- built (assembled) from new or used materials and parts by someone not regulated as a motor vehicle manufacturer (usually an individual or by a shop);
- altered or modified to the extent that it no longer reflects the original manufacturer's configuration; or
- assembled from a kit, even if a Manufacturer's Certificate of Origin or Manufacturer's Statement of Origin is provided.

Note: The body and frame of an otherwise nonrepairable (junk) vehicle (that cannot be repaired, rebuilt, or reconstructed for on-road use) cannot be used to repair, rebuild, reconstruct, or assemble another vehicle.

2.1 Application for Title and Supporting Documentation

There are two types of assembled vehicles covered in this section. Common items needed to support an *Application for Texas Title and/or Registration* (Form 130-U):

- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64), or
 - If applying for Custom Vehicle or Street Rod License plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852), and

- The printout of the master technician's *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- Title, bill of sale, or *Component Part(s) Bill of Sale* (Form VTR-63) covering each component part (motor, frame, and body, if applicable) showing on each respective bill of sale the motor number, frame number, and/or body number;
- Registration receipt if the vehicle was last registered in a non-title State. The receipt must be properly assigned, or a bill of sale must be attached;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- VIN verification in the form of a pencil tracing or photograph of the frame number, body number, and motor number, as applicable, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- If an assigned number is obtained, the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N);
- If an assigned number is obtained, a photocopy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Photograph of the vehicle;
- Certified weight certificate;
- A current TxDMV vehicle safety inspection (unless eligible and applying for Custom Vehicle or Street Rod license plates, exempt from a vehicle safety inspection, or not obtaining registration);
- If the vehicle was previously titled in another state, a *Vehicle Inspection Report*, *Law Enforcement Identification Number Inspection* (Form VTR-68-A), or *Vehicle Identification Number Certification* (Form VTR-270);
 - *Vehicle Identification Number Certification* (Form VTR-270) can only be used if the applicant is able to certify one of the reasons on the form. Additionally, the record will be marked VIN CERTIFICATION WAIVED.
- If registering, valid proof of financial responsibility covering the described vehicle in the applicant's name;
- If the vehicle was imported from another country, proper import documents (refer to Chapter 19 of the [TxDMV Title Manual](#)).

2.2 Assembled Vehicle Utilizing a Body Not Representing an Established “Make”

When an assembled vehicle is built or constructed from the three basic component parts (motor, frame, and body) and the body installed as one of the three component parts does not resemble or represent an established “make” of vehicle, it must be titled as an Assembled Vehicle (ASVE). For example, a vehicle built combining the passenger compartment and back end of a Volkswagen Beetle with the hood of a Rolls Royce. Additional information required with an application for Texas title on an assembled vehicle must include:

- A vehicle title properly assigned with all liens released, or a title in the applicant's name must be surrendered as the bill of sale or evidence of ownership for the body installed, with the following exception:
- In the event a Texas or out-of-state vehicle title covering the floor pan or floor pan and chassis of a 1956 through 1969 year model Volkswagen Beetle is not attached to the transaction, an assigned VIN must be obtained from the department.

The vehicle description must be indicated as follows:

Make: The make must be “ASVE” (Assembled).

Year Model: The year in which the vehicle was assembled/completed.

Body Style: “2D” (2D Sedan), “4D” (4D Sedan), “RD” (Roadster), etc.

VIN: The valid manufacturer's VIN intact on the assembled vehicle must be used. If the assembled vehicle has no manufacturer's VIN, then a Texas assigned VIN must be obtained from the department. A motor number may not be used in any instance as the identifying number on an assembled vehicle.

Previous Owner: Must be shown as “ASVE” (Assembled) because the assembling of the three (3) component parts is actually the beginning of a new vehicle; therefore, there is no previous owner.

2.3 Assembled Vehicles Using a Manufactured Prefabricated Body

Also refer to [Section 4.2, "New Replica."](#)

If the vehicle is assembled with an original body from a manufactured vehicle, the vehicle is treated as a Rebuilt Vehicle and will carry the RECONSTRUCTED brand. Refer to [Chapter 3, Rebuilt and Reconstructed Vehicles](#).

When the body installed as one of the three component parts (motor, frame, and body) of an assembled vehicle is a manufactured prefabricated body, supporting documents submitted with the *Application for Texas Title and/or Registration* (Form 130-U) must also include:

- A Manufacturer’s Certificate of Origin, invoice, or bill of sale covering the prefabricated body installed; and
- *Component Part(s) Bill of Sale* (Form VTR-63) covering any other component parts used in the assembled vehicle (frame and motor).

The vehicle description must be indicated as follows:

Make: The same make as shown on the evidence of ownership covering the prefabricated body. If no designation of an established vehicle make is shown on the evidence, the make must be “ASVE” (Assembled).

Year Model: The year in which the vehicle was assembled/completed.

Note: These vehicles may carry the **REPLICA** remark, which will reflect the **Make and Year Model** the vehicle resembles.

Body Style: “2D” (2D Sedan), “4D” (4D Sedan), “RD” (Roadster), etc.

VIN: If a 1956 through 1969 year model Volkswagen Beetle floor pan or floor pan and chassis is used, the VIN appearing on the floor pan must be shown as the VIN. If the frame and chassis are any other make and model, the manufacturer's VIN affixed to the prefabricated body must be shown. If no manufacturer's VIN is affixed to the vehicle body or Volkswagen floor pan, a Texas assigned VIN must be obtained.

Previous Owner: “Assembled”

Note: If the vehicle title covering a 1956 through 1969 year model Volkswagen Beetle floor pan or floor pan and chassis, including the motor, is in the applicant's name or assigned to the applicant and a “reconstructed” remark is on the title, the procedure for a body change involving a 1956 through 1969 year model Volkswagen Beetle should be used (see [Section 6.3, "1956 Through 1969 Year Model Volkswagen Beetles"](#)). When using this procedure, and a new body is installed upon a currently registered vehicle, the registration may be retained.

2.4 ASE Safety Inspection for Assembled Vehicles

An assembled motor vehicle, including “kit cars,” applying for an initial Texas title must pass a required Automotive Service Excellence (ASE) inspection by a Certified Master Automobile Technician. This inspection is required in addition to the Texas Department of Public Safety vehicle safety and emissions (if applicable) inspection required under Transportation Code, Chapter 548. In completing the inspection, the ASE Certified Master Technician certifies that the vehicle is structurally stable, meets the necessary conditions to be operated safely on the roadway, and is equipped and operational with all the equipment required by statute or rule as a condition of sale during the year the vehicle was assembled unless it is being inspected as a Street Rod or Custom Vehicle (see [Section 4.3, "Street Rods and Custom Vehicles"](#)). Applicable items on the inspection checklist must be initialed by the technician.

The *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64) is only required for assembled automobiles and light trucks, including “kit cars” that are accompanied by a Manufacturer’s Certificate of Origin, applying for title for the first time. Previously titled assembled vehicles, either Texas or out of state, will not be required to submit the *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64) unless the title is being used as evidence of ownership for a component part in a newly assembled vehicle.

The *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64) is not required for assembled vehicles which already have a Texas or out of state ownership document and is not required for assembled motorcycles, trailers, semitrailers or any other motor vehicle which is not eligible for registration.

The ASE Safety Inspection is completed on the *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64). In addition to the inspection being completed, the ASE Certified Master Technician must provide their *ASE Certification Status* printout in order for the inspection to be valid.

ASE Certified Master Technician

A technician is ASE Certified Master if they have current, unexpired A1 through A8 certifications at the time of the inspection. If any of the certifications are missing or expired, the inspection is not valid. The A1 through A8 certifications are:

- A1 - Engine Repair
- A2 - Automatic Transmission/Transaxle
- A3 - Manual Drive Train & Axles
- A4 - Suspension & Steering
- A5 - Brake
- A6 - Electrical/Electronic Systems
- A7 - Heating & Air Conditioning
- A8 - Engine Performance

2.5 Assembled Vehicles Not Eligible for Title

Missing Basic Component Parts or Federally Required Safety Components

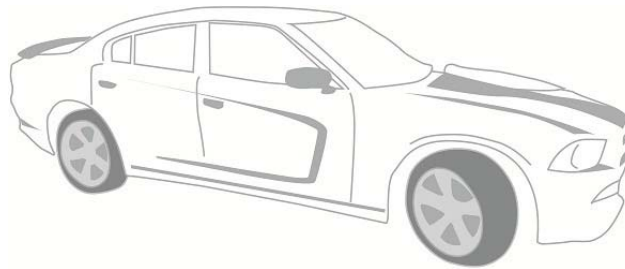
The following are not eligible for Texas title regardless of the vehicle's previous title and/or registration in this or any other jurisdiction:

- vehicles that are missing or are stripped of their motor, frame, or body, to the extent that it materially alters the manufacturer's original design or makes the vehicle unsafe for on-road operation as determined by the department;
- vehicles designed or determined by the department to be a dune buggy;
- vehicles designed or determined by the department to be for off-road use only, unless specifically defined as a "motor vehicle" in Transportation Code, Chapter 501; or
- vehicles assembled, built, constructed, rebuilt, or reconstructed in any manner with:
 - a body or frame from a vehicle which is a "nonrepairable motor vehicle" as that term is defined in Transportation Code, §501.091(9); or
 - a motor or engine from a vehicle which is flood damaged, water damaged, or any other term which may reasonably establish the vehicle from which the motor or engine was obtained is a loss due to a water related event.

An assembled motor vehicle (except for those that qualify and are registered as a Custom Vehicle or Street Rod) must also have all federally required safety components required during the year in which the vehicle was assembled. (See [Chapter 4, Section 4.3 Street Rods and Custom Vehicles](#))

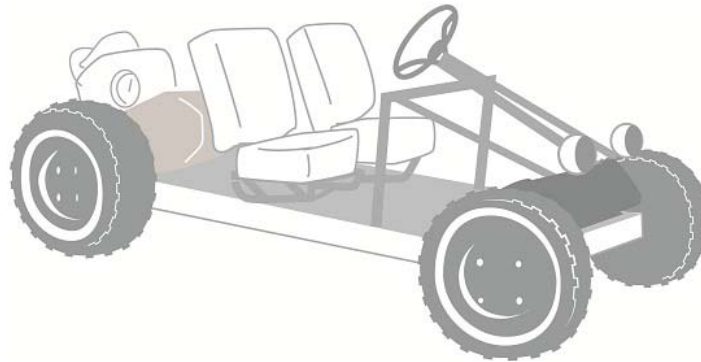
An assembled product that is completely created from component parts is not considered eligible for title or registration as a vehicle in Texas if the product does not meet the definitions of a motor vehicle for which federal safety standards or specifications have been developed.

Race Cars



A vehicle designed by a manufacturer for on-track racing is not eligible for title. While these vehicles may have enhanced safety features for occupants of the vehicle, they pose a risk to the general public and rarely meet all of the federally required safety standards.

Stripped Down Vehicles



When a vehicle has been stripped of a portion of its body to the extent that it loses its original identity it may not be legally operated on Texas streets or roadways as it is ineligible for registration.

Dune Buggy

A vehicle will not be titled or registered if the department determines it to be a dune buggy or a beach buggy. In addition, dune buggy-type vehicles are not eligible for title.

Merged Vehicles

A vehicle created by assembling or merging two or more vehicles of different vehicle classes, as defined by the Federal Highway Administration (FHWA), that were never engineered and manufactured to be combined with one another, with one exception, are NOT eligible to be titled in Texas. For example, a passenger vehicle combined with a motorcycle is NOT eligible for a Texas Title. The one exception is that component parts from 2-axle, 4-tire passenger cars (Classification 2) and 2-axle, 4-tire pickups, panels and vans (Classification 3) can be interchanged with one another for purposes of constructing an assembled vehicle.

Vehicles can be assembled from two vehicles when they are from the same general vehicle class (such as a Ford Sedan front and a Honda sedan rear), but there is no guarantee that these types of vehicles will be considered 'road worthy' and eligible for title or registration. If the vehicle can be titled, but is not deemed 'road worthy,' it is not eligible for registration, the vehicle could be considered for titling as a off-highway branded vehicle.

REBUILT AND RECONSTRUCTED VEHICLES

A rebuilt vehicle is one that is assembled from the three basic component parts 1) motor, 2) frame, and 3) an original body. The original body installed represents an established “Make” of vehicle. A Certificate of Title must be obtained for a rebuilt vehicle. Rebuilt vehicles are branded “reconstructed.” They may be branded “Rebuilt Salvage” if applicable.

Note: Rebuilt Vehicles and Rebuilt Salvage Vehicles are not the same.

3.1 Application for Title and Supporting Documentation

An application for Texas title on a rebuilt vehicle must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Bills of sale covering each component part (motor, frame, and body) showing on each respective bill of sale the motor number, frame number, and body number. A vehicle title properly assigned, with all liens released, or a title in the applicant's name must be surrendered as the bill of sale or evidence of ownership following the requirements, by type listed in [Table 1](#), with the following exceptions:
 - A body from a 1956 through 1969 year model Volkswagen Beetle should be transferred on a bill of sale, and the vehicle title should be used to transfer the floor pan (frame) or floor pan and chassis;
 - In the event a Texas or out-of-state Certificate of Title covering said body, floor pan (frame), or floor pan and chassis of a 1956 through 1969 year model Volkswagen Beetle is not attached to the transaction, an assigned VIN must be obtained from the department.
- A registration receipt if the vehicle was last registered in a non-title State. The receipt must be properly assigned or a bill of sale must be attached;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician’s *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- VIN verification in the form of a pencil tracing or photograph of the frame number, body number, and motor number, as applicable, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- If an assigned number is obtained, the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N);

- If an assigned number is obtained, a photocopy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Photograph of vehicle;
- Certified weight certificate;
- A current TXDPS vehicle safety inspection (unless eligible and applying for Custom Vehicle or Street Rod license plates, exempt from a vehicle safety inspection, or not obtaining registration) even if the vehicle has a current, passing safety inspection from prior to rebuilding/reconstructing the vehicle;
- If the vehicle was previously titled in another state, a Vehicle Inspection Report, *Law Enforcement Identification Number Inspection* (Form VTR-68-A), or *Vehicle Identification Number Certification* (Form VTR-270);
 - *Vehicle Identification Number Certification* (Form VTR-270) can only be used if the applicant is able to certify one of the reasons on the form. Additionally, the record will be marked VIN CERTIFICATION WAIVED.
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

The make, year model, and body style will be determined by the make, year model, and body style of the body installed as one of the three component parts. If the rebuilt vehicle is a 1956 or later year model or if the body was manufactured by the Ford Motor Company after March 31, 1932, the manufacturer's VIN will be the official identification number for the vehicle. If the rebuilt vehicle is a 1955 or prior year model or if the body was manufactured by the Ford Motor Company prior to March 31, 1932, the motor number (die-stamped on the motor block) will be the official identifying number of the vehicle. In the event the VIN or motor number is not intact on the rebuilt vehicle, a Texas assigned VIN or motor number must be obtained.

Unitized Body and Frame

A vehicle with a unitized body and frame must transfer on proper ownership evidence (i.e. Certificate of Title, or a registration receipt with a bill of sale if obtained from a non-title state). The “Rebuilt” procedure will apply, and a single ownership evidence document covering the unitized body and frame, along with a bill of sale covering the engine must support the application for title.

Example 1: A 1950 Chevrolet two door sedan body is installed on a 1949 Chevrolet frame. The Chevrolet body determines the make of the rebuilt as Chevrolet, and the year model and style of the vehicle are also determined by the body. Since a Ford motor was installed, a motor number was assigned because 1955 and older Chevrolet have the identifying number of the vehicle die-stamped on the motor. “Rebuilt” is shown as the previous owner, as the assembling or rebuilding of the three component parts constitutes or, in fact, creates a new vehicle, and there could be no previous owner.

Example 2: A 1956 Chevrolet two door body is installed on a 1955 Chevrolet frame with a 1955 Oldsmobile motor. This “rebuilt vehicle” is a 1956 model because the year model of the body determines the year model of the vehicle. Since it is a 1956 model, the identification number of the body is the VIN.

3.2 Rebuilt Salvage Motor Vehicles

The appropriate “Rebuilt Salvage” remark will be placed on a title when a salvage motor vehicle is rebuilt and must be carried forward upon any subsequent transfer when one of the following types of ownership evidence is surrendered:

- Texas Salvage Certificate;
- Texas Salvage Certificate of Title issued prior to September 1, 2003;
- Texas Salvage Vehicle Title;
- Texas Nonrepairable Certificate of Title issued prior to September 1, 2003; or
- Comparable Salvage Certificate or Salvage Certificate of Title issued by another jurisdiction.

Vehicles issued any of the following documents **may not** be repaired, rebuilt, or reconstructed:

- A Texas Nonrepairable Vehicle Title issued on or after September 1, 2003;
- An out-of-state ownership document that indicates that the motor vehicle is nonrepairable, been issued a certificate of destruction, junked for parts or dismantling only, or may not be rebuilt in the jurisdiction that issued the ownership document;
- A Certificate of Authority to Dispose of a Motor Vehicle to a Demolisher for Demolition, Wrecking, or Dismantling Only (COA).
- A Texas Salvage Vehicle Title or Nonrepairable Vehicle Title that has FOR EXPORT ONLY stamped on the title, indicating that the salvage or nonrepairable motor vehicle was sold by a salvage vehicle dealer or governmental entity to a non-U.S. resident for export only; or
- A Texas Salvage Vehicle Title or Nonrepairable Vehicle Title and the record indicates “EXPORT ONLY” remark; or
- A title which was surrendered to the department on a *Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed* (Form VTR-340) or a *Surrendered Ownership Evidence for Vehicles Permanently Destroyed* (Form VTR-340-M).

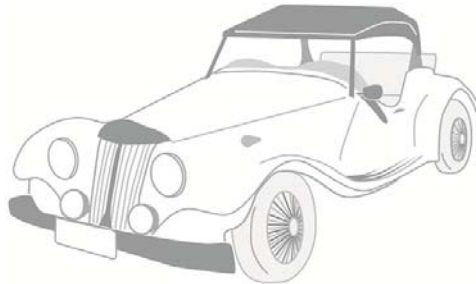
Note: The body and frame of an otherwise nonrepairable (junk) vehicle (that cannot be repaired, rebuilt, or reconstructed for on-road use) cannot be used to repair, rebuild, reconstruct, or assemble another vehicle.

3.3 ASE Safety Inspection

A “rebuilt vehicle” that is assembled from the three basic component parts (motor, frame, and body), and such body installed as one of the three component parts represents an established “Make” of vehicle must meet the same ASE Safety Inspection guidelines outlined in [Section 2.4, "ASE Safety Inspection for Assembled Vehicles."](#)

Note: A rebuilt salvage vehicle, where the vehicle is being repaired rather than assembled for the first time, does not require the ASE Safety Inspection.

A replica is an assembled vehicle using a manufactured prefabricated body or non-original body representing an established make of a previous year model vehicle.



4.1 Application for Title and Supporting Documentation

When the body utilized on an assembled vehicle is a replica of an established make of a previous year model vehicle, the documents required to title are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- MCO, invoice, or bill of sale covering the installed prefabricated body;
- *Component Part(s) Bill of Sale* (Form VTR-63) covering any other component parts assembled (frame and motor). If a 1956 through 1969 year model Volkswagen Beetle floor pan or floor pan and chassis are used, any outstanding title (or registration receipt if a non-title State) covering the vehicle from which such floor pan and/or chassis was removed must be used as the evidence of ownership;
- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician's *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- VIN verification in the form of a pencil tracing or photograph of the frame number, body number, and motor number, as applicable, or a Vehicle Inspection Report or *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- If an assigned number has been obtained, a completed *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) must be attached;
- If an assigned number is obtained, a copy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- If the vehicle was previously titled in another state, a Vehicle Inspection Report, *Law Enforcement Identification Number Inspection* (Form VTR-68-A), or *Vehicle Identification Number Certification* (Form VTR-270);

- *Vehicle Identification Number Certification* (Form VTR-270) can only be used if the applicant is able to certify one of the reasons on the form. Additionally, the record will be marked VIN CERTIFICATION WAIVED.
- Copy of the registration receipt showing that the vehicle was registered at the time of application for Texas title;
- Photograph of vehicle;
- Certified weight certificate;
- A current TxDPS vehicle safety inspection (unless eligible and applying for Custom Vehicle or Street Rod license plates, exempt from a vehicle safety inspection, or not obtaining registration);
- If registering, valid proof of financial responsibility covering the described vehicle in the applicant's name.

The description of the vehicle must state:

Make: Assembled.

Year Model: Year in which assembled.

Body Style: “2D” (2D Sedan), “4D” (4D Sedan), “RD” (Roadster), etc.

VIN: If the replica vehicle uses a 1956 through 1969 year model Volkswagen Beetle floor pan or floor pan and chassis, the VIN appearing on the floor pan must be shown as the VIN for the replica. If the frame and/or chassis used is from any other vehicle, the manufacturer's VIN, affixed to the prefabricated body must be shown. If no manufacturer's VIN is affixed to the body or the Volkswagen Beetle floor pan, a Texas assigned VIN must be obtained.

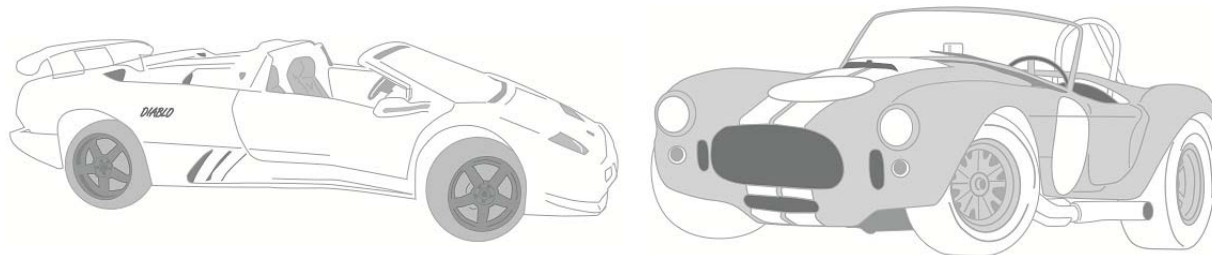
Previous Owner: The space for previous owner should show the word “Assembled.”

The remark “REPLICA: Year Make” will appear on the vehicle title (Example: REPLICA: 1929 FORD).

Note: Current registration may be retained if only a body change is involved on a currently registered 1956 through 1969 year model Volkswagen Beetle and the title covering the floor plan and chassis, including motor, is in the applicant's name or assigned to the applicant.

4.2 New Replica

A new replica is a new vehicle built as a replica of a previous year, make and, model of a vehicle.



When a replica of a previous year, make, and model of vehicle is built as a new vehicle by a motor vehicle manufacturer, the application for Texas title should record the make, year model, body style, and VIN as shown on the MCO. The brand “Replica” should be shown in the remarks field of the title. A Manufacturer’s Certificate of Origin is required as evidence of ownership.

4.3 Street Rods and Custom Vehicles

A street rod is a vehicle that:

- was manufactured before 1949; or
- was manufactured after 1948 to resemble a vehicle manufactured before 1949; and
 - that has been altered from the manufacturer's original design, or
 - has a body constructed from materials not original to the vehicle.

A custom vehicle is a vehicle that:

- is at least 25 years old and of a model year after 1948; or
- manufactured to resemble a vehicle that is at least 25 years old and of a model year after 1948; and
 - that has been altered from the manufacturer's original design, or
 - has a body constructed from materials not original to the vehicle.

Replica motor vehicles that meet the definition of a street rod or custom vehicle are eligible to apply for a street rod or custom vehicle specialty license plate. Applicants for these plates must submit a completed *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852). In addition, the applicant must follow the assembled vehicle procedures and apply for a replica branded title (“REPLICA: YEAR MAKE” of model year and make that the vehicle resembles) unless the vehicle is true to the year of manufacture as indicated on the ownership evidence.

Replica Vehicles Applying for Street Rod or Custom Vehicle Plates

Eligible vehicles being registered for Custom Vehicle or Street Rod license plates must be titled as any other ASVE (Assembled Vehicle) but must also carry the replica brand of the year and make they resemble (unless the vehicle is a true, original to the year of manufacture). For example, an assembled vehicle built to resemble a 1935 Ford that would normally be titled as a 2012 ASVE would need to be titled as a 2012 ASVE with a REPLICA: 1935 FORD brand if applying for the Street Rod plates. If a Texas Certificate of Title has already been issued to reflect an ASVE make and does not include the REPLICA brand, the title must be corrected to add the REPLICA brand in order to obtain either of these speciality plates. The customer is responsible for any associated title fees as a result of a title correction. Refer to the [TxDMV Registration Manual](#) for more of the requirements regarding these two speciality plates.

Note: If the vehicle was a true 1935 FORD, it would be eligible for the Street Rod plates, but a true vehicle will not carry the REPLICA brand. Only vehicles that would otherwise be considered an ASVE vehicle should carry the REPLICA brand.

For existing vehicles with a Certificate of Title or for “[New Replica](#)” vehicles supported by a MCO, the following evidence must support the application for Texas title if applying for the Custom Vehicle or Street Rod specialty plate:

- *Application for Texas Title and/or Registration* (Form 130-U);
- The ownership document (Certificate of Title, Certified Copy of Title, MCO, etc.);
- *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852) (including the printout of the master technician’s *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications);
- Proof of financial responsibility; and
- Three photos of the replica vehicle (front, rear, side) and one photo of the make/year model that the vehicle resembles.

For an assembled vehicle, all of the documentation listed in [Section 4.1, "Application for Title and Supporting Documentation"](#) is required, including the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852), three photos of the replica vehicle (front, rear, side), and one photo of the make/year model that the vehicle resembles are also required.

ASE Safety Inspection

A replica vehicle must pass a required Automotive Service Excellence (ASE) inspection by a Certified Master Automobile and Light Truck Technician which is completed on the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852). In completing the inspection, the ASE Certified Master Technician certifies that the vehicle is structurally stable, meets the necessary conditions to be

operated safely on the roadway, and is equipped and operational with all the equipment required by statute or rule as a condition of sale during the year the vehicle replicas. For example, an assembled replica vehicle of a 1965 SHELBY applying for Custom Vehicle plates, must only meet the safety requirements in place in 1965.

Note: If the 1965 SHELBY replica was assembled in 2014 and was NOT applying for the Custom Vehicle plate, but instead for any other eligible license plate, the vehicle would be required to meet the safety standards of 2014.

Details on the ASE Certified Master Technician requirements can be viewed under [Section 2.4, "ASE Safety Inspection for Assembled Vehicles."](#)

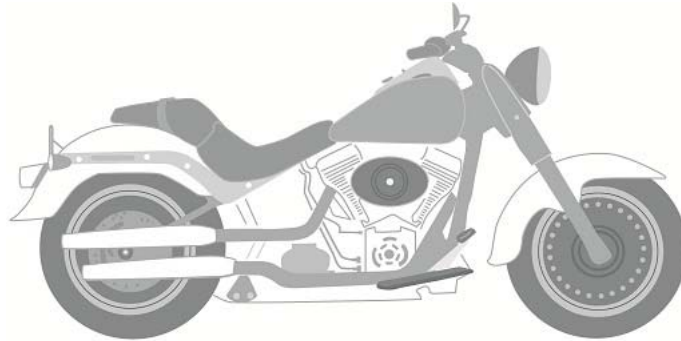
In addition to the inspection being completed, the ASE Certified Master Technician must provide their *ASE Certification Status* printout in order for the inspection to be valid.

Note: If an applicant is applying, and the vehicle qualifies, for Custom Vehicle or Street Rod license plates, the ASE safety inspection must be completed on the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates (Form VTR-852)*. The *ASE Safety Inspection for Assembled Vehicles (Form VTR-64)* is not required when the inspection has been completed on the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates (Form VTR-852)*.

Texas DPS Safety Inspection

A vehicle eligible for and registered with (or registering with) Custom Vehicle or Street Rod license plates is exempt from the annual Texas DPS safety inspection. If the applicant chooses not to register with either of these plates, or changes plate type at a future date, the vehicle must then begin obtaining an annual DPS safety inspection.

MOTORCYCLES



5.1 1971 and Subsequent Year Model Motorcycles

Beginning with 1971 year models, the frame number is the VIN for title purposes. For all 1971 and subsequent year model motorcycles, the title is used to transfer ownership of the frame and a bill of sale is used to transfer ownership of the motor.

5.2 1970 and Prior Year Model Motorcycles

1970 and prior year model motorcycles were titled using either the motor or frame number as the identifying number. As a result, when the component parts of a motorcycle (motor and frame) are disassembled and sold separately, the vehicle title must be surrendered as the bill of sale for the component part with the identifying number. A *Component Part(s) Bill of Sale* (Form VTR-63) should be used to sell the remaining component parts and must show the description of the vehicle from which the component part was removed as well as the VIN from that vehicle. The bill of sale must also contain a statement such as “This motor was removed from a motorcycle which was titled under frame number (#####)” indicating that the title is not required. If the frame number and motor number are identical, the title must be used to transfer ownership of the frame.

If an applicant must assign the title to transfer the component part with the VIN that is recorded on the title but the remaining component part is retained, the applicant may submit a separate statement of fact or complete a statement of fact on a *Rebuilt Vehicle Statement* (Form VTR-61). Either statement of fact must substantiate that the applicant owned, for example, the motor and that the title recorded the frame number which was used to transfer ownership. The statement must show the VIN and the description of the motorcycle from which the motor was removed.

5.3 Rebuilt and Assembled Motorcycles

A rebuilt or assembled motorcycle is one that is assembled from two component parts - motor and frame. The frame number is required to be shown as the VIN on all motorcycles rebuilt or assembled since 1971. If an identifying number was not placed on the frame by the manufacturer or if the manufacturer's identification number has been removed or altered, an assigned VIN must be obtained from the department.

An application for Texas title covering a motorcycle when the transaction involves a change of either the motor or frame or the assembling of both must include:

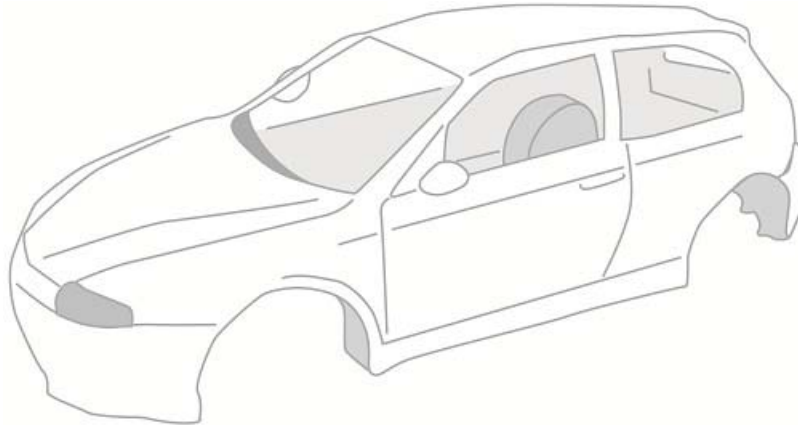
- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership covering the motor and frame. The evidence may be a vehicle title, *Component Part(s) Bill of Sale* (Form VTR-63), or a *Rebuilt Vehicle Statement* (Form VTR-61) establishing ownership in the applicant's name. Any bill of sale or statement must show the description of the vehicle that the component part was removed from and the title number of that vehicle;
- VIN verification in the form of pencil tracings or photographs of the frame number and motor number, regardless if the change involves one or the other, or the assembling of both, or a Vehicle Inspection Report or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Copy of the current registration receipt;
- Photograph of the vehicle;
- If an assigned number is required, the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N); and
- If an assigned number is obtained, a copy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A).

The title for a 1971 or subsequent year model motorcycle must cover the frame; and the title for a 1970 or prior year model motorcycle may cover either the motor or the frame, depending on whether the vehicle was titled under the motor number or the frame number. Therefore, the following situations may occur when a component part is changed or when a motorcycle is assembled:

- A vehicle title in the name of the applicant is presented to the tax assessor-collector, recording the frame number, and a bill of sale or an assigned title recording the motor number is presented as evidence for the motor. In this situation, an application for corrected Texas title should be filed to record the “reconstructed” remark. The application should show the same vehicle description as recorded on the title covering the frame. Although the vehicle description remains unchanged on the subsequent title, the department's record reflects the motor number from the new installed motor. When the assigned title is used as a bill of sale for a motor, the title should be marked “motor only” and attached to the title transaction. The department then cancels that title.

- A vehicle title in the name of the applicant is submitted for the motor, and a bill of sale is surrendered for the frame. In this situation, the department handles the transaction as a frame change, and an application for corrected Texas title must be filed to correct the description of the vehicle. The application must show the make, year model, and VIN of the frame.
- A vehicle title in the name of the applicant is submitted for the motor and an assigned title is surrendered for the frame. In this situation, the title for the frame should be transferred into the applicant's name. The transaction should be handled as a “reconstructed,” and the title covering the motor should be marked “Retained Motor Only” and attached to the transaction for cancellation. The department then cancels that title and marks the frame’s vehicle record as title surrendered.
- If the evidence of ownership covering each component part (motor and frame) is assigned to the applicant, the department handles the transaction as a “Reconstructed” or “Assembled.” A photograph of the vehicle must be attached to the title transaction, and if the photograph reveals that the vehicle represents an established “make” of motorcycle, the application for Texas title will be processed as a “Reconstructed” showing the make, year model, and VIN of the frame. If the photograph reveals that the vehicle does not represent an established “make” of motorcycle or if the frame was not manufactured by an established motorcycle manufacturer, the make should be shown as “ASVE” (Assembled), and the year model shown as the year in which the vehicle was assembled.

BODY CHANGES (PASSENGER VEHICLES)



6.1 1955 and Older Model Vehicles Only

A “body change” involving a 1955 or older model vehicle (or a 1949 and later model Ford product) requires a corrected title. The application must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- A properly assigned Certificate of Title marked “body only” or other negotiable evidence to the 1955 or older model body installed. If sold on a bill of sale, the title number and description of the vehicle from which the “body only” was removed should be shown on the bill of sale, and the vehicle title should be surrendered to the department for cancellation;
- Properly assigned vehicle title in the applicant's name covering the 1955 or older model vehicle upon which the 1955 or older model body was installed;
- Photograph of the vehicle;
- VIN verification in the form of a pencil tracing or photograph of the body number which was installed, or a Vehicle Inspection Report or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Certified weight certificate;
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

The application for corrected Texas title should show the same make, year model, and body style as shown on the evidence of ownership covering the 1955 or older body installed. The motor number, as shown on the applicant's Certificate of Title covering the vehicle upon which the new body was installed, should be shown as the identifying number.

If a bill of sale for a component part of a motor vehicle (body, frame, motor) reflects a lien, the lien need not be released or carried forward as under the Certificate of Title Law. A lien is valid only against the whole motor vehicle; however, a lien recorded on a title which is used as a bill of sale for a component part must be released or carried forward because such lien was not against a component part.

6.2 Installation of Body from 1956 or Later Model Vehicle or 1949 or Later Model Ford

When changing the body from a 1956 or later model vehicle or a 1949 or later model Ford product, the transaction is not handled as other body changes (except as in [Section 6.3, "1956 Through 1969 Year Model Volkswagen Beetles"](#)). A title is required to transfer the body of such a vehicle, and the description appearing on the title covering such a "body" constitutes the complete and legal description of the vehicle as it will appear when that body is installed on another frame. Consequently, no descriptive change will occur when the body is installed on another frame; therefore, the transaction will be handled as a "frame change." The application for Texas title must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Properly assigned vehicle title covering the body;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- A Statement of Fact substantiating that the applicant owned the frame on which the new body was installed, showing on such statement the description of the vehicle from which the frame was retained and the title number under which such vehicle was titled. If the body from which the frame was retained, has been junked or destroyed by the applicant, the title covering the vehicle must be marked "frame only" and attached to the title transaction for cancellation;
- VIN verification in the form of a pencil tracing or photograph of the frame number and new body number, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A), which identifies both numbers;
- Certified weight certificate; and
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

The application for Texas title must show the same make, year model, body style, and VIN as shown on the vehicle title covering the body or unitized body and frame combination.

Note: If the title for a vehicle is surrendered to the department on a *Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed* (Form VTR-340) or a *Surrendered Ownership Evidence for Vehicles Permanently Destroyed* (Form VTR-340-M), the vehicle is considered nonrepairable, and the body and frame of the vehicle cannot be used in another motor vehicle for on-road use.

6.3 1956 Through 1969 Year Model Volkswagen Beetles

When a body change occurs on a 1956 through 1969 year model Volkswagen Beetle and the vehicle title covering the Volkswagen floor pan and chassis, including the motor, is in the applicant's name or assigned to him, an application for Texas title must include the following:

- The vehicle title, properly assigned or titled in the applicant's name, covering the Volkswagen floor pan and chassis, including motor;
- Bill of sale, title, invoice, or other negotiable evidence marked “body only” covering the body installed and including the body number which appears on such body;
- VIN verification in the form of a pencil tracing or photograph of the body number and the Volkswagen floor pan number, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Photograph of vehicle;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Certified weight certificate; and
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

The application for corrected Texas title must show the make, year model, and body style of the body which is installed, and the VIN which appears on the original Volkswagen floor pan.

6.4 Title for Body Changes

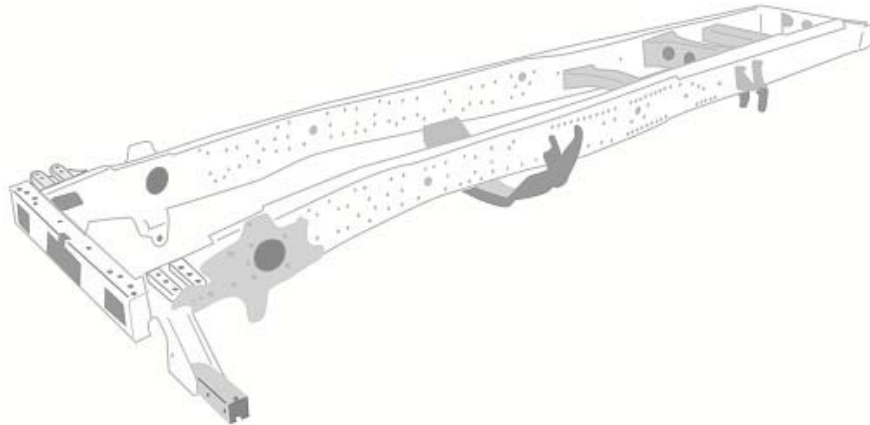
In the event the “make” is not designated on the evidence of ownership covering the body, such as occurs with some prefabricated bodies, the “make” must be shown on the application as “Assembled,” and the body style must be shown as “2D” (2D Sedan), “4D” (4D Sedan), “RD” (Roadster), etc. If the “make” is shown as “Assembled” or if the year model is not designated on the evidence covering the body, the year model must be the year in which the body was installed.

Example 1: A 1954 Chevrolet two door sedan body is installed on a 1953 Chevrolet frame and motor. The make, year model, and body style are the same as shown on the evidence of ownership covering the 1954 body. The motor number is the same as shown on the title covering the 1953 Chevrolet frame and motor.

Example 2: A 1957 Chevrolet four door body is installed on a 1956 Chevrolet frame and motor. The make, year model, body style, and VIN are the same as shown on the Certificate of Title covering the body.

Example 3: A 1970 prefabricated body is installed on a 1965 Volkswagen floor pan, chassis, and motor. The make, year model, and body style are the same as shown on the evidence of ownership covering the body. The VIN is the same as shown on the Volkswagen floor pan. In the event a make designation is not shown on the evidence of ownership covering the body, the “make” must be “Assembled” and the “year model” must be the year in which the body is installed.

FRAME CHANGES (PASSENGER VEHICLES)



Frame changes on most post 1956 passenger vehicles are transferred with a *Component Part(s) Bill of Sale* (Form VTR-63) because the identifying number is located on the body of the motor vehicle. Frame changes on vehicles that have the identifying number on the frame require an application for corrected Texas title recording the frame change.

Required documents include:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership in applicant's name or assigned to applicant covering the body of the vehicle under which the new frame is installed (i.e., “body only” title);
- Evidence of ownership covering the frame installed;
- VIN verification in the form of a pencil tracing or photograph of the new frame number, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

If the remainder of a vehicle from which the frame has been removed has not been disposed of and is to be repaired or sold for salvage, the title must be marked “body only” prior to any further transfer or sale. Since the title must be used to transfer the floor pan or floor pan and chassis of a 1956 through 1969 model year Volkswagen, a *Component Part(s) Bill of Sale* (Form VTR-63) must be used to transfer the body.

Example 1: A 1947 Ford frame is installed in a 1946 Ford four door sedan. The VIN is on the frame and must be recorded as the official identification number. The make, model year, and body style used on the *Application for Texas Title and/or Registration* (Form 130-U) are determined by the body.

Example 2: A 1952 Ford frame is installed in a 1952 Mercury Sport Coupe. If the number on the body is intact, it is the official identification number. However, if such number is lost or defaced, an assigned number must be obtained from a TxDMV Regional Service Center and placed on the body.

The application for corrected Texas title should show the same make, model year, and body style as shown on the applicant's title covering the body. The VIN of the replacement frame will be the identification for the newly assembled vehicle. Examples include:

Ford Products

Ford products manufactured in the United States (except Ford Jeeps) from March 31, 1932, through the 1948 model years have the VIN on the frame, and a frame change requires a corrected title. If a frame change occurs on a 1949 or later model Ford product, the VIN on the body is the identifying number. The title covering the vehicle from which the new frame was obtained transfers with that vehicle's body.

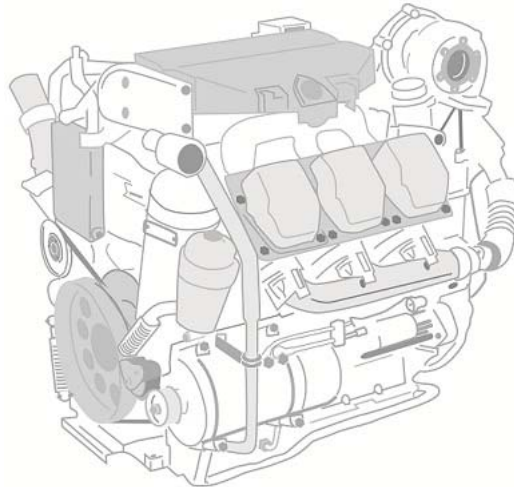
Cadillacs

All 1956 through 1967 model year Cadillacs have the VIN on the frame, and any frame change requires a corrected title.

Volkswagen Beetles

If a frame change occurs on a 1956 through 1969 model year Volkswagen Beetle, the change must be handled as a body change. The VIN shown on the new Volkswagen frame or floor pan must be shown on the corrected title. The title covering the old frame or floor pan is not required.

MOTOR CHANGES



It is not necessary to apply for a corrected title if a new or different motor has been installed in a 1956 or later model year vehicle of any make because the VIN stamped on the frame or body is the identifying number.

If a new or different motor is installed in a motor vehicle which records the motor number as the identifying number (all 1955 and prior model year motor vehicles, except Ford products manufactured since March 31, 1932), an application for corrected Texas title must be filed recording the new motor number. The application must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership in applicant's name or assigned to applicant;
- Bill of sale for the motor installed;
- VIN verification in the form of a pencil tracing or photograph of the motor number, or a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

Note: A bill of sale executed in Texas does not require notarization.

If the remainder of a vehicle from which the motor has been removed is to be repaired or sold for salvage, the title should be marked “Body Only” and used as a bill of sale for the body. For 1956 through 1969 Volkswagen Beetle models, the title must be used to transfer the floor pan or floor pan and chassis.

Ford vehicles manufactured prior to March 31, 1932, have a motor number die-stamped on the block. This motor number is the official VIN for these vehicles. This number must be shown on the application for Texas title and if a motor change occurs, the title must be corrected. If a motor number is not intact, an assigned number must be obtained from the local TxDMV RSC.

The frame number is the identifying number on Ford and Ford line vehicles, such as Mercury and Lincoln, manufactured from March 31, 1932, through the 1948 models. The body serial number is the identifying number on 1949 and later models. A corrected title is not necessary when a motor change is made to these vehicles.

Most Ford vehicles manufactured in a foreign country have a motor number stamped on the block (motor) and this number is the official VIN for models prior to 1956.

“Jeeps” manufactured by Ford Motor Company prior to 1946. These Jeeps have a motor number stamped on the block (motor) which is different from the number on the frame. The motor number is the official VIN on these vehicles. Since these vehicles were manufactured prior to 1946, the prefix “GP” or “GPA” is not required unless there is a duplication of basic motor numbers.

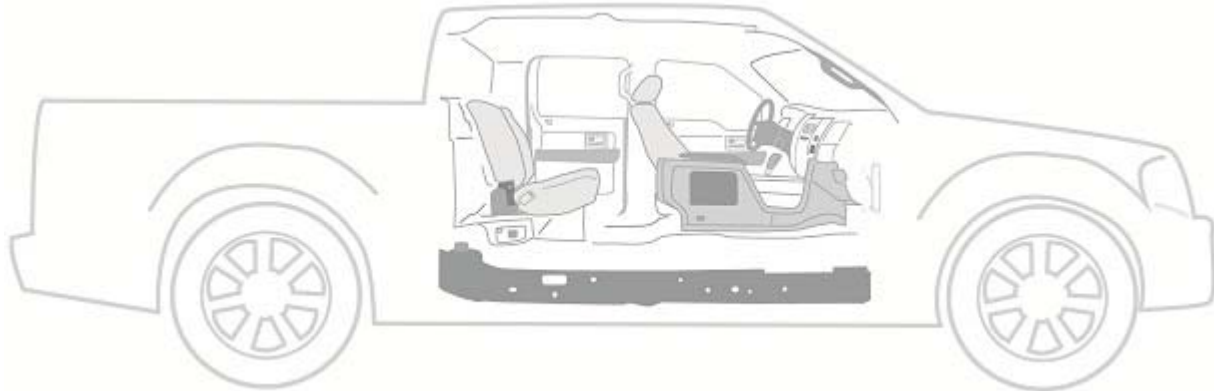
Example 1: A 1954 Chevrolet motor is installed in a 1950 Chevrolet two door sedan. The make, model year, and body style remain the same, but the 1954 Chevrolet motor number must be shown as the VIN.

Example 2: A 1953 Mercury motor is installed in a 1952 Oldsmobile two door sedan. An assigned motor number must be stamped on the block (motor) of any Ford Motor Company motor manufactured in the United States since March 31, 1932, (except Ford Jeeps), when such motor blocks are installed in 1955 and prior model year motor vehicles manufactured by other companies. If a Chevrolet motor is installed in the 1953 Mercury, for example, a correction of title is not necessary since the identifying number of the Mercury is stamped on the body.

Fleet

Some companies (trucking, bus lines, etc.), periodically install rebuilt motors in their equipment. These companies may attach a statement that the rebuilt motor was taken from stock, and the statement serves as evidence of ownership for “motor only.” If the motor was not taken from stock owned by the company, evidence of ownership for “motor only” must support the application for corrected Texas title.

CAB CHANGES ON PICKUPS & TRUCKS



Cab (body) changes to pickup trucks and SUVs, on which the public VIN is located on the body, are handled like passenger vehicles.

For all other trucks where the public VIN is located on the frame, the title covering a truck follows the frame instead of the cab, whereas in passenger vehicles, the title follows the body.

When a cab change occurs on a truck (exclusive of transactions involving glider kits), it does not matter whether the cab is new or used or has a valid vehicle identification number (VIN) or no VIN. The title covering the frame of the vehicle the cab was installed on remains as the valid evidence of ownership and controls the description as to year, make, and VIN.

Before an application for corrected Texas title may be processed for a truck upon which a cab change has occurred, the applicant must contact their local TxDMV Regional Service Center and obtain a reassigned VIN. The reassigned VIN shall be placed on the door post of the replacement cab.

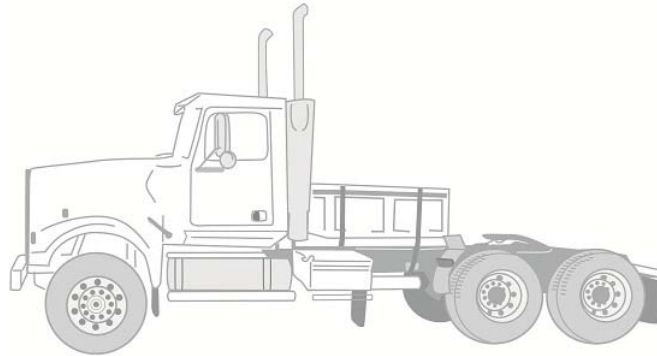
Upon obtaining the reassigned VIN, title application documents must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Vehicle title covering frame;
- Bill of sale, invoice, or vehicle title marked “Cab Only” covering the cab;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N);
- Copy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Photograph of the vehicle;
- Certified weight certificate; and

- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

The make, model, and year must be recorded on the application as shown on the title covering the frame. At minimum, the title and record will carry a “Reconstructed” brand. If the frame or cab was previously report as salvage or rebuilt salvage a “Rebuilt Salvage” brand will be applied instead.

Note: If the replacement cab installed is a used cab that has had the manufacturer's VIN removed, changed, or obliterated, then ownership of the cab must be determined in court. If the VIN on the frame cannot be verified or if it has been removed, changed, or obliterated, then ownership of the vehicle must be determined in court (see [Chapter 15, “Assigned and Reassigned Numbers.”](#)).



A “glider kit” is a complete new cab, frame, front axle, and accessories. A “power train” is an engine, transmission, differential, and accessories. An application for Texas title must be filed when a truck or truck tractor is reconstructed by using a glider kit and the power train of an existing titled truck or truck tractor. Documents required for titling are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- MCO covering the glider kit assigned to the applicant;
- Vehicle title covering the vehicle from which the power train is removed marked “power train only” or a *Rebuilt Vehicle Statement* (Form VTR-61) verifying that the applicant is the recorded owner of the vehicle from which the power train was removed and including the title number, VIN, make, etc. If the power train was obtained from a vehicle not titled in the applicant's name, a properly assigned title or a *Component Part(s) Bill of Sale* (Form VTR-63) covering the power train must be included;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Certified weight certificate;
- Copy of current registration receipt, if applicable; and
- Valid proof of financial responsibility covering the described vehicle in the applicant's name.

If the vehicle from which the power train was removed is currently registered and the cab has been destroyed, the current registration may be retained and used on the vehicle reconstructed with a glider kit if the title of the destroyed vehicle is surrendered with the glider kit transaction. Otherwise, a vehicle reconstructed with a glider kit should be registered as of the date application for Texas title is filed, and a copy of the registration receipt must be attached to the transaction, unless the transaction is for a “title only.”

Note: A “Reconstructed” brand will be added to the motor vehicle record and printed on the Certificate of Title and all subsequent titles.

The complete description of the vehicle is obtained from the MCO of the glider kit. However, if the year model is not designated on the glider kit’s MCO, the year model must be the year the vehicle was reconstructed.

MOTOR VEHICLES ADAPTED OR DESIGNED FOR HUMAN HABITATION

Motor homes are self-propelled vehicles constructed with built in kitchens, sleeping facilities, etc. The body is designed so that when attached to a chassis it completely envelops or covers the chassis and engine of the original vehicle. These vehicles must be registered with passenger license plates.

Used vehicles converted to motor homes will carry a “Reconstructed” remark.

11.1 Permanently Mounted Camper Unit

If a camper unit is designed so that it is mounted directly and permanently on the chassis of a vehicle (verified by a photograph of the exterior of the vehicle), it should be registered with passenger plates. The vehicle should be titled and registered based on the combined vehicle weight including the cab, chassis, and camping unit. The body style should be indicated as “Motor Home” (abbreviated as “MH”) on the title and registration receipt.

11.2 Converted Trucks and Buses



Used trucks, truck tractors, and buses, which have been reconstructed or converted to contain living quarters to meet the definition of a motor home, should be titled as a motor home and registered with passenger plates. Title applications on these vehicles should be supported by both interior and exterior photographs, a certified weight certificate verifying the gross weight, and a *Rebuilt Vehicle Statement* (Form VTR-61) explaining the alteration. The make, year model, and VIN must be the same as that shown on the title covering the truck, truck-tractor, or bus.

Living Quarters

Occupations Code Section 2301.002 (21) defines a motor home as

“Motor home” means a motor vehicle that is designed to provide temporary living quarters and that:

- (A) *is built on a motor vehicle chassis as an integral part of or a permanent attachment to the chassis; and*
- (B) *contains at least four of the following independent life support systems that are permanently installed and designed to be removed only for repair or replacement and that meet the standards of the American National Standards Institute, Standards for Recreational Vehicles:*
- (i) a cooking facility with an on-board fuel source;*
 - (ii) a gas or electric refrigerator;*
 - (iii) a toilet with exterior evacuation;*
 - (iv) a heating or air conditioning system with an on-board power or fuel source separate from the vehicle engine;*
 - (v) a potable water supply system that includes at least a sink, a faucet, and a water tank with an exterior service supply connection; or*
 - (vi) a 110-125 volt electric power supply.*

11.3 Conversion Vans

New Vans

New vans, which have been purchased by the recreational vehicle industry and converted for living or camping purposes by adding items such as beds, tables, refrigerators, carpet, etc., are titled as a “Motor Home” and registered with passenger plates. Documents required to support a title application on these vehicles include:

- *Application for Texas Title and/or Registration (Form 130-U);*
- *First-stage MCO issued by the manufacturer of the vehicle chassis - title will issue by the VIN on this MCO;*
- *Second-stage MCO issued by the converter, for the finished product, assigned to the applicant - the year, make and body style on the title issued will be based on this information;*
- *Certified weight certificate*;*
- *Photograph of the interior of the vehicle*;* and
- *Valid proof of financial responsibility, covering the described vehicle, in the applicant's name.*

Note: ** If the second stage MCO from the entity making the conversion, records a new weight that is reasonably greater than the weight recorded on the first-stage MCO, a photograph and certified weight certificate are not required. The VIN must be the same as that shown on the first-stage MCO, while the year, make, and body style will be record based on the second-stage MCO.*

Chopped, Cutaway, or Incomplete Vans

Chopped, cutaway or incomplete vans, which are purchased as component parts by the recreational vehicle industry and used in the construction of Motor Homes, should be titled as a “Motor Home” and registered with passenger plates. MCOs from both the first- and second-stage manufacturers are required with these title applications. The application should record the make, year model, and body style as shown on the second-stage MCO (issued by the manufacturer of the body), and the VIN should be the number designated by the first-stage manufacturer. The transaction must be supported by a photograph or pictorial literature describing the vehicle. In addition, a certified weight certificate must support the transaction, unless the weight of the completed vehicle is reasonably greater than the weight recorded on the first-stage MCO.

11.4 Slide-In Campers

Pickups which have camper units slid onto or mounted on the body in such a manner that they can be easily removed are not considered to be assembled or rebuilt, therefore they are titled and registered simply as pickups.

11.5 Vehicles Manufactured by First and Second Stage Manufacturers (Not Including Motor Homes)

In addition to the specific MCO requirements listed below, title applications for non-motor home vehicles manufactured by either first or second stage manufacturers must include:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Copy of the registration receipt;
- Certified weight certificate; and
- photograph or pictorial literature describing the vehicle.

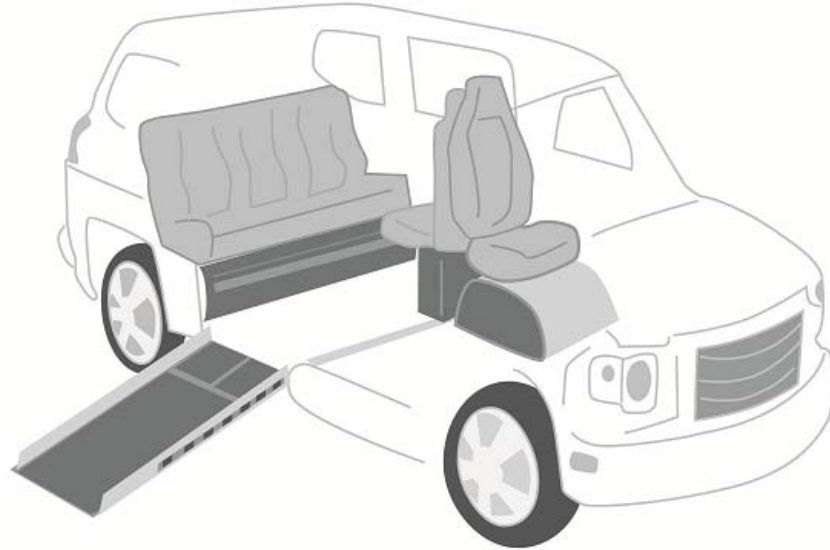
First-Stage Manufacturer

If a non-motor-home vehicle is to be titled and registered under a make designated by the first-stage manufacturer, then only the first-stage MCO is required to support the application for Texas title. In this situation the application for Texas title should indicate a complete description of the vehicle as determined by the first stage MCO. If, however, a year model is not designated on the first-stage MCO, the year model must be determined by referencing the year model designator in the VIN. (The year model cannot vary from the manufacturer's VIN specifications covering the chopped or cutaway van.)

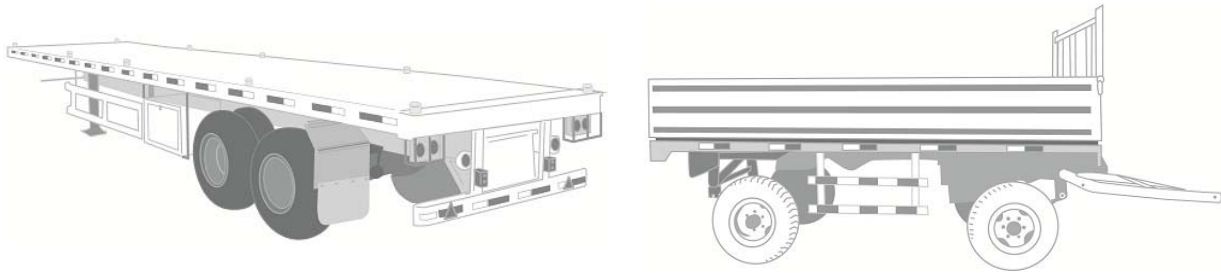
Note: Incomplete vehicles cannot be titled. All title applications must include both the first stage and second stage MCOs.

Second-Stage Manufacturer

Title applications for non-motor-home vehicles constructed by a second-stage manufacturer using a chopped, cutaway, or incomplete vehicle obtained as a component part from a first-stage manufacturer must be supported by MCOs issued by both the first and second-stage manufacturers if the vehicle is to be registered and titled under the make, name, and year model designation of the second-stage manufacturer.



TRAILERS AND SEMITRAILERS



12.1 New Body (Bed and Frame)

If a trailer or semitrailer is wrecked or destroyed, the only part that is reusable is the axle assembly. A new title is required when a trailer or semitrailer is built using a newly constructed body (bed and frame) and the axle assembly from a wrecked or destroyed trailer or semitrailer. Trailers and semitrailers that have a gross weight of 4,000 pounds or less are not required to be titled. In addition, trailers and semitrailers that are used solely for the transportation of farm products and weigh less than 34,000 pounds are not required to be titled. An application for Texas title must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- MCO, invoice, or bill of sale covering the body (bed and frame) used;
- Since this scenario covers a new body being placed on the used remnants (axle assembly) of another trailer or semitrailer, the title covering the old trailer or semitrailer or other valid evidence of ownership covering that unit must be surrendered;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Certified weight certificate, if the transaction covers a full trailer;
- Photograph of the trailer; and
- Copy of the registration receipt showing that the trailer was registered at the time the application for Texas title was filed.

The make and year model of the body (bed and frame) must be the same as shown on the MCO, invoice, or bill of sale covering the body. If a make designation does not appear on either the trailer body and the evidence submitted, the make must be “Assembled.” If the year model is not shown on the evidence submitted for the body or if the make of the trailer is “Assembled,” the year in which the vehicle is assembled determines the year model. The VIN stamped on the body and recorded on the evidence of ownership submitted must be used if the manufacturer has a designated make and a valid VIN. If no VIN is affixed to the body or if the make of vehicle is “Assembled,” then an assigned number must be obtained from the department. The body style must be shown as “FB” (Flatbed), “LB” (Lowboy), etc.

12.2 Homemade or Shopmade Body (Bed and Frame)

All vehicles requiring a title must have an identification number. If the body (bed and frame) is homemade or shopmade, the owner must complete the *Trailer Verification Statement of Fact* (Form VTR-141). The following should be included on the *Trailer Verification Statement of Fact* (Form VTR-141):

- Name of the person building the trailer or semitrailer;
- Name and address of the applicant;
- Make of the trailer or semitrailer shown on the application for Texas title should be “Homemade”;
- Year model of the trailer or semitrailer should be the year it was built;
- The certification section.

The following documentation must support the *Application for Texas Title and/or Registration* (Form 130-U) for a homemade or shopmade trailer:

- VIN or a completed *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N); and
- Copy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A), if a department issued Assigned Number was used; and
- A certified weight certificate.

12.3 Vehicle Identification or Serial Number

For trailers, semitrailers, and house (travel) trailers on which a serial number or VIN has been removed, changed, obliterated, or never affixed, the applicant must take the completed *Law Enforcement Identification Number Inspection* (Form VTR-68-A), \$2.00 fee, proof of ownership and the trailer, semitrailer, or house (travel) trailer to the nearest TxDMV Regional Service Center. On trailers and semitrailers, affix the reassigned VIN decal to the permanent part of the trailer on the lower front right side. On house (travel) trailers, affix the reassigned VIN decal on the right front of the frame, on an open part and in an accessible place, which extends beyond the body.

Non-titled homemade or shop made trailers, semitrailers, farm trailers, and farm semitrailers are not required to obtain an assigned serial number or VIN to be registered. However, owners of these non-titled trailers and semitrailers should be encouraged to obtain an assigned serial number to aid in the identification of their property in the event it is stolen.

All titled trailers must have a manufacturer's VIN or serial number, or an assigned number issued by a TxDMV Regional Service Center. Homemade trailers should always obtain a TxDMV assigned number. Shopmade trailers should obtain a TxDMV assigned number, unless the manufacturer of the trailer is affixing an authorized, VIN or serial number as established by Society of Automotive Engineers (SAE). A number established and affixed by the applicant, law enforcement, county tax assessor-collector's office, or anyone other than the TxDMV, is not a valid number for titling purposes and cannot be used.

MANUFACTURERS

13.1 Manufacturers

Firms engaged in the business of assembling vehicles for resale using all new component parts (motor, frame, and body purchased from the manufacturers of such parts) are classified as manufacturers and are required to furnish a Manufacturer's Certificate of Origin (MCO) covering the entire vehicle they assemble and obtain a manufacturer license from the TxDMV Motor Vehicle Division.

13.2 Trailer and Semitrailer Manufacturers

Persons or firms that manufacture trailers and/or semitrailers are no longer required to document their manufacturing information with the department, but they are required by federal law (49 CFR, Part 566.1) to provide information about their products to the National Highway Traffic Safety Administration (NHTSA). A Manufacturer's Identification database is available on the NHTSA website at:

<https://vpic.nhtsa.dot.gov/>.

TxDMV encourages all Texas trailer manufacturers to use secure MCOs, as some states require this type of title documentation for trailers.

TITLE CORRECTIONS (COMMERCIAL VEHICLES)

Transportation Code Section 502.001 (7)

“Commercial motor vehicle” means a motor vehicle, other than a motorcycle, designed or used primarily to transport property. The term includes a passenger car reconstructed and used primarily for delivery purposes. The term does not include a passenger car used to deliver the United States mail.

14.1 Converted Passenger Vehicles

If a passenger vehicle is converted into a commercial vehicle through a permanent body change, a title correction and exchange of registration is required (refer to the [TxDMV Motor Vehicle Registration Manual](#) for the procedure to exchange registration). Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Photograph of the vehicle; and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

Pickup Trucks

Registration classification and title must be corrected to describe a pickup if an individual removes a vehicle trunk lid and installs a pickup bed. Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Photograph of the vehicle.

Passenger cars converted to commercial vehicles must be registered with a minimum carrying capacity of 1,000 pounds.

Note: The vehicle is branded with a RECONSTRUCTED remark.

Station Wagons

Station wagon-type passenger vehicles converted to commercial vehicles by completely removing the seats (except front seat), painting and fastening the side windows in back of the front doors so they cannot be lowered or opened, or other alterations such as removing the rear section of the body require a title correction. These commercial vehicles must reflect “panel” as the body style. The owner must change license plates from passenger to commercial reflecting a minimum carrying capacity of 1,000 pounds. Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Photograph of the vehicle.

Note: The vehicle is branded with a RECONSTRUCTED remark.

Counties should change the vehicle class as appropriate and correct the title to show the correct carrying capacity and the body style as “panel.” Vehicles converted from passenger to commercial will not be registered with a carrying capacity of less than 1,000 pounds. The owner must submit a negotiable title, a *Rebuilt Vehicle Statement* (Form VTR-61) explaining the changes made, a photograph, and a certified weight certificate with the application for corrected Texas title.

14.2 Trucks Converted to Truck-Tractors

In the event a truck is converted into a truck-tractor and the registration classification is changed from “truck” to “combination,” an exchange of license plates is required but the owner is not required to correct the title unless the change is a major permanent reconstruction. In this instance, the owner must file an application for corrected title. Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

14.3 Truck-Tractors Converted Into Trucks

The owner of a truck-tractor that has been converted into a truck must change registration classification and file an application for corrected title if:

- the license plates are changed from “combination” to “truck,” and
- the change involves a major permanent reconstruction (Ex: frame of a truck-tractor is altered to accommodate).

The following documents are required to make an application for corrected title:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of Ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Photographs of the interior and exterior of the vehicle; and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

Converted to Passenger Vehicles

If a truck tractor is converted into a passenger vehicle, the owner has the option to register the converted truck tractor with passenger plates. If the owner wishes to change to passenger plates, the registration classification is changed from “combination” to “passenger.” An exchange of license plates is required and the owner will be required to correct the title so that RTS will allow the classification change.

14.4 Optional Classification Vehicle

If an optional classification vehicle is initially registered and titled as a passenger car, the owner may later choose to re-register the vehicle with commercial plates. If so, an application for corrected Texas title may be required to correct the vehicle classification if it is not listed as pass/truck in RTS.

14.5 Buses

Buses reconstructed by completely removing the seats (except driver’s seat) are classified as commercial vehicles, and a corrected title showing 3,000 lbs. van or 4,000 lbs. van, depending on the carrying capacity for the chassis, is required. The minimum carrying capacity is 3,000 lbs. Additionally, commercial registration is required. Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Photographs of the interior and exterior of the vehicle; and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

ASSIGNED AND REASSIGNED NUMBERS

All motor vehicles, house trailers, trailers, and semitrailers, which are required to be titled or may optionally be titled under the provisions of the Certificate of Title Act, are required to have an identification number affixed to or imprinted on them. (Refer to [Chapter 1, "Acceptable Evidence of Ownership & Vehicle Identification Numbers."](#))

The rightful owner of a motor vehicle, or part of a motor vehicle, that has had the serial number, motor number, or the manufacturer's VIN removed, changed, or obliterated must make application to the department for an assigned identification number within thirty (30) days of such determination. Upon being presented with a properly completed *Law Enforcement Identification Number Inspection* (Form VTR-68-A) supported by satisfactory evidence of ownership, the VIN which was originally placed on the vehicle by the manufacturer will be reissued, or an assigned VIN, motor number, serial number, or component part number may be issued by the department. The department fee for the issuance of such a number is two dollars (\$2), but the law enforcement entity conducting VIN inspection required on the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) may charge \$40 (see [Section 15.2, "Rightful Owner"](#)).

In any instance when a vehicle does not have a valid manufacturer's VIN, the county tax assessor-collector's office is not authorized to accept an application for Texas title and/or registration until such time as an identifying number has been assigned or reassigned by the department and is affixed to the vehicle or trailer.

Note: A number that is not affixed by an SAE approved manufacturer, or assigned or reassigned by the TxDMV, is not a valid number. Invalid numbers include those established by the applicant, law enforcement, or a tax assessor-collector's office.

15.1 Filing an Application for a Corrected Texas Vehicle Title

When an assigned VIN, serial number, or motor number, which constitutes the VIN of a particular vehicle, has been placed on the vehicle and the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) has been properly completed, an application for corrected Texas title must be filed with the applicant's county tax assessor-collector's office. Documentation (see [Table 2](#)) submitted for a corrected title must record the new number assigned by the department and must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). If the applicant has lost the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N), a certification of the assigned number may be obtained from the TxDMV RSC that issued the number and attached to the application;

- Photocopy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- Proper evidence of ownership covering the vehicle (Texas title, out-of-state title, registration receipt from a non-title State, court order, bill of sale, affidavit of ownership, etc.);
- If the vehicle was previously titled in another state, a Vehicle Inspection Report, *Law Enforcement Identification Number Inspection* (Form VTR-68-A), or *Vehicle Identification Number Certification* (Form VTR-270);
 - *Vehicle Identification Number Certification* (Form VTR-270) can only be used if the applicant is able to certify one of the reasons on the form. Additionally, the record will be marked VIN CERTIFICATION WAIVED. (For additional information, refer to the Title Manual, [Chapter 18, Section 18.5 VIN Inspection](#).)
- If the vehicle is “Reconstructed,” “Rebuilt,” or “Assembled,” additional evidence may be required (see the appropriate sections of this book for a complete discussion of each situation).

Table 2 Assigned and Reassigned Vehicle Identification Number Documentation

Type	Documents by Order	Other documents needed	Fee(s)
All passenger cars, trucks, motorcycles, trailers, component parts, or equipment that an applicant wants to title.	1. Current <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A) completed by authorized Auto Theft investigator (see Section 15.2, "Rightful Owner" for authorized list)	Ownership evidence (title, bill of sale, <i>Component Part(s) Bill of Sale</i> (Form VTR-63), court order, TAC hearing, or bond documents, etc.); Acceptable owner ID	\$2 TxDMV
	2. If TxDMV approves issuance of #, they will provide a completed <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N) to applicant;	Some city or county law enforcement inspection programs	\$0 or \$40 Local (varies)
	3. <i>Application for Texas Title and/or Registration</i> (Form 130-U);	Completed <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A).	May incur 3 rd party charge to attach # as required
	4. If the vehicle was previously titled in another state, a Vehicle Inspection Report, <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A), or <i>Vehicle Identification Number Certification</i> (Form VTR-270); <ul style="list-style-type: none"> <i>Vehicle Identification Number Certification</i> (Form VTR-270) can only be used if the applicant is able to certify one of the reasons on the form. Additionally, the record will be marked VIN CERTIFICATION WAIVED. 	Copy of completed <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A); Approved and signed <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N); Proper ownership evidence; Acceptable owner ID; Release of Lien, if applicable; Proof of Insurance, if also registering vehicle.	Varies by situation and location
	5. Equipment: If owner can't provide ownership evidence and law enforcement doesn't wish to seize.	A Statement of Fact and law enforcement statement in remarks area of <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A); if no law enforcement statement, court order required.	varies

Type	Documents by Order	Other documents needed	Fee(s)
Some Reconstructed, Rebuilt, or Assembled vehicles	May also require: <ul style="list-style-type: none"> • <i>Rebuilt Vehicle Statement</i> (Form VTR-61); • <i>Component Part(s) Bill of Sale</i> (Form VTR-63); • <i>ASE Safety Inspection for Assembled Vehicles</i> (Form VTR-64) 	See manual section that covers type – these changes may require additional evidence, such as: <ul style="list-style-type: none"> • VIN or serial # pencil tracing or photograph; • Certified weight certificate; • Photograph(s) of vehicle; • Copy of commercial registration receipt; • License plate exchange; or • 1st and 2nd stage MCOs. 	varies

15.2 Rightful Owner

An applicant will be recognized as the rightful owner of a vehicle, and no further determination will be made, if the VIN recorded on the evidence of ownership submitted by the applicant matches the true identification number affixed to the vehicle or component part for which an assigned number was applied. This determination, as a general rule, will be arrived at through a comparison of the evidence of ownership submitted by the applicant against the assigned number and the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) inspection report executed by a law enforcement officer who is a member of one of the following agencies:

- Municipal Police Auto Theft Unit;
- County Sheriff's Department Auto Theft Unit;
- Federal Bureau of Investigation;
- Auto Burglary and Theft Prevention Authority;
- Texas Department of Public Safety CID Special Agent; or
- National Insurance Crime Bureau (NICB) Vehicle Theft Investigators.

Inspection by a member of one of these agencies insures uniformity of the inspection process and that only trained Auto Theft Investigators certify the authenticity of inspected vehicles. A county or municipal auto theft law enforcement agency may charge a fee of \$40 for the inspection. The agency must waive the fee if the person applying for the inspection is the current registered owner.

In the event the identification number shown on the submitted evidence of ownership cannot be matched with the true identification number on the vehicle or component part and the true identity of the vehicle and its ownership cannot be determined, a court order from a court of competent jurisdiction, or a tax assessor-collector hearing order determining ownership must be attached to the application before an assigned number may be issued.

If the inspection report completed by law enforcement indicates that there is no identification number on a homemade assembled vehicle, and the vehicle was not seized by law enforcement, a court order is not required to obtain an assigned identification number.

Note: If the number assigned by the manufacturer has been removed, changed or obliterated, a court order is required before the department will reassign a manufacturer's VIN.

A Justice of the Peace can award ownership of a vehicle only if done so in accordance with Chapter 47, Code of Criminal Procedures, and if the vehicle is alleged to have been stolen or in accordance with §27.031(a)(3), Government Code (foreclosure of mortgages and enforcement of liens on personal property in cases in which the amount in controversy is otherwise within the \$10,000 justice court's jurisdiction).

15.3 Reassigned Manufacturer's VIN

See [Table 3](#) for information on applying for an assigned or reassigned VIN. If the VIN on a Ford product manufactured since March 31, 1932, or on any other 1956 or later year model passenger car, truck, trailer, or semitrailer has been removed, changed, or obliterated, the original manufacturer's VIN will be reassigned, provided such number can be verified by an authorized law enforcement officer as noted above, using the *Law Enforcement Identification Number Inspection* (Form VTR-68-A).

If the manufacturer's VIN is verified, the application, evidence of ownership, and the vehicle must be taken to the nearest TxDMV Regional Service Center for issuance and installation of the reassigned number.

Table 3 Assigned and Reassigned Vehicle Identification Numbers

VIN Needed	Age	Type	Criteria	Proof	Application	Action(s)
Reassigned Number	Ford: Post March 31, 1932 All other: 1956 or later	Passenger car or truck	Mfg. VIN has been: removed changed or obliterated	Must be verified by an established Texas law enforcement vehicle theft investigator on <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A).	Take or mail: <ul style="list-style-type: none"> \$2 fee; <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A); and Ownership evidence; to nearest RSC.	RSC will reassign and apply the assigned number provide the <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N). Any evidence submitted with the application will be returned. A copy of the <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A) will be given to the owner.
Reassigned Number (cont.)	(same)	Trailer Semi-Trailer Travel Trailer	(same)	(same)	(same)	RSC will issue the assigned TEX number and provide the <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N); owner must have number applied.

VIN Needed	Age	Type	Criteria	Proof	Application	Action(s)
Assigned TEX Number	(same)	Passenger car truck trailer semi-trailer travel trailer component parts assembled vehicles motorcycle equipment	No Mfg. VIN was ever affixed, or Original Mfg. VIN has been removed changed or obliterated; and the number cannot be determined or verified.	(same, plus:) Ownership evidence must be in the name of the applicant. If the true identity of the vehicle, trailer, part or equipment cannot be determined by law enforcement examination, a <u>court order</u> or TAC hearing decision will be required to establish ownership.	(same, plus) A photo of trailer must accompany the <i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A), and be included with application to TxDMV. If a <u>court order</u> is required to establish ownership, a copy must be provided with application.	RSC will issue the assigned TEX number and provide <i>Notice of Assigned or Reassigned Number</i> (Form VTR-68-N); owner must have number applied. (same)
Assigned TEX Number (cont.)		homemade and shopmade trailers	No Mfg. VIN was ever affixed.	(same, plus:) If law enforcement examination indicates there is no identification number for the trailer, and it was not seized by law enforcement, a court order is not required to obtain an assigned number.	(same as above)	Assigned VINs, title and registration may be acquired for homemade or shopmade trailers of any weight.

Installation

A Texas VIN decal bearing the same VIN as originally placed on the vehicle by the manufacturer will be affixed to the vehicle by the department. Such numbers will be mounted upon the left doorpost of passenger cars or trucks. After the reassigned number has been installed, the owner must sign a *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) acknowledging that the reassigned number was actually installed on the vehicle.

On trailers and semitrailers, the reassigned VIN decal will be affixed to the permanent part of the trailer on the lower front, right side. On house (travel) trailers, the reassigned VIN decal will be affixed on the right front of the frame, on an open part and in an accessible place which extends beyond the body.

Table 4 Placement of Assigned and Reissued Identification Numbers

VIN Needed	Type	Location	Who Installs?
Reassigned mfg. Number	Passenger car or truck	Reassigned mfg. # to be installed to the <u>left front doorpost</u> .	RSC staff
	Trailer Semi-Trailer	Reassigned mfg. # to be installed on the permanent part of the trailer on the lower, front curb side.	RSC staff issues, but the owner/applicant or a service provider must attach the die-stamped number
	Travel Trailer	Reassigned mfg. # to be installed on the right front curb side of the frame, on an open part and in an accessible place which extends beyond the body.	Owner/Applicant or a service provider must attach the die-stamped number
Assigned TEX Number	Passenger car, truck or assembled vehicles.	Assigned TEX# to be installed to the <u>left front doorpost</u> . If the left front doorpost is inaccessible the number is to be die-stamped on a portion of the frame forward of the passenger compartment on the driver's side of the vehicle.	Owner/Applicant or a service provider must attach the die-stamped number
	Volkswagen or built with Volkswagen floor-pan	If a Volkswagen floor pan was used in the vehicle construction the assigned TEX# is die-stamped on the frame tunnel in the vicinity where the mfg. VIN was originally located.	Owner/Applicant or a service provider must attach the die-stamped number
	Motorcycle	Die-stamped on the right (curb) side of the frame on the neck of the steering head.	Owner/Applicant or a service provider must attach the die-stamped number
	Assembled, home-made, shop-made vehicles	If the left front doorpost is inaccessible the number is to be die-stamped on a portion of the frame forward of the passenger compartment on the driver's side of the vehicle.	Owner/Applicant or a service provider must attach the die-stamped number
	Trailer, semi-trailer; or Travel (house) trailer.	TR prefix, then 6 digits; numbers must be die-stamped on the right side of a permanent part of the frame forward of the axle or tandem assembly. HT prefix, then 6 digits; numbers must be die-stamped in an accessible place on the frame which extends beyond the house trailer body.	Owner/Applicant or a service provider must attach the die-stamped number (Applicant must complete certification portion of <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N))

VIN Needed	Type	Location	Who Installs?
	Home-made, shop-made trailers (<i>Law Enforcement Identification Number Inspection</i> (Form VTR-68-A) inspection required)	(Same as above)	Owner/Applicant or a service provider must attach the die-stamped number (Applicant must complete certification portion of <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N))
Component Parts	Motor Transmission Frame Body	T prefix, then 6 digits, die-stamped on engine block. TM prefix, then 5 digits, and TX suffix, die-stamped on lower mounting lip of transmission case. F prefix, then 5 digits, and TX suffix, die-stamped on the right front of the frame near the front axle. <u>When allowed</u> , B prefix, then 5 digits and TX suffix, die-stamped on the left front doorpost.	Owner/Applicant or a service provider must attach the die-stamped number
	Equipment	Die-stamped near the location of original ID #. If that can't be determined then on the frame or body in such a manner as to be visible to the public.	Owner/Applicant or a service provider must attach the die-stamped number (Applicant must complete certification portion of <i>Notice of Assigned or Reassigned Identification Number</i> (Form VTR-68-N))

A title correction is not necessary when the original manufacturer's VIN is reassigned by the department.

15.4 Assigned VINs (TEX Prefix Numbers)

Texas assigned VINs (TEX Prefix Numbers) are issued for 1956 and later model motor vehicles and Ford products manufactured since March 31, 1932, on which no identification number was ever affixed by the manufacturer or on which the original manufacturer's VIN has been removed, changed, or obliterated and the true identification number cannot be verified by an authorized law enforcement auto theft investigator (See [Section 15.2, "Rightful Owner"](#)). Such numbers are also issued for all assembled vehicles which require assigned numbers and for motorcycles. Assigned VINs will consist of the prefix "TEX" followed by six digits and must be die-stamped on the vehicle in a location prescribed by the department (see [Table 4](#)).

The *Law Enforcement Identification Number Inspection* (Form VTR-68-A), an applicable court order, or tax assessor-collector hearing order establishing ownership in the applicant's name, and the \$2 fee may be mailed, or submitted in person, to the nearest TxDMV RSC. Upon approval of the application, a *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) will be provided to the applicant along with a copy of the completed application. The evidence which accompanied the application will be returned to the applicant.

The assigned number appearing on the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) must be die-stamped on the vehicle as follows:

- For most vehicles the number must be die-stamped on the left front doorpost.
- If the above location is inaccessible due to the construction of the vehicle, as in the case of some assembled or stripped down vehicles, the number must be die-stamped on a portion of the frame forward of the passenger compartment on the driver's side of the vehicle.
- If the vehicle is a Volkswagen or if a 1956 through 1969 Year Model Volkswagen Beetle floor pan was used in the vehicle construction, the assigned number must be die-stamped on the frame tunnel in the vicinity where the original manufacturer's VIN was located.
- If an assigned number is issued to a motorcycle, it is the owner's responsibility to have the number die-stamped on the right (curb) side of the frame on the neck of the steering head adjacent to the assigned number decal.

Note: In no instance shall an assigned number be die-stamped in the space where the original number appeared.

After the assigned number has been die-stamped on the vehicle and the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) is signed by both the owner (and the department employee who die-stamped the number on the vehicle, if applicable) the owner must file an application for Texas title with their county tax assessor collector's office.

15.5 Assigned Component Part Numbers

An assigned component part number will be issued to any person who has been determined to be the rightful owner of any motor vehicle component part (motor, transmission, frame, or body) on which the manufacturer's identification number has been removed, changed, or obliterated. A distinctive type number is assigned to each component part, and these numbers are to be die-stamped on the component part in a location prescribed by the department (see [Number Types and Location](#) below).

As with other assigned VINs, a completed *Law Enforcement Identification Number Inspection* (Form VTR-68-A) must be presented to the department, supported by a bill of sale, invoice, title, or other appropriate evidence of ownership covering the component for which an assigned number is applied.

If the identity of a component part on which an identifying number has been removed, changed, or obliterated and the true identity of such component part cannot be adequately determined, a court order establishing ownership must accompany the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) (see [Section 15.2, "Rightful Owner"](#)).

An application for an assigned component part number will not be approved if an identifying number was not originally placed on the component by the manufacturer, unless the identifying number of such component part constitutes the VIN of a particular vehicle. With respect to motorcycle motors, however, an assigned component part number may be issued in cases when no identification number was originally placed on the component by the manufacturer even though such number does not constitute a VIN (see [Section 15.7, "Assigned Numbers for Motorcycles"](#)).

Number Types and Location

Upon approval of the application, *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) and a copy of the completed application will be forwarded to the applicant. *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) will indicate the number assigned by the department. The following illustrates the types of component part numbers assigned and the location on the components where the numbers are to be die-stamped:

Motor: the number assigned will consist of the prefix "T" followed by six digits and must be die-stamped on the engine block.

Transmission: the number assigned will consist of the prefix "TM" followed by five digits and the suffix "TX." Such numbers must be die-stamped on the lower mounting lip of the transmission case.

Frame: the number assigned will consist of the prefix "F" followed by five digits and the suffix "TX." Such numbers must be die-stamped on the right front of the frame near the front axle.

Body: the number assigned will consist of the prefix "B" followed by five digits and the suffix "TX." Such numbers must be die-stamped on the left front doorpost. Assigned body numbers are issued only in instances when such numbers do not constitute the VIN.

After the assigned component number has been die-stamped on the component part, the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) must be signed by the owner, and the notice must be retained by the owner with the ownership documents.

A title correction is not necessary when an assigned component part number is issued unless the identifying number on such component constitutes the VIN of a particular vehicle.

The motor number is designated as the VIN on all 1955 and prior year model motor vehicles except Ford products manufactured since March 31, 1932. When an assigned motor number is to be used as the identification number of a vehicle or if an assigned component part number is issued for a motor block which is installed in one of these vehicles, the owner must correct his vehicle title to reflect the assigned motor number. The *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N), a photocopy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A), and any evidence establishing ownership to the vehicle, must be submitted in support of the application.

Note: As mentioned in [Chapter 2, “Assembled Vehicles,”](#) a vehicle is not considered eligible for title or registration in Texas if no federal safety standards or specifications have been developed for a vehicle that is completely created from component parts.

15.6 Assigned Serial Numbers for House Trailers, Trailers, and Semitrailers

Assigned serial numbers must be issued for homemade house trailers and homemade or shop-made trailers and semitrailers that are required to be titled. Although not required, the owner of a non-titled homemade or shopmade trailer or semitrailer may obtain an assigned serial number for identification purposes. All homemade/shop-made trailers being issued an assigned or reassigned number will be required to be inspected by law enforcement. See [Table 2](#), [Table 3](#), and [Table 4](#) for documentation requirements and placement of assigned numbers.

Application for an assigned serial number for a house trailer, trailer, or semitrailer must be made on *Law Enforcement Identification Number Inspection* (Form VTR-68-A) completed by a trained auto theft investigator. Additionally, a photograph of the trailer must be included with the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) but a photograph itself is NOT satisfactory to determine whether or not the trailer is homemade or manufactured. Submit to a TxDMV Regional Service Center.

Upon approval of the application, the TxDMV Regional Service Center will provide the new VIN on a *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) to the applicant as well as a copy of the completed application *Law Enforcement Identification Number Inspection* (Form VTR-68-A). It is the applicant's responsibility to have the assigned number die-stamped on all travel trailers, trailers and semitrailers.

- Assigned house trailer serial numbers will have an “HT” prefix followed by six digits, and such numbers must be die-stamped in an accessible place on the frame which extends beyond the house trailer body.
- Assigned serial numbers for trailers and semitrailers will have a “TR” prefix followed by six digits, and such numbers must be die-stamped on the right side of a permanent part of the frame forward of the axle or tandem assembly.

The *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) must be signed by the owner and the person who die-stamped the number. The owner must file an application for Texas title with their county tax assessor-collector's office if the house trailer, trailer, or semitrailer is required to be titled.

15.7 Assigned Numbers for Motorcycles

The frame number is designated as the VIN for title and registration purposes on all 1971 and subsequent year model motorcycles and on all motorcycles which were rebuilt or assembled since 1971. Either the motor number or the frame number may have been recorded on a Texas title as the identification number on a 1970 or prior year model motorcycle.

If an identifying number was not placed on the frame by the manufacturer or the motorcycle's frame number has been removed, changed, or obliterated, or was never placed by the manufacturer, such as pre-1970 Harley Davidson models, a Texas assigned VIN with the prefix "TEX" followed by six digits will be issued with the procedures outlined in [Section 15.5, "Assigned Component Part Numbers"](#) provided ownership by the applicant can be verified.

When applying for an assigned "TEX" VIN for a motorcycle, the completed *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and evidence of ownership must be submitted to the nearest TxDMV RSC for the issuance of the assigned vehicle number. If the application is approved, the assigned "TEX" number decal is to be placed on the right side of the motorcycle's frame on the neck of the steering head. It is the applicant's responsibility to also have this same TEX number die-stamped on the frame adjacent to the assigned number decal. The die-stamped number will serve as a secondary number for identification purposes.

The *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) must be signed by the applicant upon receipt. The applicant must then file an application for Texas title with their county tax assessor-collector's office, recording the assigned number. The *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N), a photocopy of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A), and any evidence establishing ownership to the vehicle, must be submitted in support of the application.

15.8 Assigned and Reassigned Equipment Numbers

Assigned and reassigned equipment numbers are available for tractors, farm implements, special mobile equipment, and off-road construction equipment. The procedure for applying for an assigned or reassigned number for equipment is the same as for other vehicles (See [Section 15.2, "Rightful Owner"](#)). However, no VIN decal will be issued; it is the applicant's responsibility to die-stamp the number on the equipment.

If an applicant cannot provide evidence of ownership and the equipment was not seized by law enforcement, a statement of fact explaining the circumstances of ownership, must be provided. In addition to this form, the “REMARKS” area of the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) must contain a statement from law enforcement advising that they have no interest in seizing the equipment. The statement of fact must be filed with the application. If the applicant cannot obtain the “no interest” statement from law enforcement, an assigned or reassigned number will not be issued until a court order awarding ownership of the equipment to the applicant is obtained.

It is the applicant's responsibility to die-stamp the assigned or reassigned number on the equipment as designated by the department (See [Table 4](#)). The applicant must complete the certification portion of the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) and retain the form with their ownership document(s) for the equipment.

15.9 Assigned Numbers Issued by Another State

Evidence showing a motor, serial, or VIN assigned by another state may be submitted to support an application for Texas title. However, if the vehicle involved is a Ford product manufactured since March 31, 1932, the frame number or body number (not the assigned motor number) must be shown on the application for Texas title. Therefore, if an application for Texas title is supported by out-of-state evidence recording an assigned motor number for a Ford product as stated above and such number is used to describe the vehicle on the application, the transaction must show the frame or body number as revealed by the Vehicle Inspection Report or *Law Enforcement Identification Number Inspection* (Form VTR-68-A), which must accompany the transaction. The reason for this is that assigned numbers issued by some states are stamped on the motor block on Ford products, and Texas recognizes the number on the frame or body on Ford products manufactured since March 31, 1932.

15.10 Exempt Agencies

In obtaining an assigned number for a vehicle owned by an exempt agency, the same procedures apply, except that no fees are assessed for issuing assigned numbers to exempt agencies of the State of Texas.

15.11 Cancellation of Assigned Number

If a person to whom an assigned number has been issued decides the assigned number is unnecessary, the *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N) should be returned to TxDMV for cancellation, accompanied by a statement explaining the reason the number was not used.

DEFINITIONS

A

Assembled Vehicle: A vehicle assembled from the three basic component parts (motor, frame, and body). An assembled vehicle is:

- built (assembled) from new or used materials and parts by someone not regulated as a motor vehicle manufacturer (usually an individual or by a shop);
- altered or modified to the extent that it no longer reflects the original manufacturer's configuration; or
- assembled from a kit, even if a Manufacturer's Certificate of Origin or Manufacturer's Statement of Origin is provided.

B

Bill of Sale: For purposes of this document, a component part of a vehicle by which the vehicle is not titled may be transferred on a bill of sale or a *Component Part(s) Bill of Sale* (Form VTR-63).

Block: The casting that contains the cylinders of an internal combustion engine.

Brand: A remark printed on the face of a vehicle title which may have a value limiting impact (flood-damage, manufacturer buy-back, rebuilt salvage, replica, etc.).

Bus: A motor vehicle used to transport persons and designed to accommodate more than 10 passengers, including the operator; or a motor vehicle, other than a taxicab, designed and used to transport persons for compensation.

C

Cab: A compartment in the front of a motor vehicle where the driver sits.

Carrying Capacity: The empty weight of a commercial vehicle when the body style is shown as cab and chassis on the manufacturer's certificate, or as noted on a DPS certified weight certificate. The certified weight certificate must include weight of the bed and all attachments.

Chassis: A chassis includes the supporting frame of the vehicle plus the axles, springs, steering system, and fuel tank.

Combination: A truck-tractor or commercial motor vehicle with a gross weight of more than 10,000 pounds that is used or is to be used in combination with a semitrailer that has a gross weight of more than 6,000 pounds.

Commercial Motor Vehicle: These vehicles have certain weight restrictions and are used primarily for public transit or the transportation of property. They may include reconstructed passenger cars used primarily for delivery purposes, with the exception of passenger cars used in the delivery of mail. By Texas statute, §548.001(1), “Commercial Motor Vehicle” means a self-propelled or towed vehicle, other than a farm vehicle with a gross weight, registered weight, or gross weight rating of less than 48,000 pounds, that is used on a public highway to transport passengers or cargo if: (A) the vehicle, including a school activity bus as defined in §541.201, or combination of vehicles has a gross weight, registered weight, or gross weight rating of more than 26,000 pounds (B) the vehicle, including a school activity bus as defined in Transportation Code Section 541.201, is designed or used to transport more than 15 passengers, including the driver; or (C) the vehicle is used to transport hazardous materials in a quantity requiring placarding by a regulation issued under the Hazardous Materials Transportation Act (49 U.S.C. §§5101 et seq.).

Component Parts: The individual items that are assembled to comprise a vehicle. The three basic component parts of a motor vehicle, for which ownership evidence is required are the motor/engine, frame/chassis/floor-pan, and body. All three of the basic component parts are required in order for a vehicle to be eligible for title and/or registration

E

Evidence of Ownership:

For first sale of a new vehicle, the manufacturer's certificate of origin (MCO);

For used vehicle sales:

- the current vehicle title, assigned to the title applicant; or
- a legitimate bill of sale for an out-of-state transfer in which all dealer re-assignments have been used, an operation of law transfer, a valid component parts transfer, a non-titled Texas vehicle or with certain out-of-state current registration evidence.

F

Floor-pan: A Volkswagen Beetle's pressed steel floor, spot welded to the channel shaped middle section/spine of the frame.

G

Glider Kit: A complete new cab, frame, front axle, and accessories for a truck or truck tractor.

H

Homemade: (a) the construction or assembly of a motor vehicle from new or used parts, using a body or frame not originating from any previously manufactured motor vehicle meeting Federal Motor Safety Standards, and originally constructed under a distinctive name, make, model, or type by a generally recognized manufacturer of motor vehicles; or (b) a substantial alteration or modification made to an original manufacturer's specifications that has materially changed the original configuration, structure or specifications, or basic components of a previously assembled or manufactured motor vehicle.

M

Manufacturer: a person who manufactures, distributes, or assembles new vehicles.

Manufacturer's Certificate of Origin (MCO): The "birth certificate" of a vehicle, and the only acceptable basic evidence under which an applicant may obtain a title for a new vehicle. The MCO shows the original transfer of a new motor vehicle from the manufacturer to the original purchaser.

Motor Home: A self-propelled vehicle constructed with a built-in kitchen, sleeping facilities, etc. It consists of the permanent attachment of a motor home body onto a chassis only obtained from a manufacturer. The body is designed to completely envelop or cover the engine of the motor home vehicle.

N

Negotiable Title: An original government issued ownership document for a motor vehicle, which provides space on the front or reverse side for the assignment (transfer) of the vehicle by the owner of record, making it valid for transfer of ownership or to establish a lien.

O

Optional Classification Vehicle: Certain vehicles manufactured of special design that may be registered at the owner's option either as a commercial or passenger vehicle, depending on its intended use.

P

Passenger Vehicle: A motor vehicle, other than a motorcycle, used to transport persons and designed to accommodate 10 or fewer passengers, including the operator.

Power Train: The engine, transmission, differential, and accessories of a truck or truck tractor.

R

Rebuilt: A previously damaged vehicle which was issued a Salvage Vehicle Title and was then subsequently rebuilt, repaired, or reconstructed to an operable condition.

Reconstructed: A brand placed on the vehicle title to advise it was converted in such a manner that it no longer resembles the vehicle as originally manufactured.

Reconstructed (Vehicle): A vehicle that has been permanently altered from original construction by removing, adding, or substituting major component parts.

Registration Purposes Only: Texas non-negotiable titles for “Registration Purposes Only” are issued for any vehicle last registered or titled in another state which requires Texas registration and the owner or operator cannot, or does not wish to, surrender the negotiable out-of-state evidence of ownership to obtain a negotiable Texas title.

Remark: A pertinent notation about the vehicle's history, contained in the vehicle record, which may or may not be printed on the face of a vehicle title (Bonded Title, CCO issued, Exempt, Title Surrendered to “XX”, etc.). Some remarks are also vehicle brands.

T

Title Only: A negotiable vehicle title without Texas registration. Title Only vehicles may not be operated on public roadways in Texas.

Truck: Every motor vehicle designed, used, or maintained primarily for the transportation of property, including any passenger vehicle reconstructed for delivery purposes.

Truck Tractor: Every motor vehicle designed or used primarily for drawing other vehicles, and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

A

Assembled Vehicles 2 - 1, 2 - 7, 5 - 3, 12 - 1, 15 - 2
 Application for Title 2 - 1
 Custom Vehicles 4 - 3
 Motorcycles 5 - 2
 Replica 4 - 1
 Street Rod 4 - 3
 Assigned VIN 3 - 1, 15 - 1
 Cancellation 15 - 14
 Fee 15 - 3
 Issued by Another State 15 - 14
 Motorcycles 15 - 13

B

Bill of Sale 1 - 1, 3 - 1, 8 - 1, 9 - 1
 Definition - i
 Block
 Definition - i
 Body 1 - 1, 1 - 2, 3 - 1
 Body Changes 6 - 1
 Body Only 8 - 1
 Number 3 - 1
 Prefabricated 2 - 3
 Body Only 6 - 1
 Brand
 Definition - i
 Bus
 Definition - i

C

Cab
 Changes 9 - 1
 Definition - i
 Cab Only 9 - 1
 Cadillacs 7 - 2
 Camper 11 - 1, 11 - 3
 Carrying Capacity
 Definition - i
 Certificate of Authority to Dispose of a Motor Vehicle
 (COA) 3 - 3
 Certified Weight Certificate 2 - 2, 3 - 2, 4 - 2, 6 - 1, 9 - 1, 10 -
 1, 11 - 2, 12 - 1

Chapter 3, Rebuilt and Reconstructed Vehicles 2 - 3

Chassis
 Definition - i
 Combination
 Definition - i
 Commercial motor vehicle
 Definition - ii
 Component Parts 1 - 1
 Component Part Numbers 15 - 10
 Definition - ii
 Motorcycles 1 - 3
 Ownership Evidence 1 - 3
 Confidential VIN Inspection 15 - 4
 Conversion Vans 11 - 2
 Converted Trucks and Buses 11 - 1
 Corrected Title 15 - 1
 Custom Vehicles 4 - 3

E

Equipment Numbers 15 - 13
 Evidence of Ownership 1 - 2
 Definition - ii
 Exempt Agencies 15 - 14

F

Fleet 8 - 2
 Floor-pan
 Definition - ii
 Ford Products 3 - 2, 6 - 2, 7 - 2, 8 - 2
 Forms
 Application for Texas Title and/or Registration (Form
 130-U) 3 - 1, 4 - 1, 4 - 4, 5 - 2, 6 - 1, 6 - 2, 7 - 1, 8 - 1, 9
 - 1, 10 - 1, 11 - 2, 11 - 3, 12 - 1, 14 - 1, 14 - 2, 15 - 1
 ASE Safety Inspection and Application for Custom
 Vehicle or Street Rod License Plates (Form VTR-852)
 2 - 1, 4 - 3, 4 - 4
 ASE Safety Inspection for Assembled Vehicles (Form
 VTR-64) 2 - 1, 2 - 5, 3 - 1, 4 - 1
 Component Part(s) Bill of Sale (Form VTR-63) 1 - 1, 2 - 2,
 2 - 3, 4 - 1, 5 - 2, 7 - 1, 15 - 4
 Law Enforcement Identification Number Inspection (Form
 VTR-68-A) 2 - 2, 3 - 2, 4 - 1, 5 - 2, 9 - 1, 12 - 2, 15 - 2,
 15 - 3

Notice of Assigned or Reassigned Identification Number
(Form VTR-68-N) 2 - 2, 3 - 1, 4 - 1, 5 - 2, 9 - 1, 12 - 2,
15 - 1, 15 - 7, 15 - 10, 15 - 11, 15 - 12, 15 - 13, 15 - 14
Rebuilt Vehicle Statement (Form VTR-61) 2 - 2, 3 - 1, 5 -
2, 6 - 1, 6 - 2, 6 - 3, 7 - 1, 9 - 1, 10 - 1, 12 - 1, 14 - 1, 14
- 2, 15 - 4
Surrendered Ownership Evidence for Vehicles to be
Dismantled, Scrapped, or Destroyed (Form VTR-340)
1 - 2
Surrendered Ownership Evidence for Vehicles to be
Dismantled, Scrapped, or Destroyed (Form
VTR-340-M) 1 - 2
Trailer Verification Statement of Fact (Form VTR-141) 12
- 2
Frame 1 - 1, 1 - 2, 3 - 1
Frame Changes 7 - 1
Number 3 - 1, 8 - 2

G

Glider Kit 10 - 1
Definition - ii

H

Homemade
Definition - iii
Trailer 12 - 2
Homemade Vehicle 2 - 3

J

Jeeps 8 - 2
Justice of the Peace 15 - 5

M

Manufacturer's Certificate of Origin (MCO)
Definition - iii
Secure Form 13 - 1
Manufacturers 13 - 1
Definition - iii
First and Second Stage 11 - 3
Semitrailers 13 - 1
Trailers 13 - 1
Motor 1 - 1, 1 - 3, 3 - 1
Motor Changes 8 - 1
Number 3 - 1, 8 - 1
Motor Home 11 - 1, 11 - 3
Definition - iii
Motorcycles 1 - 3, 5 - 1
Assigned VINs 15 - 13

N

National Highway Traffic Safety Administration (NHTSA)
13 - 1
Negotiable Title
Definition - iii
Nonrepairable Vehicle 3 - 3

O

Optional Classification Vehicle
Definition - iii
Owner Identification (ID) 1 - 4

P

Passenger Vehicle
Definition - iii
Pencil Tracing 2 - 2, 4 - 1, 5 - 2, 6 - 2, 8 - 1
pencil tracing 3 - 1
Power Train 10 - 1
Definition - iii
Power Train Only 10 - 1
Prefabricated Body 2 - 3, 4 - 1

R

Reassigned VIN 15 - 1
Fee 15 - 3
Rebuilt 3 - 1, 15 - 2
Definition - iv
Motorcycles 5 - 2
Rebuilt Salvage 1 - 1, 3 - 3, 9 - 2
Reconstructed 2 - 4, 5 - 3, 9 - 2, 15 - 2
Brand 1 - 1
Definition - iv
Remark 11 - 1
Reconstructed Vehicle
Definition - iv
Registration Purposes Only
Definition - iv
Remark
Definition - iv
Replica 4 - 1, 4 - 4
Custom Vehicles 4 - 3
New Replica 4 - 3
Street Rods 4 - 3
Rightful Owner 15 - 4

S

Semitrailers 12 - 1
 Assigned Numbers 15 - 12
 Manufacturers 13 - 1
Statement of Fact 6 - 2
Street Rods 4 - 3
Stripped Down Vehicles 2 - 5

T

TEX Prefix Numbers 15 - 9
Title Corrections
 Commercial Vehicles 14 - 1
Title Only 10 - 1
 Definition - iv
Trailers 12 - 1
 Assigned Numbers 15 - 12
 Homemade 12 - 2
 Manufacturers 13 - 1
 Shopmade 12 - 2
Truck
 Definition - iv
Truck Tractor
 Definition - iv

V

Vehicle Identification Number (VIN) 1 - 2
 Assigned 15 - 1
 Commercial Vehicles 1 - 2
 Fees 15 - 3
 Ford products 1 - 2
 Inspection 15 - 4
 Installation 15 - 7
 Reassigned 15 - 1, 15 - 5
 TEX Prefix 15 - 9
 Volkswagen Beetles 1 - 2
Vehicle Inspection Report 2 - 2, 3 - 2, 4 - 1, 15 - 14
Volkswagen Beetle 2 - 4, 6 - 3, 7 - 2
 Assigned VIN 3 - 1
 Floor-pan 3 - 1, - ii
 VIN 1 - 2

W

weight certificate 11 - 3