

NMVTIS GUIDE



Texas Department *of* Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW.

TxDMV October 2023

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TABLE OF CONTENTS

Chapter 1 Overview	1-1
1.1 Background	1-1
1.2 Process	1-1
1.3 Applicability	1-2
1.4 NMVTIS Processing Timeline	1-2
1.5 State Participation	1-3
In Development/Not Participating	1-4
Chapter 2 Errors	2-1
2.1 Errors	2-1
Overview	2-1
Inquiry Error Reports	2-1
Summary, Errors, Warnings (SEW) Report	2-2
Corrections	2-2
2.2 NMVTIS HOLD	2-2
TITLE REJECTED Also on Record	2-2
2.3 BRAND HOLD	2-2
2.4 Error Messages	2-3
Errors Possible and/or Require County Handling	2-3
Errors Unlikely and/or Not Possible for County Handling	2-7
Chapter 3 County Error Corrections	3-1
3.1 Review	3-1
Multiple Errors for the Same Transaction	3-1
3.2 Correction Required	3-1
3.3 Correction Not Possible or Not Appropriate	3-2
3.4 Corrections Required and Not Required on Same VIN	3-2
3.5 Correcting Odometer Errors (Error #535)	3-3
3.6 NMVTIS Special Handling	3-3
Chapter 4 Warnings	4-1
4.1 Overview of Warnings	4-1
4.2 Warning Messages	4-1
Chapter 5 Title Brands	5-1
5.1 NMVTIS Brands	5-1
Vehicle/Title	5-1
Odometer	5-3
MISCELLANEOUS	5-4
5.2 Brands/Remarks not Appearing on Surrendered Document	5-4
Salvage or Nonrepairable (JUNK)	5-5
Salvage	5-5
Nonrepairable (JUNKED)	5-6

Customer Dispute	5-6
5.3 NMVTIS Conversion to Texas Brands	5-6
5.4 Reconstructed Brand	5-8
5.5 Dismantled Brand	5-9
5.6 Texas Reporting	5-10
5.7 Brand Removal	5-10
Chapter 6 Ownership Evidence Surrendered: RTS Screen TTL017	6-1
6.1 Overview	6-1
6.2 Out-of-State Titles	6-2
6.3 Foreign Evidence	6-2
6.4 Government Bill of Sale	6-2
6.5 Heirship Form	6-3
Chapter 7 Title Numbers and Issue Date	7-1
7.1 Entry of Title Numbers (Dashes and Spaces)	7-1
7.2 California and New York Title Numbers	7-1
7.3 Title Samples and Title Information	7-1
Alabama	7-2
Alaska	7-3
Arizona	7-3
Arkansas	7-4
California	7-5
Colorado	7-6
Connecticut	7-6
Delaware	7-7
District of Columbia	7-7
Florida	7-8
Georgia	7-8
Hawaii	7-9
Idaho	7-9
Illinois	7-10
Indiana	7-11
Iowa	7-12
Kansas	7-12
Kentucky	7-13
Louisiana	7-13
Maine	7-14
Maryland	7-14
Massachusetts	7-15
Michigan	7-15
Minnesota	7-16
Mississippi	7-16
Missouri	7-17
Montana	7-17
Nebraska	7-18
Nevada	7-19
New Hampshire	7-20
New Jersey	7-21
New Mexico	7-22
New York	7-23
North Carolina	7-24

North Dakota	7-24
Ohio	7-25
Oklahoma	7-25
Oregon	7-26
Pennsylvania	7-26
Rhode Island	7-27
South Carolina	7-27
South Dakota	7-27
Tennessee	7-28
Utah	7-28
Vermont	7-29
Virginia	7-29
Washington	7-30
West Virginia	7-31
Wisconsin	7-31
Wyoming	7-32
Chapter 8 Miscellaneous	8-1
8.1 VIN Changes between Issued Ownership Evidence	8-1
VINs with Characters Not Accepted/Changed in RTS	8-1
Incorrect VIN printed on Surrendered Ownership Evidence	8-1
8.2 Corrected-Original	8-2
8.3 Legal Restraints	8-2
OR Legal Restraints (Owner Retained)	8-2
CR9 Legal Restraints (Manufacturer Buyback)	8-2
RECOND Legal Restraints (RECONDITIONED)	8-2
SALVAGE Legal Restraints	8-2
TRSALVAGE Legal Restraint	8-2
8.4 Previous VIN	8-3
8.5 IT Errors	8-4
8.6 NMVTIS Errors/Warnings Not Used	8-5
Chapter 9 TxDMV Procedures and Guidelines	9-1
9.1 VIN Changes between Issued Ownership Evidence	9-1
VINs with Characters Not Accepted/Changed in RTS	9-1
VIN Corrections from Out-of-State Ownership Evidence	9-1
9.2 Salvage and Nonrepairable Titles/Certificate of Authority (COAs)	9-2
VIN Changes/Corrections	9-2
9.3 NMVTIS Reports Vehicle is JUNKED	9-3
JUNKED Reported in Error	9-3
9.4 Brands	9-3
Removal from NMVTIS	9-3
BRAND HOLD Procedures	9-4
Customer Disputes for Brands Automatically Placed on Titles	9-4
9.5 NMVTIS Web Interface	9-4
Access and Use of Information	9-4
9.6 Understanding the NMVTIS Web Interface	9-5
Vehicle Brand Information	9-5
Vehicle Theft Information	9-5
Other Vehicle Information	9-5
Jurisdiction Contact Information	9-6
Junk, Salvage, and Insurance (JSI) Information	9-6

	Transaction Type Codes	9-7
9.7	Modifications via NMVTIS Web Interface	9-7
	State Titling Key	9-7
	Odometer Reading	9-7
Chapter 10	Definitions	10-1
10.1	Definitions	10-1
	AAMVA	10-1
	Brand Date	10-1
	BRAND HOLD <date>	10-1
	Brand Pointer	10-1
	CSOT	10-1
	Duplicate VIN pointer	10-1
	JSI	10-2
	NMVTIS	10-2
	NMVTIS HOLD <date>	10-2
	RTS	10-2
	SEW	10-2
	SOT	10-2
	SWI	10-2
	Title Number	10-3
	VIN Pointer	10-3

This chapter contains the following sections:

- [1.1 Background](#)
- [1.2 Process](#)
- [1.3 Applicability](#)
- [1.4 NMVTIS Processing Timeline](#)
- [1.5 State Participation](#)

1.1 Background

The National Motor Vehicle Title Information System (NMVTIS) was designed to assist and provide benefits to states' motor vehicle titling agencies.

The U.S. Department of Justice (USDOJ) is responsible for oversight of the implementation and operation of NMVTIS, and works in partnership with the American Association of Motor Vehicle Administrators (AAMVA). NMVTIS serves as a repository of vehicle related information, which provides states with a mechanism to instantly check all participating states' vehicle title records to verify the accuracy and legitimacy of title information.

NMVTIS reporting was established according to 49 U.S.C. 30502; therefore, it is federally mandated. Since consumers and states can access the information, the system makes it much easier to detect attempts to use Vehicle Identification Numbers (VINs) from stolen vehicles and destroyed or salvaged vehicles in cloning operations. Although not required, NMVTIS can also serve as a tool for junk and salvage yards to check a vehicle's title history for any reason before accepting the vehicle into inventory. NMVTIS also contains brand records associated with vehicles, which helps states substantially reduce the omission or washing of value limiting brands.

1.2 Process

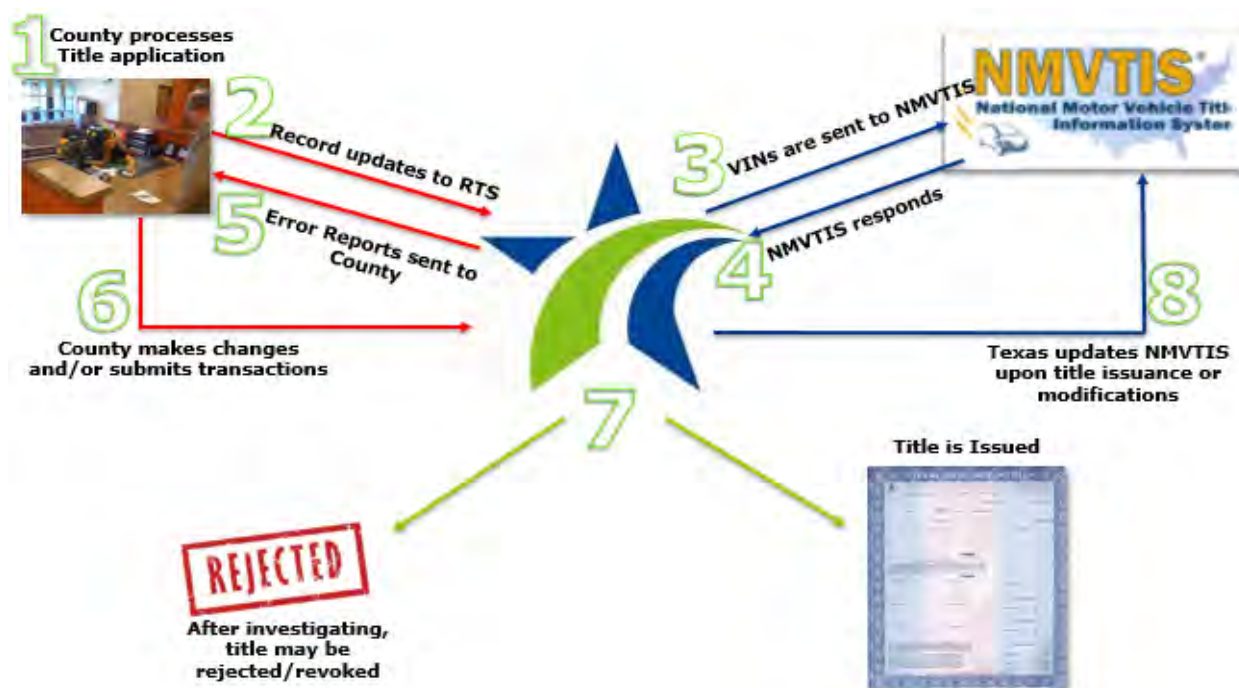
The process involves each state making some method of an inquiry against the records in the NMVTIS database and resolving any conflicts prior to the state issuing a title. Once a title is issued, each state must provide some basic vehicle and title information to be added to the NMVTIS title history.

The process that Texas utilizes is the batch method. Each night, title records processed that day are evaluated to create a VIN inquiry file, which is then sent to NMVTIS. The following day the title history of the vehicle is returned to the TxDMV. The vehicle record in the Registration and Title System (RTS) is electronically compared to the NMVTIS title history. Any conflicts between the RTS record and the NMVTIS title history, relevant to Texas, may result in an Error or a Warning, such as conflicts of year, make, brands, etc. Conflicts identified as Errors will be printed on each processing county's NMVTIS

Inquiry Error Report, for correction within 2 to 3 days of the title application having been processed. Tax Assessor-Collectors (TAC) must review these errors and make any necessary corrections in RTS (which will restart the inquiry process as this is considered a new transaction).

Once a title application has cleared the NMVTIS inquiry with no errors, the transaction is sent to the TxDMV for processing and title release.

Once a title has been released, an update is sent to NMVTIS to add the new Texas title record to the NMVTIS title history



1.3 Applicability

NMVTIS contains title histories on self-propelled vehicles that are designed to operate on public roads. These types of vehicles include passenger vehicles, trucks, truck tractors, motorcycles, mopeds, and buses among others. This includes all title types such as Salvage and Nonrepairable.

Registration Purposes Only (RPO) and non-titled records, which are not ownership records, are not a part of NMVTIS. Additionally, title records for trailers, recreational off-highway vehicles (ROVs), golf carts, and machinery among others are also not included. No inquiry is done against NMVTIS for these types of vehicles or records, thus County TACs will not receive NMVTIS errors for these vehicle types.

1.4 NMVTIS Processing Timeline

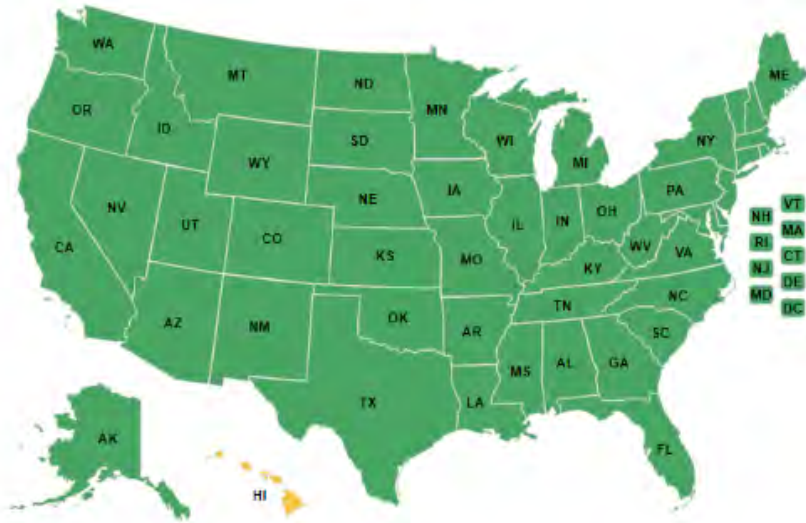
The inquiry phase of a transaction with NMVTIS typically takes 2 days. In rare situations it may take 3 to 4 days; however, the Vehicle Titles and Registration (VTR) Division will attempt to provide communications to the County TACs when NMVTIS inquiry delays are anticipated. Below are best case examples.

- **Day 1: Initial title application is processed at the County TAC’s office**
- **Day 2: Inquiry made with NMVTIS.**
- **Day 3: Transaction appears in RTS (end of 48 hour void period). Transactions with errors will be logged on the County TAC’s NMVTIS Inquiry Error Report. These transactions must be pulled for correction and should NOT be sent to the department until corrected or verified as correct.**

Note: Transactions processed on Day 1 that do not appear on the error report (on Day 3) can be forwarded to the Department on Day 4. This is consistent with the 3 business day minimum retention of paperwork at the County TAC’s office.

If there is an error that requires correction through RTS:County TAC will correct the error through the Correct Title Rejection event. The “corrected” transaction starts the transaction again at Day 1. RTS corrected transactions will result in a new Document Number (DocNo) and will be processed with that day’s bundle starting the corrected transaction’s cycle back at Day 1. A new inquiry will be done on the corrected transaction along with the other transactions processed that same day.

1.5 State Participation



Currently, 99% of the U.S. DMV data is represented in the system based on the most current Federal Highway Administration Data (2020)

- 50 States/Participating Jurisdiction (Includes the District of Columbia) - states/jurisdiction that provides data and inquire into the system before issuing new titles
- 1 State in Development

This map represents state motor vehicle titling agencies' level of compliance with NMVTIS. These state agencies have separate responsibilities and reporting requirements under the NMVTIS rules and regulations than do other reporting entities, such as, junk/salvage yards and insurance carriers. Per the NMVTIS rules and regulations, state compliance includes providing data to NMVTIS, making title inquiries, and paying user fees.

In Development/Not Participating

States that are shown in gray are not participating or providing their motor vehicle records to NMVTIS. For these states, no inquiry can be conducted to validate the surrendered title document. The NMVTIS inquiry will be able to check to see if a more recent title has been issued or if any previously applied brands (by other participating states) are on the NMVTIS history that may not appear on the surrendered title.

This chapter contains the following:

- [2.1 Errors](#)
- [2.2 NMVTIS HOLD](#)
- [2.3 BRAND HOLD](#)
- [2.4 Error Messages](#)

2.1 Errors

Overview

NMVTIS errors are:

- **Conflicts of vehicle (Year, Make, Odometer, etc) and title (jurisdiction and issue date) information between the Texas record in process and NMVTIS**
- **Omission of a brand that should be carried forward**
- **Technical issues (these are resolved by TxDMV’s IT department)**

There are two types of error reports. Those resulting from the inquiry into NMVTIS, and those resulting from the updating of NMVTIS. All errors require County TAC or TxDMV action.

Inquiry Error Reports

NMVTIS Inquiry errors (except for IT errors) are provided directly to the County TAC processing the title application. NMVTIS Inquiry Error Reports are automatically generated and printed to the County TAC’s RTS Network printer each morning (Workstation 100). Error reports will almost always be available the same morning as the transaction is available in RTS (the morning following the 48 hour void period). However, in some rare situations the error reports may be delayed another day.

If there are no errors for a specific day’s transactions for that County TAC, the report will print indicating that no errors were present. The department will attempt to make notification if no error reports can be generated, and an additional day delay is expected.

The title application must be reviewed to ensure that the identified error is addressed. Errors that cannot be addressed with a correction by the County TAC (Correct Title Rejection event) will require the title application to be submitted for “[NMVTIS Special Handling](#)” for the TxDMV NMVTIS Helpdesk to review. **Example:** NMVTIS indicates Oklahoma issued the most recent title, but the County TAC has accepted an Arkansas title. This is an error that the County TAC cannot resolve as it requires TxDMV research and coordination with Arkansas and Oklahoma.

Summary, Errors, Warnings (SEW) Report

The SEW Report is automatically generated following the daily Texas update to NMVTIS records. It provides a summary count and overview of the update and a break down of any issues. This report is provided to the TxDMV NMVTIS Helpdesk for handling and is not provided to counties for any action.

Corrections

The most common preventable NMVTIS errors will result from data entry errors and omitted brands. It is possible that the ownership document surrendered does not reflect a brand that NMVTIS indicates. This could be a result of the prior state having omitted the brand, or that the prior state did not recognize (and therefore did not carry forward) the indicated brand. (See [5.2 Brands/Remarks not Appearing on Surrendered Document](#)). Refer to [Chapter 3, “County Error Corrections”](#) for procedures on correcting NMVTIS related errors.

2.2 NMVTIS HOLD

A “NMVTIS HOLD” remark, containing the date the hold was placed on the record, is automatically applied to the record for ALL transactions that have a NMVTIS error. A “NMVTIS HOLD” functions identically to a “REJECT” remark. It can only be cleared when the transaction is processed through the Correct Title Rejection event in RTS or by the TxDMV. Errors that cannot be corrected by the County TAC through the Correct Title Rejection event must be sent to the TxDMV for special handling to allow for review and TxDMV removal of the NMVTIS HOLD.

TITLE REJECTED Also on Record

A NMVTIS HOLD is considered a rejection; therefore, a TITLE REJECTED will also automatically be applied to the same record. Both of these remarks are cleared off at the same time when processing the transaction through the Correct Title Rejection event. It is recommended that the transaction not be processed through the Correct Title Event until such time that all NMVTIS errors and reasons for rejection can be corrected/resolved. This will allow issues to be addressed at once, and no additional work will be required to request another county rejection. If a county rejection is still needed after a NMVTIS related correction, a rejection needs to be requested through the County TAC’s local TxDMV Regional Service Center so a “TITLE REJECTED” remark can be placed back on the record.

2.3 BRAND HOLD

Any transaction with a BRAND HOLD requires the transaction to be sent for special handling even if the transaction has been corrected to apply the brand.

A “BRAND HOLD” remark, containing the date the hold was placed on the record, is automatically placed on the record for ALL transactions that receive NMVTIS error #910. A “BRAND HOLD” functions similar to the “NMVTIS HOLD” and “TITLE REJECTED” remarks in that it prevents a title from being issued until the BRAND HOLD is removed. The BRAND HOLD can only be removed by the TxDMV. A transaction that results in an error for a missing/omitted brand (error #910) will result in a “TITLE

REJECTED,” “NMVTIS HOLD,” and a “BRAND HOLD” both being placed on the transaction. Upon processing the correction through the RTS “Correct Title Rejection” event to apply the brand and resolve any other potential errors, the “TITLE REJECTED” and “NMVTIS HOLD” will be removed (pending additional inquiry with NMVTIS); however, the “BRAND HOLD” will remain until the TxDMV removes it.

Any transaction that receives a NMVTIS error #910 and is marked with “BRAND HOLD” must be corrected to apply the brand, and then submitted to the department for special handling once no other errors remain on the transaction. This is done to allow the TxDMV to review the surrendered ownership evidence. NMVTIS indicated brands that are not reflected on the surrendered ownership evidence will result in the applicant being sent a letter, notifying them of the brand(s) that will be applied to their vehicle record as applicable.

2.4 Error Messages

Below is a comprehensive list of all NMVTIS error codes and messages. Each is followed by an explanation of the error and initial steps for correction. Transaction specific circumstances may dictate other courses of action. Many of these errors will not/should not be seen because RTS is programed in a manner to prevent them from occurring. However, these errors are designated as a standard by NMVTIS, or are significant to the vehicle’s value, and therefore are designed to appear on the NMVTIS Inquiry Error Report in the event they were to occur.

Errors Possible and/or Require County Handling

- **20A VIN IS LONGER THAN 17 CHARACTERS**
RTS allows for the capturing of up to 22 characters in the VIN field; however, most VINs are 17 or fewer characters. Review the transaction to ensure that the VIN was correctly entered. If the VIN is legitimately greater than 17 characters, please submit this transaction for special handling, as the NMVTIS HOLD will need to be removed by the TxDMV.
- **222 VIN POINTER VEHICLE MAKE IS DIFFERENT FROM SURRENDERED TITLE**
There is a discrepancy between the vehicle’s Make in RTS and in NMVTIS. Review the transaction to ensure the vehicle make on the surrendered ownership evidence was correctly captured in RTS. Correct as needed. If there is a legitimate difference, such as the previous state using a non-standard abbreviation or the vehicle has undergone a major component change, please submit this transaction for special handling.
- **223 VIN POINTER VEHICLE MODEL YEAR IS DIFFERENT FROM SURRENDERED TITLE**
There is a discrepancy between the vehicle’s Model Year in RTS and in NMVTIS. Check the vehicle model year on the transaction to ensure it matches the vehicle model year on the surrendered ownership evidence. Correct as needed. If there is a legitimate difference, such as the vehicle has undergone a body change or as part of correcting an error, please submit this transaction for special handling.

- **434 DUPLICATE VIN/MAKE/MODEL YEAR FOUND ON FILE**

There are multiple current NMVTIS records for the VIN/Make/Year combination. Please review the transaction to ensure it was properly captured in RTS. If no other errors are associated with the transaction, please submit this transaction for special handling.
- **505 CSOT IN PROGRESS**

Another state has a title in process for this VIN. States that participate in the “integrated” or live version of NMVTIS provide updates in real time (Texas does not) which updates the NMVTIS record as they are processing a transaction. Please examine the transaction to ensure it was properly captured in RTS and that no other errors are associated with this same transaction. Process the transaction through the Correct Title Rejection event in RTS making no changes to the record (unless required to resolve other errors). If this same error is generated on the transaction processed through the Correct Title Rejection event (and is the only error), submit this transaction for special handling.
- **533 UNDO CSOT IN PROGRESS**

Another state is in the process of removing its title record from NMVTIS. This could mean that the title accepted to support the Texas application may no longer be valid. Please review the transaction to ensure it was properly captured in RTS and that no other errors are associated with this same transaction. Process the transaction through the Correct Title Rejection event in RTS making no changes to the record (unless required to resolve other errors). If this same error is generated on the transaction processed through the Correct Title Rejection event (and is the only error), submit this transaction for special handling.
- **535 VIN POINTER ODOMETER READING IS GREATER THAN NEW READING**

The odometer reading in NMVTIS is higher than the odometer captured on the Texas transaction. Review the transaction to ensure the odometer was correctly entered. The odometer must be increased if it was incorrectly entered into RTS or if the owner reports a corrected odometer. Otherwise, the record must be branded NOT ACTUAL MILEAGE in RTS upon the County TAC notifying the owner. Refer to [Chapter 3, Section 3.5 Correcting Odometer Errors \(Error #535\)](#).
- **902 NO VIN POINTER RECORD FOR EXISTING VIN**

The transaction in RTS indicates a title type (other than a Manufacturer’s Certificate of Origin) was accepted from a NMVTIS participating state; however, NMVTIS does not have a record of this title. Please verify the title used to support the transaction and ensure it was correctly captured in RTS. If the title information was correctly entered and no correction is necessary, please submit this transaction for special handling.

- **903 VIN POINTER RECORD FOUND FOR NEW VIN**

Manufacturer's Certificate of Origin was selected as the ownership evidence type; however, NMVTIS indicates a title has been issued for this VIN. Please review the application and ownership evidence to ensure the VIN was properly entered into RTS. This situation may arise from an incorrectly entered VIN, switched evidence that was not properly corrected, or a cloned vehicle. If the documentation indicates the selection of MCO was correct and the VIN is entered correctly on the transaction, please submit this transaction for special handling.
- **904 VIN ON VIN POINTER IS DIFFERENT FROM TX VIN**

A title history for this VIN was found; however, NMVTIS indicates that the VIN has been replaced by another state assigned VIN. Review the VIN on the application and ownership evidence surrendered. If the VIN has been correctly entered into RTS, please submit this transaction for special handling.
- **905 VIN POINTER JURISDICTION IS DIFFERENT FROM SURRENDERED TITLE**

The NMVTIS title history indicates that a different state has issued the most recent title for this VIN than was captured in RTS. Please review the transaction to ensure the correct Previous Title information was captured in RTS. If no corrections are needed, please submit this transaction for special handling.
- **907 VIN POINTER TITLE ISSUE DATE IS DIFFERENT FROM SURRENDERED TITLE**

The NMVTIS title history indicates a different issue date for the most recent title that has been issued for this VIN than was captured in RTS. Please review the transaction to ensure the correct previous title information was captured in RTS. If no corrections are required, please submit this transaction for special handling.
- **910 NMVTIS HAS BRAND <BRAND> FROM <BRNDR> THAT TX DOES NOT**

NMVTIS indicates that a brand (which will appear in lieu of <BRAND>) that Texas would carry forward is in the NMVTIS title history, but does not appear on the Texas record. The <BRNDR> will be the state or jurisdiction that applied the brand. Review the ownership evidence type surrendered to ensure a brand was not omitted. It is possible that the prior state did not recognize a particular brand; therefore, it does not appear on the title surrendered. ALL NMVTIS indicated brands should be carried forward to the Texas title whether they appear on the ownership evidence or not. After applying the brand, even if the transaction is free of any other errors, always submit any transaction that had an error for a missing/omitted brand for special handling even if the NMVTIS HOLD has been cleared (Also see [Chapter 2, Section 2.3 BRAND HOLD](#) and [Chapter 5, Section 5.2 Brands/Remarks not Appearing on Surrendered Document](#)).
- **912 VIN HAS CHANGED; VIN ON PREVIOUS TITLE IS <PREVVIN>**

NMVTIS indicates that the VIN associated with this vehicle has changed. Ensure the VIN was correctly captured on the Texas transaction from the ownership evidence surrendered. If no RTS correction is required, please submit this transaction for special handling.

- **913 BRAND 34 - MEMORANDUM COPY-TITLE IS FACSIMILE**

The ownership evidence surrendered to support the transaction may not be a valid title. Please review the evidence surrendered to ensure it is a valid ownership document. If it is determined the document is not valid, please notify the customer accordingly. If further research is required or the document appears to be valid, please submit this transaction for special handling.
- **914 BRAND 43 - VIN REPLACED BY STATE ASSIGNED VIN**

The VIN entered in RTS was replaced by a new state assigned VIN at some prior time. A title should not be issued with this VIN. This brand may be used on Rebuilt Vehicles. Review the transaction and ensure the VIN matches the ownership evidence surrendered. If no changes to the VIN are necessary based on the evidence provided with the application for Texas title, please submit this transaction for special handling.
- **915 BRAND 44 - GRAY MARKET-NOT IN COMPLIANCE WITH US STANDARDS**

This vehicle has been determined as a Gray Market Vehicle by a previous jurisdiction. Unless appropriate documentation was submitted with this transaction to prove the vehicle complies with US Standards, this vehicle cannot be titled. Notify the customer accordingly. If appropriate documentation was presented with the application, please submit this transaction for special handling.
- **916 BRAND 77 - CALL TITLE DIVISION**

A previous jurisdiction has identified an issue with the vehicle (almost exclusively involving the odometer). Please review the transaction to ensure it was properly captured in RTS. Provide an electronic copy of the transaction to your local TxDMV Regional Service Center and retain the paperwork until further instruction is provided. The TxDMV Regional Service Center will coordinate with the TxDMV NMVTIS Helpdesk to determine the proper course of action.
- **998 VIN INQUIRY ERROR**

The inquiry for this VIN's title history was not successful. Process the transaction through the Correct Title Rejection event in RTS making no changes to the record (unless required to resolve other errors). If this same error is generated a second time on the transaction processed through the Correct Title Rejection event (and is the only error), submit this transaction for special handling.
- **999 BRAND INQUIRY ERROR**

The inquiry for this VIN's brand history was not successful. Process the transaction through the Correct Title Rejection event in RTS making no changes to the record (unless required to resolve other errors). If this same error is generated a second time on the transaction processed through the Correct Title Rejection event (and is the only error), submit this transaction for special handling.

Errors Unlikely and/or Not Possible for County Handling

These errors are generally limited to the SEW Report handled by the TxDMV and should not be received by a County TAC. In the unlikely event that a County TAC office receives any of these types of errors, they should review the transaction to ensure all the information was properly carried forward from the previous title. If the transaction appears to be correct, the transaction should be submitted for special handling, so the TxDMV NMVTIS Helpdesk can review and process as necessary.

- **319 BRAND DATE BEFORE MODEL YEAR**

The brand date (which in Texas is generally the same as the title issuance date) is for a vehicle two or more model years later. A brand (or title) cannot be more than two years prior to the model year of the vehicle (Ex. A title could not be issued for a 2016 model year vehicle in 2014). Review the transaction to ensure the information was properly entered into RTS. If no corrections are necessary, please submit this transaction for special handling.

- **320 TITLE DATE BEFORE MODEL YEAR**

The title issuance date for a vehicle record is two or more model years later. A title cannot be more than two years prior to the model year of the vehicle (Ex. A title could not be issued for a 2016 model year vehicle in 2014). Review the transaction to ensure the information was properly entered into RTS. If no corrections are necessary, please submit this transaction for special handling.

- **401 TITLE EXISTS FOR THIS VIN/SOT/TITLE #**

This error is a post title issuance error that would appear only on a SEW Report and will not be seen by County TAC offices. Indicates that there is an exact match on NMVTIS of the VIN and title information combination which should not be possible with the issuance of a new title.

- **402 SAME VIN PROVIDED MORE THAN ONCE**

This error is a post title issuance error that would appear only on a SEW Report and will not be seen by County TAC offices. Indicates that we are providing two title records for the same VIN on the same day.

- **405 VIN/SOT/TITLE NUMBER NOT ON FILE**

This error would only result from a change to a title record via the RTS Mainframe to certain key fields, when these key fields are also reported to NMVTIS. Once these changes are made, the existing record on NMVTIS will also be updated. If the record cannot be located in NMVTIS based on the VIN and Texas Title information, this error will be generated on the SEW Report. It cannot appear on the NMVTIS Inquiry Error Report.

- **407 OLD VIN/SOT/TITLE NUMBER NOT ON FILE**

A series of unique events would need to occur for this error to be experienced. Please review the transaction to ensure all the vehicle and previous title information was accurately captured. If no corrections are needed, please submit this transaction for special handling.

- **413 UNABLE TO UNDO - WILL CREATE A DUPLICATE TITLE**

A title record was deleted or purged from the RTS Mainframe. As a result an undo request is sent to NMVTIS to remove the title record. If this removal will cause a duplicate title, an error is generated. This error will be generated on the SEW Report and cannot appear on the NMVTIS Inquiry Error Report. TxDMV will coordinate with AAMVA or via the Web Interface to remove the Texas title record from NMVTIS. This error will not be experienced by County TAC offices.
- **421 MORE THAN ONE RECORD FOUND FOR THIS BRAND**

This error is specific to the State of New York applying a brand to a vehicle. This error will not be experienced by County TAC offices.
- **423 BRANDER NOT ON FILE**

Indicates that Texas is not on file to apply brands. This is an IT issue. This error will not be experienced by County TAC offices.
- **425 DUPLICATE VIN/BRANDER/BRAND CODE/DATE ON INPUT**

Brands are only placed on the NMVTIS record one time unless the brand was changed and then needs to be reapplied. Such as a vehicle becoming salvaged, then being rebuilt and then becoming salvage again. This error results when a state attempts to add the same brand with the same brand date any subsequent time without some intermediary brand change. This error will not be experienced by County TAC offices.
- **427 BRAND EXISTS FOR VIN/BRANDER/BRAND CODE/DATE**

Similar to Error 425. This error will not be experienced by County TAC offices.
- **435 BRAND CODE NOT STORED ON BRAND FILE**

Each brand has an associated code. This error would occur if Texas attempted to send a brand (by a brand code) that did not exist on NMVTIS. This error will not be experienced by County TAC offices.
- **519 TITLE ISSUE DATE BEFORE VIN POINTER DATE**

Conflict between the title issue dates on certain files being sent to NMVTIS after the Texas title has been issued. This error will not be experienced by a County TAC.
- **524 INPUT TITLE ISSUE DATE SAME AS CURRENT RECORD**

This error would occur for a state that issues multiple titles for the same vehicle in the same day. For these states, a sequential identifier to establish which title is the most current of those issued on that day would be needed. Texas does not issue multiple titles on the same day, therefore this error will not be experienced.
- **537 CORRECTIVE UNDO ISSUED - WAITING FOR UPDATE**

Another state is in the process of removing its title record from NMVTIS to process a correction. This could mean that the title accepted to support the Texas application may no longer be valid. Please review the transaction to ensure it was properly captured in RTS and that no other errors are associated with this same transaction. Process the transaction through the Correct Title Rejection event in RTS making no changes to the record (unless required to resolve other errors). If this same error is generated on the transaction processed through the Correct Title Rejection event (and is the only error), submit this transaction for special handling.

- **543 BRAND 43 ISSUED; VIN <VIN> SHOULD NOT BE USED**
The VIN entered in RTS was replaced by a new state assigned VIN at some prior time. A title should not be issued with this VIN. This brand may be used on Rebuilt Vehicles. Review the transaction and ensure the VIN matches the ownership evidence type surrendered. This error would be identified as Error 914 during Inquiry. Error 543 appears on the SEW Report only.
- **544 BRAND 43 ISSUED; PREV VIN <VIN> SHOULD NOT BE USED**
Similar to 543 BRAND 43 ISSUED; VIN <VIN> SHOULD NOT BE USED. Involves a complexity in the vehicle's title history. Handle in the same manner as Error 543.

COUNTY ERROR CORRECTIONS

This chapter contains the following sections:

- [3.1 Review](#)
- [3.2 Correction Required](#)
- [3.3 Correction Not Possible or Not Appropriate](#)
- [3.4 Corrections Required and Not Required on Same VIN](#)
- [3.5 Correcting Odometer Errors \(Error #535\)](#)
- [3.6 NMVTIS Special Handling](#)

3.1 Review

When a County TAC receives notification of a NMVTIS error on a transaction that was processed in their office, they should review the transaction, paying attention to the area the error addresses. Ensure that the VIN, Make, Model Year and the Previous Title fields were properly entered into RTS. A majority of errors occur as a result of data entry errors.

Any transaction with a NMVTIS error will automatically have a NMVTIS HOLD placed on the record. This will be displayed in RTS in the remarks field.

Multiple Errors for the Same Transaction

It is probable that a single mistake will result in multiple errors.

For example, if a VIN is incorrectly entered, it is likely to result in errors for Year, Make, Odometer, VIN, Title Jurisdiction, Issue Date, possibly for brands, and more. When multiple errors are generated for the same transaction, it is possible that correcting a single mistake will resolve all NMVTIS Errors. If the wrong VIN is entered, the inquiry is done on the wrong VIN thus all the errors. When the NMVTIS title history is compared to the Texas record, it will likely not match ANY of the information captured in RTS.

Upon reviewing, if certainty is established that the transaction has been properly captured in RTS and there appears to be no action that can be taken to resolve the error(s), then there is potentially a larger problem that needs to be investigated by the Department to resolve it. In any situation where an error correction cannot be processed through the Correct Title Rejection event, the transaction should be submitted for special handling.

3.2 Correction Required

Whenever a correction is required, the County TAC should process it through the Correct Title Rejection event when possible. If a transaction has been sent for imaging, the Regional Service Center (RSC) may be contacted to confirm the error in film (if needed); otherwise, the rejection correction should be processed. The RSC will not provide copies of the paperwork from film. For webDEALER transactions, copies of the imaged transaction must be printed from the webDEALER application when available and surrendered upon submission to the department or imaging vendor.

When pulling and reviewing a transaction, the first item that should be checked is the VIN, especially when there are multiple errors associated with that transaction. If an error is isolated to one specific area, such as a vehicle make, review the surrendered documentation and the Texas transaction to ensure they are identical. Generally speaking, counties will only be able to resolve data entry related errors, so in essence the County TAC should be double checking all the data entry on a transaction that has a NMVTIS error or applying any missing/omitted brands. (Refer to [5.2 Brands/Remarks not Appearing on Surrendered Document](#)).

General instructions are provided in [Chapter 2, “Errors”](#) for each error.

Note: As with any other transaction that is processed through the Correct Title Rejection event, a new Doc No is assigned. As such, the corrected transaction is placed with the other transactions processed on the same day as the correction and NOT back in with the transactions from the original day of processing. Once the transaction is corrected, it is essentially a new transaction. It will go through the inquiry process (again) with all the other transactions processed on the same day as the correction. This is to ensure that the correction was in fact processed, and that no further errors are present or that no new errors have arisen.

3.3 Correction Not Possible or Not Appropriate

There may be valid reasons for an error to occur that a County TAC is unable to resolve by making data entry changes in RTS, or when a correction is not appropriate. An example would be when a vehicle is titled in another state in a manner that is not consistent with standards, such as a Chevrolet having a make of CHVY, but in Texas we title as CHEV. In this circumstance, the transaction cannot be fixed and should be submitted for special handling so the department can remove the error from the record, release the transaction, and issue the title.

Another example is when Texas titles a new vehicle from a Manufacturer’s Certificate of Origin, but NMVTIS indicates a prior title history. Upon review, if the VIN was correctly entered, this transaction should be submitted for special handling so the department can review and contact the appropriate individuals or states to determine the appropriate course of action.

General instructions are provided in [Chapter 2, “Errors”](#) for each error. This includes the specific Errors where county corrections are not possible or appropriate once the VIN has been verified as correctly entered.

3.4 Corrections Required and Not Required on Same VIN

It is possible that a single transaction could have multiple errors, each of which may be handled differently. County TACs will need to correct the errors they can resolve with the understanding that the errors they cannot resolve will be generated again for that day’s NMVTIS Inquiries. Once County TACs have resolved all errors that require their processing, and only errors that cannot be resolved or do not require action remain, the transaction should be submitted to the TxDMV for special handling.

Note: Please correct any data entry errors that can be processed through the Correct Title Rejection event first, before submitting the transaction for special handling.

Example: NMVTIS indicates two errors for the same VIN. The errors are for the wrong Make (Error #222) and wrong Year Model (Error #223). Upon review it was identified that the year model had incorrectly been entered into RTS as a 2005 when it should have been a 2006. However, the second error was because the vehicle was captured as CHEV, but the previous State reported it as CHVY. The County TAC should process the correction through the Correct Title Rejection event and fix the year model and place the transaction with the bundle from the day of correction. Two days later when the NMVTIS Inquiry error report is generated, this transaction will generate another error (the same error) for the wrong Make (Error # 222). No other errors are reported. This transaction should now be pulled and submitted to the TxDMV for special handling.

3.5 Correcting Odometer Errors (Error #535)

If an odometer error is identified as a result of a NMVTIS inquiry, there are two options available for resolving the odometer error.

The first option is a statement of fact from the buyer and seller at the time the error occurred. This may not be the current buyer and seller. If the odometer is incorrect on the surrendered evidence of ownership and the current applicant is attempting to correct the odometer error, the buyer and seller from the prior transaction where the error occurred will be required to provide the statement of fact.

If the error occurred on an out of state document, documentation or a statement of fact from the previous state's titling entity is required.

If unable to obtain an appropriately completed statement of fact, the second option is to apply the "NOT ACTUAL MILEAGE" brand to the record with the title applicant's acknowledgment.

3.6 NMVTIS Special Handling

NMVTIS special handling transactions are sent to the TxDMV VTR Division either by scanning and emailing the transaction to VTR_NMVTIS_Rejections@txdmv.gov or by physical mail in a Specially Marked Envelope. A NMVTIS Specially Marked Envelope is a county supplied, 8 ½" x 11" envelope labeled "NMVTIS." Counties should scan and email the transactions unless the county does not have a scanner.

When a County TAC office is unable to resolve errors via data entry corrections through the Correct Title Rejection event in RTS, the transaction should be submitted to the TxDMV for special handling. TxDMV NMVTIS Helpdesk personnel will review the transaction and determine the appropriate course of action, which may include modifying the record or returning the transaction to the County TAC with instructions for correction.

When mailing a transaction via the NMVTIS Specially Marked Envelope, please write the error number(s) in the top right corner of the title application receipt to better assist the TxDMV NMVTIS Helpdesk in researching and resolving the errors. Include your contact information if appropriate to the circumstances.

When scanning and emailing the transaction to VTR_NMVTIS_Rejections@txdmv.gov, each email must list the VIN in the subject line and contain only one scanned transaction per email. Scan the complete title transaction along with any supporting documents. This includes the front and back of the ownership evidence or any other documents that contain pertinent information. The body of the email must contain the VIN, title number, and NMVTIS error code(s). Once the transaction has been scanned and emailed the original paperwork should be sent to the imaging vendor.

A response from this email address will only be provided in the event the department did not receive all supporting evidence to resolve the transaction or the scanned documents were not legible.

The scanned documents are not required to be in color but must show all information and be legible. Scanners must be capable of at least 200 DPI, but the department recommends 300 DPI, which is the most common resolution for desktop scanners.

This chapter contains the following sections:

- [4.1 Overview of Warnings](#)
- [4.2 Warning Messages](#)

4.1 Overview of Warnings

NMVTIS warnings are:

- **Conflicts of vehicle or title information between the Texas record in process and the NMVTIS title history**
- **General indicator of a potential issue**
- **Technical issues (these are resolved by TxDMV's IT department)**

All NMVTIS Warnings are placed on a NMVTIS report handled by the TxDMV NMVTIS Helpdesk. The most common warnings will involve a conflict between the previous title number and duplicate VIN pointers. These warnings will be reviewed and any action required will be handled by the department or coordinated by the department through the County TAC. These will not be directly provided to the counties for review or action.

NMVTIS warnings do NOT result in the placement of the NMVTIS HOLD remark on the transaction.

4.2 Warning Messages

- **221 MAKE CONTAINS INVALID VALUE <MAKE>**

The vehicle make that Texas is sending to update NMVTIS is not one of the established makes in the NMVTIS system. This will be common for vehicles that are titled with unusual makes or assembled vehicles. Texas titles assembled vehicles as ASVE, but this is not an established make in NMVTIS, so a warning will be generated to ensure the make is actually correct.
- **335 ODOMETER READING EQUALS ZERO**

RTS does not allow the entry of zeros (0). This warning should not be experienced.
- **426 DUPLICATE VIN CREATED BY BATCH UPDATE**

The Texas record was accepted; however, the previous record was not moved into history behind Texas. This may or may not be a valid duplicate. In most cases, a Duplicate VIN Pointer is NOT valid. A duplicate may be caused because the prior vehicle information that NMVTIS shows does not exactly match the vehicle information updated by Texas. This should be resolved by asking the other state to move their record into history when it is confirmed the two records are for the same vehicle. This warning is only possible on the SEW Report.

- **438 DUPLICATE VIN CREATED BY RECORD RESTORATION**

A record that was previously deleted from NMVTIS was restored, but created a Duplicate VIN Pointer. This should be an unlikely occurrence for Texas. Handle in the same manner as Warning 426. This warning is only possible on the SEW Report.
- **508 CSOT OVER 90 DAYS OLD**

This warning is associated with Texas record changes or deletions. NMVTIS creates a snapshot of a vehicle's NMVTIS record when it accepts an update. When a state is the Current State of Title, it will also be the Current State of Title in the NMVTIS History file. When the Current State of Title does not match in NMVTIS's current title records and history title records, NMVTIS evaluates the issue date of the most recent title in its current title history file. If the issue date is more than 90 days old, a warning is generated.
- **530 JURISDICTION HAS PURGED OR ARCHIVED DETAIL**

This warning is a result of a NMVTIS record that is being added or modified and also being marked as something other than "AVAILABLE".
- **906 VIN POINTER TITLE NBR IS DIFFERENT FROM SURRENDERED TITLE**

The title number entered into RTS does not match the most recent title number in NMVTIS. Unless this warning comes in conjunction with Errors 905 and 907, it is likely a typographical error occurred.
- **917 SURRENDERED TITLE ISSUE DATE IS NOT AN EXACT MATCH**

The title issue date captured in RTS is within 10 days of the latest title issue date reported to NMVTIS; however, it is not an exact match.
- **996 VIN INQUIRY WARNING (MAX 1 PER VIN)**

A VIN was included twice in the inquiry file for the same day to obtain a NMVTIS title history. A VIN should only be inquired on once per day via the batch inquiry method.
- **997 BRAND INQUIRY WARNING (MAX 1 PER BRAND)**

A VIN was included twice in the inquiry file for the same day to obtain a NMVTIS brand history. A VIN should only be inquired on once per day via the batch inquiry method.

This chapter contains the following sections:

- [5.1 NMVTIS Brands](#)
- [5.2 Brands/Remarks not Appearing on Surrendered Document](#)
- [5.3 NMVTIS Conversion to Texas Brands](#)
- [5.4 Reconstructed Brand](#)
- [5.5 Dismantled Brand](#)
- [5.6 Texas Reporting](#)
- [5.7 Brand Removal](#)

5.1 NMVTIS Brands

NMVTIS provides for dozens of brands, many of which Texas does not use, carry forward, or recognize. Below is a list of NMVTIS brand codes and names that are recognized by Texas (as some equivalent), followed by their NMVTIS definitions. NMVTIS only maintains a record of permanent brands (such as Salvage or Junk), and not those that may be temporary (such as Bond Posted or Memorandum Copy). Temporary brands are available for state-to-state inquiries, which Texas does not participate in at this time.

Vehicle/Title

- **01 FLOOD DAMAGE**
Vehicle damaged by freshwater flood (or it is unknown whether the damage was caused by fresh water or salt water).
- **02 FIRE DAMAGE**
Vehicle damaged by fire.
- **04 SALT WATER DAMAGE**
Vehicle damaged by saltwater flood.
- **07 DISMANTLED**
The vehicle can only be sold as parts and cannot be legally driven.
- **08 JUNK**
Vehicle is incapable of safe operation for use on the roads or highways and has no resale value except as a source of parts or scrap, or the vehicle's owner has irreversibly designated the vehicle as a source of parts or scrap. This vehicle shall never be titled or registered. Also known as non-repairable, scrapped, or destroyed.
- **09 REBUILT**
The vehicle, previously branded "salvage", has passed anti-theft and safety inspections, or other jurisdiction procedures, to ensure the vehicle was rebuilt to required standards. Also known as prior salvage (salvaged).

- **10 RECONSTRUCTED**
A vehicle that has been permanently altered from original construction by removing, adding, or substituting major components.
- **11 SALVAGE--DAMAGE OR NOT SPECIFIED**
Any vehicle which has been wrecked, destroyed, or damaged to the extent that the total estimated or actual cost of parts and labor to rebuild or reconstruct the vehicle to its pre-accident condition, and for legal operation on roads or highways, exceeds a jurisdiction-defined percentage of the retail value of the vehicle. The retail value of the vehicle is determined by a current edition of a nationally recognized compilation (to include automated databases) of retail values. Also includes any vehicle to which an insurance company acquires ownership pursuant to a damage settlement, or any vehicle that the vehicle's owner may wish to designate as a salvage vehicle by obtaining a salvage title, without regard to extent of the vehicle's damage and repairs, or any vehicle for which the jurisdiction cannot distinguish the reason the vehicle was designated salvage.
- **16 SALVAGE RETENTION**
The vehicle is branded salvage and is kept by the owner.
- **23 WARRANTY RETURN**
Vehicle returned to the manufacturer because of a breach in the warranty.
- **30 REPLICA**
A vehicle with a body built to resemble and be a reproduction of another vehicle of a given year and given manufacturer.
- **31 TOTALED**
A vehicle that is declared a total loss by a jurisdiction or an insurer that is obligated to cover the loss or that the insurer takes possession of or title to.
- **32 OWNER RETAINED**
A vehicle that has been declared by the insurance company to be a total loss but the owner maintains possession and ownership of the vehicle.
- **34 MEMORANDUM COPY**
Title document is a facsimile title and not the active title document.
- **38 PRIOR OWNER RETAINED**
A vehicle that was previously branded owner retained and was sold. The new owner's title contains this brand.
- **43 VIN REPLACED BY A NEW STATE ASSIGNED VIN**
A title should not be issued for the VIN. This brand can be issued for rebuilt vehicles.
- **45 GRAY MARKET**
Vehicle was manufactured for use outside the United States and has been brought into the United States. The vehicle is not in compliance with applicable federal standards.

- **47 MANUFACTURER BUY BACK**
A vehicle that has been bought back by the manufacturer under jurisdiction-defined regulations or laws, such as lemon laws. For example, the manufacturer could be obligated to buy back the vehicle when a specified number of repair attempts fails to correct a major problem on a new vehicle, or if a new vehicle has been out of service for repair of the same problem for a cumulative period of 30 days or more, within one year of purchase.
- **50 SALVAGE--REASONS OTHER THAN DAMAGE OR STOLEN**
Any vehicle the reporting jurisdiction considers salvage based on criteria, such as abandonment, not covered by the Salvage--Damage or Not Specified and Salvage--Stolen brands.
- **52 PRIOR NON-REPAIRABLE / REPAIRED**
A vehicle constructed by repairing a vehicle that has been destroyed or declared to be non-repairable or otherwise declared to not be eligible for titling because of the extent of damage to the vehicle but has been issued a title pursuant to state law after falling within this criterion with this brand on the face of the certificate of title.
- **53 CRUSHED**
The frame or chassis of the vehicle has been crushed or otherwise destroyed so that it is physically impossible to use it in constructing a vehicle.
- **56 EXPORT ONLY VEHICLE**
A salvage or junk vehicle sold for exportation outside of the United States and/or its territories is not eligible for re-title/re-registration for on-road use in the United States.

Odometer

- **68 ACTUAL**
The true mileage for the vehicle.
- **69 NOT ACTUAL**
The odometer reading is known to be other than the true mileage for the vehicle.
- **70 NOT ACTUAL - ODOMETER TAMPERING VERIFIED**
The odometer reading is known to be other than the true mileage for the vehicle, due to tampering.
- **71 EXEMPT FROM ODOMETER DISCLOSURE**
The vehicle falls within criteria that allow it to change ownership without disclosure of the odometer reading.
- **72 EXCEEDS MECHANICAL LIMITS**
The odometer reading is less than the true mileage of the vehicle because the odometer cannot display the total number of true miles.
- **73 ODOMETER MAY BE ALTERED**
The titling authority has reason to believe that the odometer reading does not reflect the true mileage of the vehicle because of an alteration to the odometer.

- **74 ODOMETER REPLACED**
The odometer in the vehicle is not the odometer put in the vehicle when manufactured.
- **76 ODOMETER DISCREPANCY**
The titling authority has reason to believe that the odometer reading does not reflect the true mileage of the vehicle because of known previous recorded values of odometer for the vehicle.
- **77 CALL TITLE DIVISION**
The titling authority knows of some problem with the odometer reading that it cannot print on a title. Titling authority will discuss the problem (manual process) with authorized inquirers.

Note: The NMVTIS Inquiry Error Report will show an error stating that NMVTIS has brand 69 or 72 that Texas does not on a vehicle that has a NOT ACTUAL MILEAGE or EXCEEDS MECHANICAL LIMITS in another state and Texas changed the odometer to show EXEMPT. Update RTS to reflect the NOT ACTUAL MILEAGE or EXCEEDS MECHANICAL LIMITS brand and mileage if reported. The odometer brand must be retained even once the vehicle becomes exempt from odometer disclosure.

The NMVTIS Inquiry Error Report will show an error stating that NMVTIS has brand 71 that Texas does not on a vehicle previously reported as exempt from odometer disclosure. Update RTS to reflect NOT ACTUAL MILEAGE when this error is generated.

MISCELLANEOUS

- **90 PENDING JUNK AUTOMOBILE - CARS.gov**
The NHTSA Consumer Assistance to Recycle and Save Act of 2009 (CARS) program is processing an application which, if approved, will render this vehicle incapable of operating on public roads and highways. The vehicle will have no value except as a source of parts or scrap, shall be crushed or shredded within a specified time period (including the engine block), and shall not be exported prior to crushing or shredding.
- **91 JUNK AUTOMOBILE - CARS.gov**
Pursuant to the Consumer Assistance to Recycle and Save Act of 2009 (CARS) this vehicle is incapable of operating on public streets, roads, and highways. The vehicle has no value except as a source of parts or scrap, shall be crushed or shredded within a specified time period (including the engine block), and shall not be exported prior to crushing or shredding.

5.2 Brands/Remarks not Appearing on Surrendered Document

All NMVTIS indicated brands must be applied to a Texas record, or the correct Texas ownership document must be applied for and issued. If NMVTIS indicates an error for missing/omitted brands, review the surrendered ownership document to ensure it was not omitted in error. Whether the brand/remark does or does not appear on the surrendered

ownership document, the brand/remark must be applied and submitted to the TxDMV for special handling. (Refer to [Chapter 2, Section 2.3 BRAND HOLD](#)). If the brand was originally omitted in error, the title will be issued to the applicant. However, if the brand does not appear on the surrendered ownership evidence, the TxDMV will send the customer a letter notifying them of the value limiting remark/brand that was applied to their title that did not appear on the document they surrendered with dispute procedures. The TxDMV will delay issuing the Texas title for 10 days to allow for the customer to receive the correspondence and respond if necessary.

Salvage or Nonrepairable (JUNK)

Salvage

When the NMVTIS Inquiry Error Report indicates that a vehicle has been reported as salvage (NMVTIS Brands #02, 11, 16, 31, 32, 50), the applicant will be required to complete the rebuilt process (and complete the *Rebuilt Vehicle Statement* (Form VTR-61)) and pay the \$65 Rebuilt Fee before a Texas Title will be issued. Since customer action is required before a County TAC can correct or resubmit the transaction, the County TAC's office should follow their internal office procedures for contacting the customer. NMVTIS indicated SALVAGE vehicles should be handled in the same manner as when the customer presents ownership evidence for which the Texas record indicates the vehicle was Owner Retained. Upon receipt of the *Rebuilt Vehicle Statement* (Form VTR-61) and payment of the \$65 Rebuilt Fee, the County TAC's office must brand the vehicle REBUILT SALVAGE and then submit the transaction for special handling. Do not brand the vehicle REBUILT SALVAGE without the *Rebuilt Vehicle Statement* (Form VTR-61) and the \$65 Rebuilt Fee; doing so will result in the transaction being rejected back to the county tax assessor-collector's office.

Note: Ensure the ownership evidence that was submitted does not already indicate the vehicle was rebuilt. If the vehicle was already rebuilt, apply the rebuilt salvage brand to the Texas record through the Correct Title Rejection event. This will resolve the NMVTIS Error.

The applicant's only other options are to furnish evidence that the vehicle has previously been through the rebuilt process in another jurisdiction and branded as Rebuilt Salvage, or that the vehicle was reported as Salvage in error. The applicant will need to provide, on the branding state's letterhead, a statement that the Salvage designation was reported in error and/or is not reflected on their vehicle record.

If the customer provides the letterhead, include it with the transaction, and submit it to the department for special handling.

Note: When a vehicle has been rebuilt, the error will indicate the omitted brand as Rebuilt Salvage. "Salvage" will only be reported when NMVTIS does not indicate the vehicle has been rebuilt in another jurisdiction.

Nonrepairable (JUNKED)

When the NMVTIS Inquiry Error Report indicates that a vehicle has been reported as JUNKED (NMVTIS Brands #07, 08, 53, 90, 91), submit the transaction for special handling. Please do not remove the original ownership evidence, and please do not return any documentation to the applicant. No further county action is required. There is no need to contact the customer in any manner. TxDMV will research the junked designation and notify the customer if required. TxDMV verifies the brand with the reporting state and ensures the vehicle has not been rebuilt in a state where it is legal to repair junked vehicles. TxDMV will contact the customer, return paperwork, and provide refunds, if the vehicle is junked and not legally rebuilt.

Note: The NMVTIS Inquiry Error Report will show an error if NMVTIS returns a brand code 56 for a salvage or nonrepairable vehicle sold for export only. These vehicles cannot be titled in Texas. Submit the transaction, including the original ownership evidence, for special handling.

Customer Dispute

When a customer disputes the application of a brand/remark to the Texas record, the customer will have to provide an original letterhead from the state that applied the brand. The documentation must indicate one of the following:

- The state applied the brand in error; and/or
- The state's records do not indicate that brand.

The customer will be required to submit the original letterhead from the branding state, the Texas title (if issued), and a request to review/remove the brand to the TxDMV. These documents must be mailed to:

Texas Department of Motor Vehicles
 Vehicle Titles and Registration Division
 P.O. Box 26420
 Austin, TX 78755-0420

Upon receipt, TxDMV will contact the state to verify and ask that they correct the brand on NMVTIS (if it has not already been corrected). Once the record has been corrected in NMVTIS, Texas will issue the customer a no-charge corrected title.

If the state verifies the brand as accurate, it will remain on the Texas record. TxDMV will consider any further disputes as a civil matter that the applicant will have to resolve with the seller/previous owner.

5.3 NMVTIS Conversion to Texas Brands

When NMVTIS brands are indicated, the following table is used to find a Texas brand or options. The brand may or may not be printed on, or match, the surrendered ownership document. When more than one item is indicated in the "Texas Brand / Procedure" column, the one that most correctly matches should be applied. Some brands may not be identical matches, but the equivalent may be more restrictive. For example, if a motor vehicle record is marked as ABANDONED, this would make the vehicle more restricted in use than a direct equivalent for a vehicle that could be rebuilt (such as Fire Damage).

Note: At least one of the Texas equivalents must be met on the Texas record in order to avoid a NMVTIS Error for a missing brand.

Table 5-1 NMVTIS to Texas Brand/Remarks Conversion

NMVTIS CODES / BRANDS	TEXAS BRAND / PROCEDURE
01 FLOOD DAMAGE	<ul style="list-style-type: none"> • FLOOD DAMAGE
02 FIRE DAMAGE	<p>This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.</p>
04 SALT WATER DAMAGE	<ul style="list-style-type: none"> • FLOOD DAMAGE
07 DISMANTLED	<ul style="list-style-type: none"> • Certificate of Authority (COA) • Nonrepairable Title
08 JUNK	<ul style="list-style-type: none"> • EXPORT ONLY • Certificate of Authority (COA) • ABANDONED MOTOR VEHICLE • Nonrepairable Title issued on or after 9/1/2003
09 REBUILT NOTE: See Section 5.4 "Reconstructed Brand."	<ul style="list-style-type: none"> • REBUILT SALVAGE - LOSS UNKNOWN • REBUILT SALVAGE - 75-94% LOSS • REBUILT SALVAGE - 95% PLUS LOSS • REBUILT SALVAGE - ISSUED BY: (STATE)
10 RECONSTRUCTED NOTE: See Section 5.4 "Reconstructed Brand."	<ul style="list-style-type: none"> • RECONSTRUCTED
11 SALVAGE--DAMAGE OR NOT SPECIFIED	<p>This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.</p>
16 SALVAGE RETENTION	<p>This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.</p>
23 WARRANTY RETURN	<ul style="list-style-type: none"> • MANUFACTURER BUYBACK
30 REPLICA	<ul style="list-style-type: none"> • REPLICA
31 TOTALED	<p>This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.</p>
32 OWNER RETAINED	<p>This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.</p>
34 MEMORANDUM COPY	<p>Document surrendered is not acceptable to transfer the vehicle.</p>

Table 5-1 NMVTIS to Texas Brand/Remarks Conversion

NMVTIS CODES / BRANDS	TEXAS BRAND / PROCEDURE
38 PRIOR OWNER RETAINED	<ul style="list-style-type: none"> REBUILT SALVAGE - LOSS UNKNOWN REBUILT SALVAGE - 75-94% LOSS REBUILT SALVAGE - 95% PLUS LOSS REBUILT SALVAGE - ISSUED BY: (STATE) Salvage Title
43 VIN REPLACED BY A NEW STATE ASSIGNED VIN	Will always generate an ERROR. Always requires additional research. VIN used is a Previous VIN.
45 GRAY MARKET	This vehicle cannot be titled in Texas.
47 MANUFACTURER BUYBACK	<ul style="list-style-type: none"> MANUFACTURER BUYBACK
50 SALVAGE -- REASONS OTHER THAN DAMAGE OR STOLEN	This is a salvage vehicle. Applicant must complete the rebuilt vehicle process, pay the rebuilt fee, and the record should be branded as "Rebuilt Salvage." Otherwise the applicant must apply for a Salvage or Nonrepairable Vehicle Title with the department.
52 PRIOR NON-REPAIRABLE / REPAIRED	<ul style="list-style-type: none"> REBUILT SALVAGE - LOSS UNKNOWN REBUILT SALVAGE - 75-94% LOSS REBUILT SALVAGE - 95% PLUS LOSS REBUILT SALVAGE - ISSUED BY: (STATE)
53 CRUSHED	<ul style="list-style-type: none"> Certificate of Authority (COA)
56 EXPORT ONLY VEHICLE	This is a salvage or junk vehicle sold for exportation outside of the United States and cannot be titled in Texas.
68 ACTUAL	<ul style="list-style-type: none"> ACTUAL MILEAGE
69 NOT ACTUAL	<ul style="list-style-type: none"> NOT ACTUAL MILEAGE
70 NOT ACTUAL -- ODOMETER TAMPERING VERIFIED	<ul style="list-style-type: none"> NOT ACTUAL MILEAGE
71 EXEMPT FROM ODOMETER DISCLOSURE	<ul style="list-style-type: none"> EXEMPT
72 EXCEEDS MECHANICAL LIMITS	<ul style="list-style-type: none"> MILEAGE EXCEEDS MECHANICAL LIMITS
73 ODOMETER MAY BE ALTERED	<ul style="list-style-type: none"> NOT ACTUAL MILEAGE
74 ODOMETER REPLACED	<ul style="list-style-type: none"> NOT ACTUAL MILEAGE
76 ODOMETER DISCREPANCY	<ul style="list-style-type: none"> NOT ACTUAL MILEAGE
77 CALL TITLE DIVISION	Will always generate an ERROR. Always requires additional research. Contact your local TxDMV Regional Service Center.
90 PENDING JUNK AUTOMOBILE - CARS.gov	<ul style="list-style-type: none"> Certificate of Authority (COA)
91 JUNK AUTOMOBILE - CARS.gov	<ul style="list-style-type: none"> Certificate of Authority (COA)

5.4 Reconstructed Brand

Oregon does not report to NMVTIS; however, the Oregon Certificate of Title contains a "RECONSTRUCTED" remark and should have a "REBUILT SALVAGE" brand/remark applied to the Texas record. Do not apply "RECONSTRUCTED" for this state.

Alaska, Louisiana, North Carolina, and West Virginia Certificates of Title contain a “RECONSTRUCTED” remark when a vehicle is rebuilt salvage. When accepting a title with a “RECONSTRUCTED” brand/remark from these states, you must apply a “REBUILT SALVAGE” brand to the Texas record. Do not apply “RECONSTRUCTED” for these states.

Idaho, Massachusetts, and Pennsylvania contain a “RECONSTRUCTED” remark when a vehicle is rebuilt salvage and is reported to NMVTIS as “REBUILT.” When accepting a title with “RECONSTRUCTED” brand/remark from these states, you must apply a “REBUILT SALVAGE” brand to the Texas record. Do not apply “RECONSTRUCTED” for these states.

Additionally, if you receive a NMVTIS Error #910 for an omitted “REBUILT SALVAGE” brand and review of the documentation shows the jurisdiction branded the surrendered title as “Reconstructed,” process a Correct Title Rejection to remove the “RECONSTRUCTED” brand and apply the “REBUILT SALVAGE” brand.

5.5 Dismantled Brand

When 07 DISMANTLED brand is received from Arizona, the vehicle should be treated as a salvage vehicle. These vehicles should be handled in the same manner as when the customer presents ownership evidence for which the Texas record indicates the vehicle was Owner Retained.

Note: Ensure the ownership evidence that was submitted does not already indicate the vehicle was rebuilt. If the vehicle was already rebuilt, apply the rebuilt salvage brand to the Texas record through the Correct Title Rejection event and send the transaction for special handling.

The applicant’s only other options are to furnish evidence that the vehicle has previously been through the rebuilt process in another jurisdiction and branded as Rebuilt Salvage, or that the vehicle was reported as “DISMANTLED” in error. The applicant will need to provide, on the branding state’s letterhead, a statement that the “DISMANTLED” designation was reported in error and/or is not reflected on their vehicle record.

If the customer provides the letterhead, include it with the transaction, and submit it to the department for special handling.

5.6 Texas Reporting

When Texas brands a vehicle or issues a certain document type, it must be sent to NMVTIS. The following table shows how Texas brands are reported to NMVTIS:

Table 5-2 Texas to NMVTIS Brand/Remarks Conversion

TEXAS BRANDS/REMARKS or DOC TYPE	NMVTIS INDICATOR
ABANDONED MOTOR VEHICLE	• 08 JUNK
Certificate of Authority (COA)	• 08 JUNK
EVIDENCE SURR BY OWNER	• 08 JUNK
EVIDENCE SURR BY SALVAGE YARD: (#, date)	• 08 JUNK
EXPORT ONLY	• 08 JUNK • 56 EXPORT ONLY VEHICLE
FLOOD DAMAGE	• 01 FLOOD DAMAGE
LEGAL RESTRAINT (CR9 - Manufacturer Buyback)	• 47 MANUFACTURER BUYBACK
LEGAL RESTRAINT (OR - OWNER RETAINED)	• 32 OWNER RETAINED
LEGAL RESTRAINT (RECOND)	• 10 RECONSTRUCTED
LEGAL RESTRAINT (SALVAGE)	• 11 SALVAGE--DAMAGE OR NOT SPECIFIED
LEGAL RESTRAINT (TRSALVAGE)	• 11 SALVAGE--DAMAGE OR NOT SPECIFIED
MANUFACTURER BUYBACK	• 47 MANUFACTURER BUYBACK
MILEAGE EXCEEDS MECHANICAL LIMITS	• 72 EXCEEDS MECHANICAL LIMITS
Nonrepairable Title (issued prior to 9/1/2003)	• 11 SALVAGE--DAMAGE OR NOT SPECIFIED
Nonrepairable Title (issued on or after 9/1/2003)	• 08 JUNK
NOT ACTUAL MILEAGE	• 69 NOT ACTUAL
REBUILT SALVAGE - DAMAGED	• 09 REBUILT
REBUILT SALVAGE - LOSS UNKNOWN	• 09 REBUILT
REBUILT SALVAGE - 75-94% LOSS	• 09 REBUILT
REBUILT SALVAGE - 95% PLUS LOSS	• 09 REBUILT
RECONSTRUCTED	• 10 RECONSTRUCTED
REPLICA	• 30 REPLICA
Salvage Title or Duplicate Salvage Title	• 11 SALVAGE--DAMAGE OR NOT SPECIFIED
VEHICLE CRUSHED	• 53 CRUSHED

5.7 Brand Removal

When a brand is applied to a Texas record, it is automatically reported to NMVTIS. When a Texas record is corrected to remove a brand by a County TAC office or by the TxDMV, the TxDMV NMVTIS Helpdesk will have to do a manual removal of the brand from NMVTIS.

When brands are removed by a County TAC office, an error (#910) will be generated because the brand is omitted from the Texas record; however, NMVTIS still has it recorded. If this is the only error for the transaction and the brand was removed for a valid reason, submit for special handling. Please include a note that explains the brand was removed for corrective reasons. The TxDMV NMVTIS Helpdesk will review the transaction, remove the brand from NMVTIS, and release the title.

OWNERSHIP EVIDENCE SURRENDERED: RTS SCREEN TTL017

This chapter contains the following sections:

- [6.1 Overview](#)
- [6.2 Out-of-State Titles](#)
- [6.3 Foreign Evidence](#)
- [6.4 Government Bill of Sale](#)
- [6.5 Heirship Form](#)

6.1 Overview

The collection of the Previous Title Information fields (Jurisdiction, Title Number, and Issue date) is contingent upon the type of Ownership Evidence that is selected. The TTL017 screen will only appear when the following Ownership Evidence types are selected on the TTL011 screen (as they appear on the TTL011 screen):

- **Out-of-State Title**
- **Out-of-State Salvage Cert**
- **O/S Salv Cert of Title**
- **Foreign Evidence**
- **Government Bill of Sale**
- **Heirship Form**

Depending on the selection, the title number or issue date fields on the TTL017 screen may be optional or mandatory. In all cases, the “State/Cntry” field is mandatory.

6.2 Out-of-State Titles

When any of the Out-of-State title types are selected the following options appear in the “State/Cntry” drop down:

- **U.S. States (except Texas)**
- **District of Columbia**

The title number and the issue date are mandatory for all Out-of-State title types.

6.3 Foreign Evidence

When Foreign Evidence is selected, the following options appear in the “State/Cntry” drop down:

- **Mexican States**
- **Canadian Provinces**
- **U.S. Territorial Possessions**
 - American Samoa
 - Federal States of Micronesia
 - Guam
 - Marshal Islands
 - Northern Mariana Islands
 - Palau
 - Puerto Rico
 - Virgin Islands
- **OTHER**

The title number and issue date are optional fields, but should be entered if present on the surrendered document.

Note: Titles from Indian Nations are considered “Foreign Evidence” for the purposes of NMVTIS. Although these titles are handled like out-of-state documents, for NMVTIS inquiry, select “Foreign Evidence” on the TTL011 screen. Select “OTHER” in the “State/Cntry” field on the TTL017 screen, and capture the title number and issue date, if available.

6.4 Government Bill of Sale

When Government Bill of Sale is selected, the following options appear in the “State/Cntry” drop down:

- **U.S. Government Agencies**
 - U.S. Department of Justice
 - U.S. Department of State
 - U.S. Department of Transportation
 - Federal Motor Carrier Safety Administration
 - General Services Administration
 - Internal Revenue Service

- Transportation Security Administration
- **OTHER**

The title number and issue date are optional fields, but should be entered if present on the surrendered document.

6.5 Heirship Form

When Heirship Form is selected, the following options appear in the “State/Cntry” drop down:

- **U.S. States (including Texas)**
- **District of Columbia**
- **Mexican States**
- **Canadian Provinces**
- **U.S. Territorial Possessions**
- **OTHER**

The title number and issue date are optional fields, but should be entered if present on the surrendered document.

Note: If there is a prior Texas record, the TTL017 screen will appear with the Texas title information pre-populated. If the Texas record is not the ownership document that was surrendered, clear the Texas information and enter the information from the ownership document that was surrendered to support the transaction. If the Texas information is left and it is not the most recent title issued, errors will result on the NMVTIS Inquiry Error Report.

TITLE NUMBERS AND ISSUE DATE

This chapter contains the following sections:

- [7.1 Entry of Title Numbers \(Dashes and Spaces\)](#)
- [7.2 California and New York Title Numbers](#)
- [7.3 Title Samples and Title Information](#)

7.1 Entry of Title Numbers (Dashes and Spaces)

A few states issue title numbers that contain dashes or spaces. These states may or may not recognize the digits after the dash or space as part of their title number. However, in all cases, the space and dash should not be included when entering the Title Number. In fact, RTS will not allow the entry of spaces or dashes in the Title Number field on TTL017. When presented with a title that contains dashes or spaces, review [7.3 Title Samples and Title Information](#) to determine if the numbers that precede or follow the dashes or spaces are considered part of the title number.

7.2 California and New York Title Numbers

California does not use a title number (or a similar number) on its title document or in their title database. New York is prevented from providing its title number to NMVTIS because of state privacy laws. Each prints “unique numbers” on their Certificate of Title, but these numbers should not be entered into RTS. When entering a California or New York Title Number into RTS, use the 4-digit year, the 2-digit month, and the 2 -digit day shown in the “Issue Date” field (e.g., YYYYMMDD format).

7.3 Title Samples and Title Information

This section contains title samples and indicates where the Title Number and Issue Date of the document are located. It also will contain useful notes to be aware of.

Note: These are only examples of a Certificate of Title from a given state. From time to time, states revise their Certificate of Titles; therefore, a title presented with the Application for Texas Title may appear different from the samples shown. Also, like Texas, some states may use different title forms for the various title types. Do not reject a transaction simply because the title document surrendered appears different from a given sample in this document.

To go directly to a particular state, click the state’s name below:

- | | | |
|----------------------------|-----------------------------|--------------------------------|
| • Alabama | • Kentucky | • North Dakota |
| • Alaska | • Louisiana | • Ohio |
| • Arizona | • Maine | • Oklahoma |
| • Arkansas | • Maryland | • Oregon |

- California
- Colorado
- Connecticut
- Delaware
- District of Columbia
- Florida
- Georgia
- Hawaii
- Idaho
- Illinois
- Indiana
- Iowa
- Kansas
- Massachusetts
- Michigan
- Minnesota
- Mississippi
- Missouri
- Montana
- Nebraska
- Nevada
- New Hampshire
- New Jersey
- New Mexico
- New York
- North Carolina
- Pennsylvania
- Rhode Island
- South Carolina
- South Dakota
- Tennessee
- Utah
- Vermont
- Virginia
- Washington
- West Virginia
- Wisconsin
- Wyoming

Alabama



Title #: 8-digit number as shown in the “Title No.” field at the upper left of the document.

Note: Title contains a “PREV AL TITL NO.” field. This number should not be entered into RTS.

Note: Title contains a “PURCHASE DATE” field. This number should not be entered into RTS.

Alaska



Title #: 7-digit control number on upper left, bottom right or the bar code number. (All should match the control number).

Note: Title Number and Control Number are one and the same on an Alaska title.

Arizona



Title #: 13-digit title number on the left side of the title since 1987. Up to 1987, the title number was 6 or 7-digits.

Note: Arizona prints the previous title date on the face of its Certificate of Title.

Note: Do not use the Previous Title Number, Film number, or Inventory Control number.

Note: The “Issue Date” listed on the same line as “Title Number” should be used. The issue date on the second line is for the previous title. Do not use.

Arkansas



Note: Two recent revisions of the Arkansas Certificate of Title are displayed.

Title #: Located in the top section of the title. Prior to 1983, title numbers were 7-digits. 1983 to September 30, 2013, title numbers were 11-digits. As of 9/30/2013, title numbers are 13-digits.

Note: Arkansas includes the “PREVIOUS TITLE NUMBER” on the face of its Certificate of Title. This number should not be entered into RTS.

California

STATE OF CALIFORNIA
CERTIFICATE OF TITLE

VIN: 671030627C6
 OFF HIGHWAY
 VEHICLE NUMBER: 4XARF50A82D152803
 BODY TYPE/MODEL: AT
 UNLADEN AX WEIGHT: 6
 YEAR: 2002
 MAKE: POLAR
 PLATE NUMBER: K72F40
 REGISTRATION EXPIRATION DATE: 01/17/2005
 FEES AND: \$21
 YEAR SOLD: 2003
 CLASS: CL
 MO: JU
 DOCUMENT/INSTRUMENT NUMBER: [REDACTED]
 ISSUE DATE: 07/09/03
 MOTORCYCLE/ENGINE NUMBER: 0301648
 REGISTERED OWNER(S): [REDACTED]

NO TITLE #
USE ISSUE DATE AS TITLE #

I certify under penalty of perjury under the laws of the State of California, that THE SIGNATURE(S) BELOW RELEASES INTEREST IN THE VEHICLE.

1a. DATE: [REDACTED] SIGNATURE OF REGISTERED OWNER: [REDACTED]
 1b. DATE: [REDACTED] SIGNATURE OF REGISTERED OWNER: [REDACTED]

Note: California does not use a title number (nor a similar number) on their title document or in their title database.

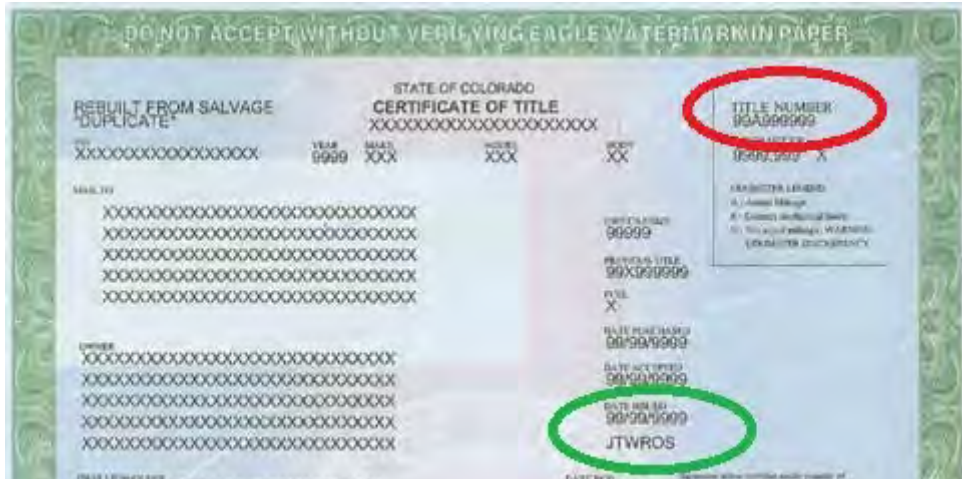
Title #: When entering a California Title Number, use the 4-digit year, the 2-digit month, and the 2-digit day shown in the “Issue Date” field (YYYYMMDD format).

Using the example above, when California issued the out-of-state title, in the TTL017 screen:

1. Select “CALIFORNIA” as the Jurisdiction (State/Cntry field),
2. Enter 20030709 as the Title No, and
3. Enter 07/09/2003 as the Issue Date.

Note: There appear to be several unique document numbers on the California Certificate of Title; however, these are NOT title numbers. Do not use.

Colorado



Title #: 9-digit title number as shown in the “Title Number” field at the upper right of the document. (Two numeric, 1 alpha, 6 numeric).

Note: Any Colorado title issued prior to January 1, 2003, was reported to NMVTIS with a title issue date of 1/1/2003. Enter issue date as it appears on the title.

Note: Colorado Titles contain a “DATE PURCHASED” and a “DATE ACCEPTED” on their face. These should not be used. Use the “DATE ISSUED” which is the third date from the top of the title.

Connecticut



Title #: 9-digit title number as shown on the “Title No.” filed at the upper left of document. Older titles may contain 8-digit numbers.

Note: Connecticut includes the “PRIOR TITLE NUMBER,” “PRIOR TITLE STATE,” and “PURCHASE DATE” on the face of its Certificate of Title. These fields should not be entered into RTS.

Note: Connecticut does not issue a title for vehicles with a model year 1981 or older.

Delaware

CERTIFICATE OF TITLE
State of Delaware
 DIVISION OF MOTOR VEHICLES DEPARTMENT OF TRANSPORTATION

STOCK NO. 7807927

EXPIRATION DATE: 05/30/2007

ACTUAL VEHICLE MILEAGE: 16,958

ISSUED TO: _____

LIENHOLDER(S): _____

LIENHOLDER: _____

Title #: Up to 8-digits shown in the “Title, Tag and Registration No” field on newer documents or the “Title No” field on older documents at the upper left of the document. Title number may include a prefix of PC, C, CL, MC, FT, or U. If this prefix is present it should be entered.

Note: Delaware titles contain an “EXPIRATION DATE.” This information should not be used.

District of Columbia

CERTIFICATE OF TITLE
DISTRICT OF COLUMBIA

VEHICLE IDENTIFICATION NUMBER: KM8JN72D86U444559

YEAR: 2006

MAKE: HYUN

MODEL: PUT

TITLE NUMBER: K1476605

TITLE DATE: 02-28-2008

DISCOUNT: 11000

CLASS: A

OPER: 1712

EXPIRES: 3548

NAME AND ADDRESS OF VEHICLE OWNER(S): CLEAR

Title #: 8-digit title number as shown in the “Title Number” field in the upper left of the document. Older titles may be 7 numbers. In either case, the first digit is always alpha, and the remaining 6 or 7 digits are numeric. Most titles begin with a K or S. (S for Salvage).

Florida

CERTIFICATE OF TITLE

Identification Number	Year	Make	Body	VIT-1-DEP	Vessel Reg. No.	Title Number	Release
	2001	MERC	4D	3288		808282008	
Prev. State	Color	Primary Brand	Secondary Brand	No. of Brands	Use	Date of Issue	Title
FL	MAR				PRIVATE	06/22/2010	
Odometer Status or Vessel Manufacturer's or CRI use				Hull Material	Prop.		
EXEMPT							

Registered Owner

1st Lienholder

NONE

DIVISION OF MOTOR VEHICLES TALLAHASSEE FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES

Control Number

Carl A. Ford Director Julia L. Jones Executive Director

Title #: 8 or 9 digit title number as shown in the “Title Number” field in the upper right of the document.

Note: Florida prints a “PREV ISSUE DATE” on the face of the title. Do not use this date in RTS.

Georgia

Georgia Certificate of Title

DISCLAIMER: DO NOT ACCEPT THIS TITLE WITHOUT THE SECURITY THREAD LOCATED APPROXIMATELY TWO INCHES FROM LEFT EDGE.

VEHICLE IDENTIFICATION NUMBER	MAKE	YEAR	TYPE OF BODY	MODEL	CYL	DATE ISSUED
3G2JB12F255105553	PONTIAC	2005	COUPE	SUNFIRE	4	09/03/2007
DATE VEHICLE PUR.	FUEL	NEW OR USED	ODOMETER*	PREVIOUS TITLE NBR./STATE OF ISSUE	NBR OF LENS	COLOR
08/11/2007	GASOLINE	USED	032938	61668820701 /PA	1	SIL
OWNER						CURRENT TITLE NUMBER
						773700072410013

MAIL TO

Title #: 15-digit title number as shown in the “Current Title Number” field in the upper right of the document.

Note: Georgia prints “PREVIOUS TITLE NBR./STATE OF ISSUE” and “DATE VEHICLE PUR” on the face of the title. These fields should not be entered into RTS.

Note: Georgia does not require (owner’s choice) titling for motor vehicles with a model year of 1985 or prior.

Hawaii



Title #: Up to 8 digits. The “LICENSE NUMBER” printed in the upper right corner plus the last two digits of the year the title was issued.

Note: The License Number is generally 6 digits (but may be less).

Note: Hawaii prints a “DATE SOLD NEW.” This date should not be entered into RTS.

For example, if the Hawaii title indicated the License Number as CCC222 and the issue date as 7/09/2003, the title number should be captured in RTS as CCC22203. If the License Number was VN29 and the issue date was 2/15/13, the title number should be captured in RTS as VN2913.

Idaho



Title #: Up to 10-digit title number as shown in the “Title Number” field in the upper left of the document. Often times the first character is an alpha.

Note: Idaho prints an Odometer Reading Date. Do not enter this date into RTS.

Illinois

The image shows an Illinois Certificate of Title of a Vehicle form. The form is titled "STATE OF ILLINOIS" and "CERTIFICATE OF TITLE OF A VEHICLE". It contains the following information:

VEHICLE IDENTIFICATION NO.	YEAR	MAKE	MODEL	BODY STYLE	TITLE NO.
1J8HS68257C653317	2007	JEEP	GRAND CHEROKEE	O CARRYAL	X6116640127
DATE ISSUED	ODOMETER	COM	PURCHASED	PURCHASE DATE	
04/25/08	5026		NEW	03/05/08	
MAILING ADDRESS			TYPE OF TITLE		
[Redacted]			ORIGINAL		
OWNER(S) NAME AND ADDRESS			LEGEND(S)		
[Redacted]			ACTUAL MILEAGE		

The form also includes a barcode and a legend section. The "TITLE NO." field (X6116640127) is circled in red, and the "DATE ISSUED" field (04/25/08) is circled in green.

Title #: 11-digit title number as shown in the “Title No.” field at the upper right of the document. (Older Illinois titles may be less than 11-digits).

Note: Illinois prints a “PURCHASE DATE” on the face of the title. Do not use.

Indiana

INDIANA CERTIFICATE OF TITLE			
STATE OF INDIANA			
CERTIFICATE OF TITLE FOR A VEHICLE			
MAKE 12345678901234567890	MODEL NAME 12345678901234567890	YEAR 1234	VIN 12345678901234567
TITLE TYPE 123456789012345	FORMER TITLE/STATE 12345678901234567/12	PURCHASE DATE 12/34/56	BODY TYPE 12
OWNER(S) NAME 12345678901234567890123456789012345 12345678901234567890 1234567890123 12 1234567890	ISSUE DATE 12/34/56	USAGE TAX PAID \$123,456,789.00	ODOMETER/BRAND 123456/2345678901234567890
MAILING ADDRESS 12345678901234567890123456789012345 12345678901234567890123456789012345 1234567890123 12 1234567890	BRAND(S) 12345678901234567890 12345678901234567890 12345678901234567890 12345678901234567890 12345678901234567890 12345678901234567890	SECOND LIENHOLDER 12345678901234567890123456789012345 12345678901234567890 1234567890123 12 1234567890	LIEN RELEASED BY: X
ADDITIONAL OWNER(S) 12345678901234567890123456789012345 12345678901234567890123456789012345 12345678901234567890123456789012345 12345678901234567890123456789012345 12345678901234567890123456789012345	PRINTED NAME: _____ POSITION: _____	DATE: _____	THIRD LIENHOLDER 12345678901234567890123456789012345 12345678901234567890 1234567890123 12 1234567890
FIRST LIENHOLDER 12345678901234567890123456789012345 12345678901234567890 1234567890123 12 1234567890	LIEN RELEASED BY: X	PRINTED NAME: _____ POSITION: _____	DATE: _____
LIEN RELEASED BY: X	PRINTED NAME: _____ POSITION: _____	DATE: _____	PRINTED NAME: _____ POSITION: _____
123456789012345678901234567890123456789012345678901234567890123456789012345678901	123456789012345678901234567890123456789012345678901234567890123456789012345678	The Commissioner of the Bureau of Motor Vehicles, pursuant to the laws of the State of Indiana, certifies that the vehicle/watercraft has been duly titled and the owner of the described vehicle/watercraft is subject to the liens set forth.	
INDIANA BUREAU OF MOTOR VEHICLES R. Scott Waddell, Commissioner			TITLE NUMBER 12345678901234
E 9858993 (1)			
DO NOT ACCEPT TITLE SHOWING ANY BRASURES, ALTERATIONS OR MUTATIONS			

Title #:11 or 14 numerical title number as shown on the “Title Number” field in the lower right of the document.

Note: Indiana prints “FORMER TITLE/STATE” and “PURCHASE DATE” on the face of the title. Do not use.

Iowa

STATE OF IOWA
CERTIFICATE OF TITLE TO A VEHICLE Regular

Designation: _____
Title No. 82AB46038 County **Scott** **Issue Date 05/21/2007**
 VIN **JSZRA6ZS575354766** Type **Automobile**

Year	2007	Make	Suzuki	Model	Aerio	Style	4D
Cyl.	4	Fuel	Gasoline	Weight	2,700	GVWR	
Color	White			LP	\$14,300	Sq. Ft.	
Odometer	8 Actual Miles					Cumulative Damage	

Owner(s) _____ Or _____

	Fee	Penalty
Title Fees	\$15.00	\$0.00
Use Tax Fees	\$515.65	
Registration Fees	\$154.00	\$0.00
SI Fees	\$10.00	

Title #:9-digit-number as shown on the “Title No.” field at the upper left of the document. (2 numeric, 2 alpha, 5 numeric)

Kansas

CERTIFICATE OF TITLE
STATE OF KANSAS

VIN NO: _____ STYLE: _____ MILEAGE AND MILEAGE STATUS REPORTED AT: _____
 YEAR: _____ CLASS CODE: _____ DATE OF APPLICATION: _____
 MAKE: _____ EMPTY WEIGHT: _____ PURCHASE DATE: _____
 TITLE NO: _____ DATE TITLE PRINTED: _____

OWNER(S) NAME AND ADDRESS
 SAMPLE OWNER NAME SAMPLE OWNER NAME SAMPLE OWNER NAME AND/OR
 2ND SAMPLE OWNER NAME SAMPLE OWNER NAME SAMPLE OWNER N AND/OR
 3RD SAMPLE OWNER NAME SAMPLE OWNER

123456 ANY STREET
 SAMPLE CITY KANSAS 68612

TRANSFER ON DEATH BENEFICIARY (T) _____
 1ST TOD NAME 1ST TOD NAME 1ST TOD NAM
 2ND TOD NAME 2ND TOD NAME 2ND TOD NAM

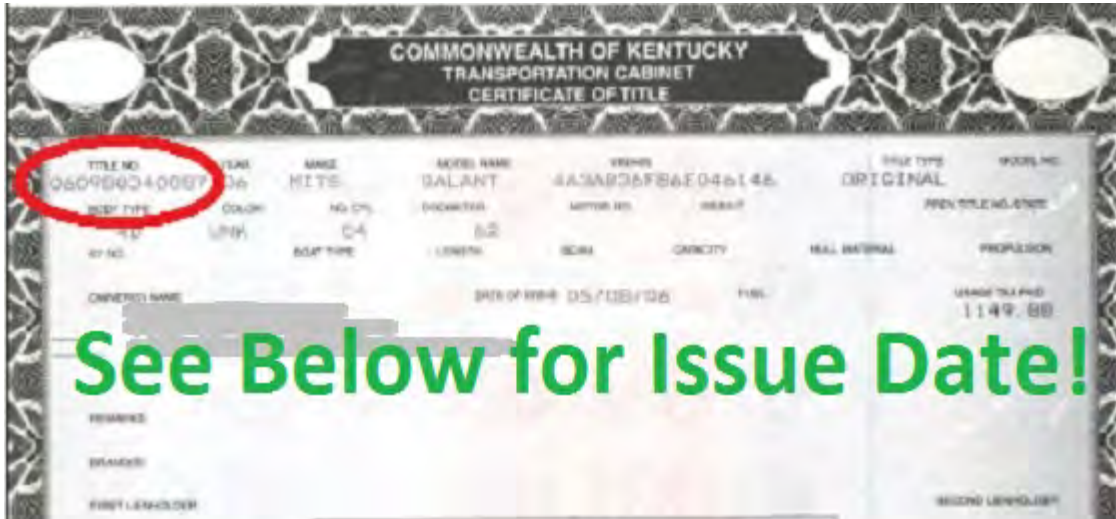
MAILING INFORMATION ONLY

KANSAS IS AN ELECTRONIC TITLING STATE. A KANSAS TITLE WITH A LIEN INDICATED WILL ONLY BE ISSUED AND MAILED DIRECTLY TO A REQUESTING TITLING JURISDICTION WITH LIENHOLDER'S CONSENT.
 THIS VEHICLE IS SUBJECT TO THE FOLLOWING LIEN(S):

Title #:8- or 9-digit title number as shown in the “Title No.” field at the upper left of the document.

Note: Kansas prints a “DATE OF APPLICATION” and “PURCHASE DATE” on the face of the title. Do not use these dates.

Kentucky



Title #: 12-digit title number as shown on the “Title No.” field at the upper left of the document.

The issue date for a Kentucky Certificate of Title is located within the first five digits of the title number. The first two digits identify the year, and characters three through five are the Julian date. For example, a Kentucky title number of 122581140045 indicates the title was issued in 2012 and on the 258th day of the year, which is September 14. In this example, the title issue date reported to NMVTIS is 09/14/2012.

Note: Kentucky prints “PREV TITLE NO/STATE” on the face of the title. Do not enter this information into RTS.

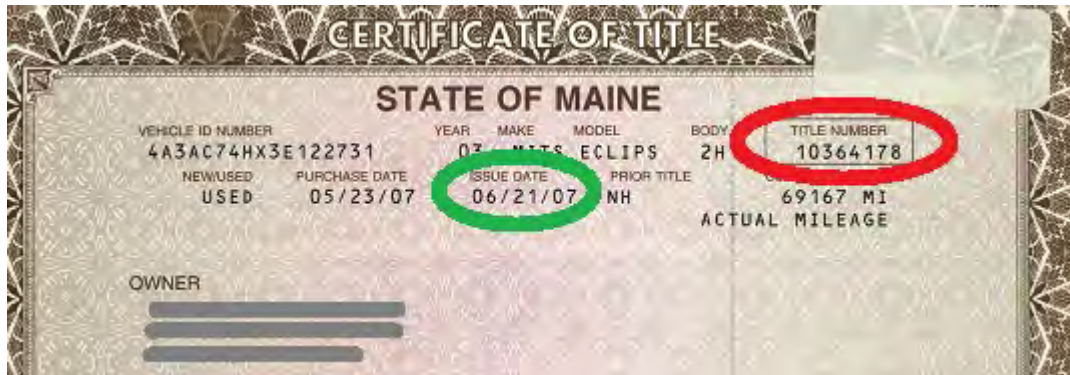
Louisiana



Title #: 8-digit title number as shown in the “Title Number” field at the top of the document.

Note: Louisiana prints “DATE ACQUIRED” on the face of the title. Do not use.

Maine



Title #: 7 or 8-digit title number as shown in the “Title Number” box in the upper right.

Note: Maine prints “PURCHASE DATE” and “PRIOR TITLE” on the face of the title. Neither of these should be used.

Maryland



Title #: 8-digit title number as shown in the “Title Number” field at the upper right of the document (Do not use the red control number).

Note: Maryland prints an “INSPECTION DATE” on the face of the title. This date should not be used.

Massachusetts



Title #: 8-digit title number including alpha characters as shown in the “Title Number” field at the top left of the document. (Two alpha, followed by 6 numeric)

Note: Massachusetts prints a “PURCHASE DATE” on the face of the title. This should not be used.

Note: Massachusetts prints a “PREV TITLE NO” and “PREV TITLE STATE” on the face of the title. Neither of these should be used.

Michigan



Title #: 11-digit title number includes a series of Alpha-Numeric numbers (3 numeric, 1 alpha, 7 numeric) located in the upper left. After the title number, there is a space followed by two more characters. The title # does not include the two additional characters at the end.

In the above title sample, the title number should be entered as “603W0610011”.

Minnesota

VEHICLE IDENTIFICATION NUMBER	YEAR	MAKE	MODEL/BODY	TITLE NUMBER
3G5VAUSE7S	02	BUIC	4W RZV	63270
DATE ISSUED	ODOMETER	TAX BASE	CODE	PLATE NUMBER
11/23/10	254254	025499	09	
EXP 11				CENTRAL OFFICE USE ONLY
NO SECURITY INTERESTS		DOB	OWNER	

Title #:9-digits as shown in the “Title Number” field at the upper right of the document.

Mississippi

VEHICLE IDENTIFICATION NUMBER	MAKE	YEAR	MODEL	BODY	TITLE NUMBER
KNDUP131X36418932	KIA	2003	SEL	SV	E505866-01
TITLE DATE	DATE OF FIRST SALE FOR USE NEW ONLY	NO. CYL.	NEW / USED	TYPE OF VEHICLE	PASS. OR GVW
06252007		06	X	PASS	000

Title #:9-digit title number as shown in the “Title Number” box at the top right of the document. When entering the Mississippi title number, do not include the hyphen or the numbers after the hyphen. (Refer to Chapter 7, Section 7.1 Entry of Title Numbers (Dashes and Spaces)).

In the above example, the Mississippi Title number is “E505866”.

Missouri



Title #: 8- digits shown in the “Title Number” field at the upper right of the document. Usually these will be in the format of 2 alpha and 6 numeric, or 3 alpha and 5 numeric; however, a small number of 8 numeric title numbers exist. Older titles (pre-1970s) may be either 6 or 7 digits.

Note: Do not use the “PURCHASE DATE” or “PREVIOUS STATE” information printed on the face of the title.

Montana



Title #: Documents issued prior to April 2009 are 7-digit title numbers (1 alpha followed by 6 numeric). Documents issued after April 2009 are 9-digit title number (2 alpha followed by 7 numeric) as shown in the “Title Nbr” field in the upper left. (Do not use the control number).

Note: Montana prints a “Vehicle Sale Date” on the face of the title. Do not use.

Note: Do not use the control number listed at the bottom of the titles.

Nebraska

NEBRASKA CERTIFICATE OF TITLE

Vehicle Identification Number: 3FAKP1137XR215961 Year: 1999 Make: FORD Body Style: 2 DOOR COUPE
 Model: ESCORT ZX2/COOL/HOT
 Purchase Date: 8/03/2010 Issue Date: 9/03/2010 Previous Title Number/State: 123456789 KE Title Type: ORIGINAL
 Color: SIL Capacity: Odometer: EXEMPT Legend: G VWR: Legend:

Owner Name(s) And Address:
 JANE DOE
 23 MAIN STREET
 LINCOLN, NE 68508

Purchaser Name(s):
 JOHN DOE
 LINCOLN, NE 68508

1ST Lien: 2ND Lien: Subsequent Lien Fee: LIEN RELEASES:

SELLER MUST COMPLETE **PURCHASER'S INFORMATION**

ODOMETER READING: NOT TRUSTED WITHIN 1000 MILES WITHIN 2000 MILES WITHIN 3000 MILES WITHIN 4000 MILES WITHIN 5000 MILES

1. The mileage stated is in excess of its mechanical limits. 2. The odometer reading is not the actual mileage. 3. ODOMETER DISCREPANCY

ALL OWNERS WHOSE NAMES APPEAR ON THE FACE OF THIS TITLE MUST SIGN.

SIGNATURE OF SELLER: ADDRESS: CITY: STATE: ZIP: SIGNATURE OF PURCHASER: I AM AWARE OF THE ODOMETER STATEMENTS MADE BY THE SELLER(S)

PRINTED NAME OF SELLER (ONLY ONE PRINTED NAME REQUIRED): SIGNATURE OF PURCHASER: DATE OF SALE: SIGNATURE OF PURCHASER:

INSPECTOR CONTROL NUMBER: County: CAT: POLK Title Number: 10246410001
 Witness My Hand And Official Seal The Date Shown Above

County Official: Sandra Watson DS \$ 10.00 (County Official's Seal)

VOID IF ALTERED OR DUPLICATE ISSUED

Title #:11-digit number as shown in the “Title Number” field at the bottom right of the document.

Note: The issue date for a duplicate Nebraska title is printed under the Title Type header of "Original Duplicate." This issue date should be entered into RTS for duplicate Nebraska titles only.

Note: Nebraska prints a “Purchase Date” on the face of the title. Do not use.

Note: Nebraska prints a “Previous title Number/State”. This should not be entered into RTS.

Nevada

STATE OF NEVADA
DEPARTMENT OF MOTOR VEHICLES

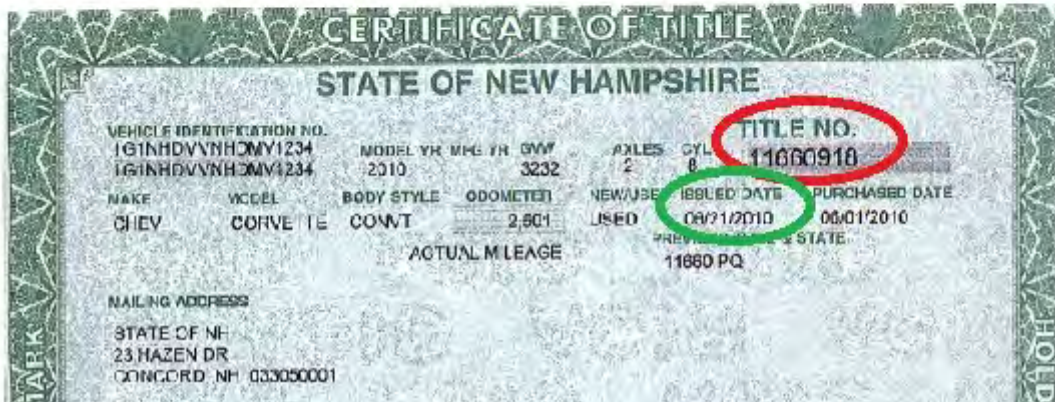
CERTIFICATE OF TITLE

VIN 1B4GP54L4WB730452	YEAR 1998	MAKE DODG	MODEL GRAND CARA	VEHICLE BODY PSW	TITLE NUMBER NV001992763
DATE ISSUED 07/24/2007	ODOMETER MILES 101931	FUEL TYPE G	SALES TAX PD	EMPTY WT	GROSS WT
VEHICLE COLOR	ODOMETER BRAND	ACTUAL MILES		BRANDS	

OWNER(S) NAME AND ADDRESS
[REDACTED]

Title #: 11-digit title number as shown on the title in the upper right of the documents. (Titles issued prior to October 2001 will have the title number in the upper left). Title numbers began with NV starting in 2006 (if present, be sure to include NV when entering the title number).

New Hampshire



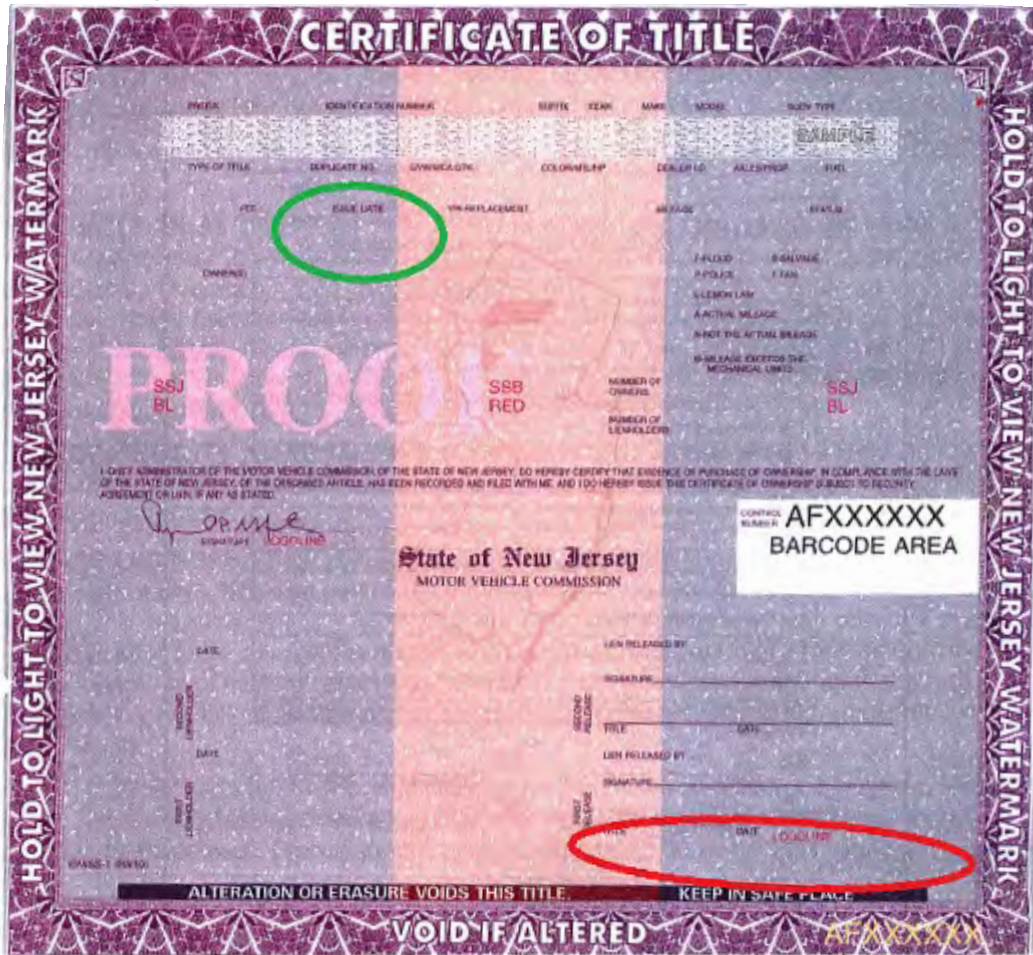
Note: Two most recent revisions of the New Hampshire Certificate of Title above.

Title #: Documents issued prior to December 6, 2004, will be 7-digits, and documents issued on/after December 6, 2004, will be 8-digits as shown in the “Title Number” field at the upper LEFT of the document. A revised title was issued starting July 2011. This document is larger (8 ½ X 11), and the title number is located at the upper RIGHT of the document.

Note: Depending on the title, New Hampshire prints “PURCHASED DATE” and “PREVIOUS TITLE & STATE” information on the face of the title. These fields should not be used for entry into RTS.

Vehicles with a model year of 1999 and prior are exempt from titling in New Hampshire. NMVTIS may display the license plate number in the Title Number field.

New Jersey



Title #: 13-digit number at the bottom right corner of the title. The title number is always reported to NMVTIS as a 17-digit number. For example: the bottom of a NJ title shows “NN20081851234”. The title number has 3 parts: a 2-letter agency identification (NN), Julian date (2008185), and sequence number (1234). Add 4 zeros at the beginning of the sequence of numbers. The title number should be NN200818500001234”.

Note: There may be 2 alpha characters followed by a space in front of the title #. If this appears on a New Jersey title, the first two alpha character and the space are NOT included as part of the title #. The title number is always the 13-digit number (be sure to include the zeros as described above).

New Mexico

Title #: 15-digits shown in the “Title Number” field at the upper right of the document.

Note: New Mexico prints “PREVIOUS TITLE NUMBER AND STATE” on the face of the title. Do not use.

Note: New Mexico prints a control number in the center-right of the title. This number is clearly marked as “NOT A TITLE NO.” Do not use.

New York

CERTIFICATE OF TITLE
NEW YORK STATE

www.nydmv.com

THIS IS A DUPLICATE CERTIFICATE AND MAY BE SUBJECT TO THE RIGHTS OF A PERSON UNDER THE ORIGINAL CERTIFICATE

Title and Identification No. ABCDEF12345678912 ABCDEF12345678912		Year 1996	Make CHEVR	Model Code CVT	Body/Hull 2DSD	Document No. 752375W
Color RD/WH	Wt./Sts./Lgth. 003456	Fuel GAS	Cyl./Prop. 8	New or Used USED	Type of Title VEHICLE	Date Issued 1/09/98

Name and Address of Owner(s)
MOTORIST, MIKE
MOTORIST, MARY
202 SOUTH SWAN ST
ALBANY NY 12121

NO TITLE #

USE ISSUE DATE AS TITLE #

IMPORTANT: THIS VEHICLE WAS RETURNED TO THE MANUFACTURER OF DEALER BECAUSE IT DID NOT CONFORM TO ITS WARRANTY.

STOLEN VEHICLE * INSURANCE TRANSFER ONLY
RECONSTRUCTED * NON-USA STD * REBUILT SALVAGE/NJ
NON-COMPLYING NY EMISSIONS

IMPORTANT: THIS VEHICLE IS NOT EQUIPPED WITH A TAMPER-RESISTANT ODOMETER

Lienholder HOUSEHOLD FINANCE DEPT. C 123 BROADWAY TROY NY 12180	Lienholder SMAC ALBANY REGIONAL OFC WOLF RD ALBANY NY 12321
Lienholder STATE BANK CONSUMER LOAN UNIT PEARL ST ALBANY NY 11111	Lienholder KEY BANK AUTO LOAN DIVISION STATE ST ALBANY NY 12121

DEPARTMENT OF MOTOR VEHICLES

Note: New York does not report a title number (nor a similar number) to NMVTIS because of state privacy laws.

Title #: When entering a New York Title Number, use the 4-digit year, the 2-digit month, and the 2-digit day shown in the “Issue Date” field (YYYYMMDD format)

Using the example above, when New York issued the Out-of-State Title, in the TTL017 screen select “NEW YORK” as the Jurisdiction, enter 19980109 as the Title No, and enter 01/09/1998 as the Issue Date.

Note: The “Document No.” on the Certificate of Title is not the title number to enter into RTS. Do not use this number.

Note: In New York, where registration is proof of ownership, plate numbers appear in the title number field. Registration is proof of ownership for vehicles with a model year of 1972 or earlier. If the model year is 1972 or older, the vehicle’s plate number is the title number.

North Carolina

STATE OF NORTH CAROLINA

MVR 191 (Rev. 05/07)

CERTIFICATE OF TITLE

VEHICLE IDENTIFICATION NUMBER 3N1CB51A52L553246	YEAR MODEL 2005	MAKE NISSAN	BODY STYLE 4S
TITLE NUMBER 772608090284029		TITLE ISSUE DATE 01/30/2009	PREVIOUS TITLE NUMBER 202401090267029

MAIL TO: _____

ODOMETER READING: 056098

ODOMETER STATUS: _____

TITLE BRANDS: _____

Title #: 15-digit title number as shown in the “Title Number” field at the upper left of the document.

Note: North Carolina prints a “PREVIOUS TITLE NUMBER” on the title. Do not use this number in RTS.

Note: If the title number starts with 57, this indicates the vehicle was only registered and not titled. This is not an acceptable ownership document.

North Dakota

LEGAL DOCUMENT - KEEP IN A SAFE PLACE

CERTIFICATE OF TITLE FOR A VEHICLE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
SFN 2875 (Rev. 01-01)

MOTOR VEHICLE DIVISION
ND DEPT. OF TRANSPORTATION
608 E. BOULEVARD AVENUE
BISMARCK, ND 58505-0780
PHONE (701) 329-2725

VIN 3N1CB51A52L553246	YEAR MODEL 2002	YEAR REGISTERED 2002	MAKE NISSAN	BODY STYLE SEDAN 4 DOOR	MODEL SENTRA GXE
OWNER(S) NAME _____		TITLE NUMBER 5630153	VEHICLE TYPE PASSENGER	SHIPPING WEIGHT 2509	DATE ISSUED 03-12-2008

MAIL TO: _____

ODOMETER READING: 94875 MI

ODOMETER STATUS: ACTUAL

Title #: Depending on the age of the Certificate of Title, the title number is 1 to 7 digits as shown in the “Title Number” field at the upper left, upper right, or upper center of the document.

The above example shows the title number in the upper center.

Note: Title numbers started at 1 in 1911 and have increased consecutively. The title could have a 1 digit title number or up to 7 digits. North Dakota has not reached title number 7000000 in this sequence as of March 2014.

Ohio



Title #: 10-digits following “No.” at the top right of the document. When entering into RTS, do not include the spaces.

Oklahoma



Title #: 12 or 13-digit number as shown in the “Title No” field at the top right of the document. First 12 numbers are always numeric. If 13th character is present, it is always an alpha character.

Note: Oklahoma prints “DATE 1st SOLD” on the face of the title. This date should not be entered into RTS.

Note: Oklahoma prints a “DATE INS. LOSS OR SALVAGE” on the face of the title. This date should not be entered into RTS.

Note: An orange Oklahoma Certificate of Title indicates the vehicle is rebuilt salvage; a blue title indicates junk; a red title indicates salvage; a yellow title indicates reconstructed, and a purple title indicates unrecovered theft. Additionally, regular green Certificates of Title may also carry brands.

Note: Green Certificates of Title with a “Salvage” or “Insurance Loss” date indicate the vehicle is a rebuilt salvage.

Oregon

OREGON VEHICLE CERTIFICATE OF TITLE

OREGON DRIVER AND MOTOR VEHICLE SERVICES CERTIFIES THE PARTY IS LISTED AS OWNER OF THE DESCRIBED VEHICLE. DOCUMENTS FILED WITH DMV SHOW THE VEHICLE IS SUBJECT TO THE OWNERSHIP INTERESTS SPECIFIED.

CONTROL NUMBER: 0775414

PLATE NUMBER	TITLE NUMBER	PROCESS DATE	SURVIVOR	REFERENCE NUMBER
M622290	0816817901	061608	N/N	
YEAR	MAKE	MODEL	VEHICLE IDENTIFICATION NUMBER	
2005	SUZI	MC	GSK JS1GN7CA552103983	
OWNER/LESSEE		ODOMETER READING	ODOMETER DATE	
		5,500	06/06/08	
		ODOMETER MESSAGE		
		TITLE BRANDS		
		The title "Brand" printed below indicates the history, condition, or circumstances of the vehicle for which this title has been issued. Please see back of title for		

Title #:10-digits as shown in the “Title Number” field at the upper left of the document.

Note: Oregon prints a “PROCESS DATE” on the face of the title. This is the “ISSUE DATE” of the title and should be used when entering into RTS.

Note: The “CONTROL NUMBER” is not the title number and should not be used.

Pennsylvania

COMMONWEALTH OF PENNSYLVANIA
CERTIFICATE OF TITLE FOR A VEHICLE

1-044

091699999000273-001

4N2ZU86K53ZJ54183	2003	MERCURY	66101872302 WH	
VEHICLE IDENTIFICATION NUMBER	YEAR	MAKE OF VEHICLE	TITLE NUMBER	
SW	0	NJ	9/11/08	075852
BODY TYPE	DUP	PRIOR TITLE STATE	ODOM. PROCD. DATE	ODOM MILES
6/19/08	9/11/08			0
DATE PA TITLED	DATE OF ISSUE	UNLADEN WEIGHT	GVWR	GVWR
				TITLE BRANDS

Title #:11-digits as show in the “Title Number” field in the upper right of the document. (DO NOT INCLUDE the 2 letters following the 11-digit number)

Note: The title number does not include the space and two alpha characters that follow the 11-digits. Do not enter the space or two letters in RTS.

Note: Pennsylvania prints a “DATE PA TITLED” and “DATE OF ISSUE” on the face of the title. When processing a Pennsylvania title in RTS, the “DATE OF ISSUE” should be used. Do not use “DATE PA TITLED”.

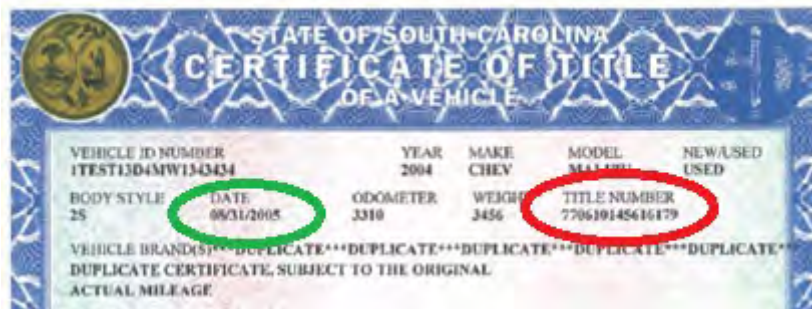
Note: Pennsylvania prints a “PRIOR TITLE STATE” and “ODOM. PROCD. DATE.” Neither should be used for entry into RTS.

Rhode Island



Title #:8-digit “TITLE SEQ. NO.” located in the upper right of the document. The leading zero, if present, should be included.

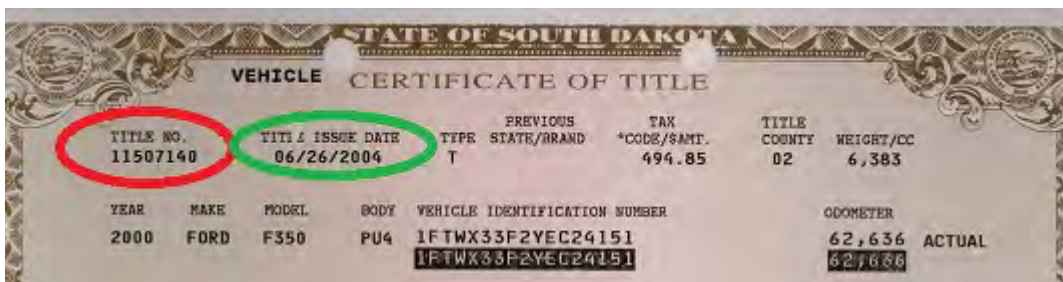
South Carolina



Title #:15-digit number shown in the “TITLE NUMBER” field in the upper right section of titles. Titles issued prior to 2003 have a “TITLE NUMBER” that is 8-digits or less.

Note: Any South Carolina title issued prior to August 1, 2002, was reported to NMVTIS with a title issue date of 7/31/2002. Enter issue date as it appears on the title.

South Dakota



Title #:4- to 8-digits prior to July 1, 2008. 9-digits began July 1, 2008, as shown in the “Title No.” field at the upper left of the document.

Tennessee



Title #: 8-digit title number as shown in the “Title Number” field at the top right of the document

Note: Tennessee prints a list of “PREV OTHER TITLE ST.” This information should not be entered into RTS.

Note: Tennessee prints “DATE VEHICLE ACQUIRED” on the face of the title. Do not use.

Utah



Title #: 7 to 10-digits as shown in the “Title Number” field in the upper right portion of titles issued in 2001 or later. Titles issued before 2001 as shown in the “Vehicle Title #” field in the upper portion of the title.

Note: If present, include the UT when entering the title number into RTS. The majority of titles issued after 2011 will include the UT prefix.

Note: Prior to 2001, the title number is numeric only.

Vermont

CERTIFICATE OF TITLE
STATE OF VERMONT DEPARTMENT OF MOTOR VEHICLES

VEHICLE/HULL IDENTIFICATION NO.				YEAR	MAKE	BODY/HULL TYPE	MODEL LINE	WEIGHT/LENGTH
AXLES	FUEL	NO. CYL.	NEW/USED	DATE PURCHASED	METER READING			OWNERSHIP
DATE TITLED		TITLE NO.		ASSIGNMENT OF TITLE NO. VALIDATES THIS CERTIFICATE				
NAME(S) & ADDRESS(ES) OF VEHICLE/VESSEL OWNER(S)								

Title #: 14-digits as shown in the “Title No” field at the upper left to middle of the document.

Note: Vermont prints “DATE PURCHASED” on the face of the title. Do not use.

Note: Depending on the year the title was issued, the color of the document may be brown (as shown), green, or purple (as of September 2013).

Note: Vermont does not title vehicles more than 15 model years old.

Virginia

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF TITLE FOR A VEHICLE
KEEP IN SAFE PLACE - ANY ALTERATION OR ERASURE VOIDS THIS TITLE

THE DEPARTMENT OF MOTOR VEHICLES, COMMONWEALTH OF VIRGINIA, HEREBY CERTIFIES THAT AN APPLICATION FOR A CERTIFICATE OF TITLE HAS BEEN MADE FOR THE VEHICLE DESCRIBED HEREON PURSUANT TO THE PROVISIONS OF THE MOTOR VEHICLE LAWS OF THIS COMMONWEALTH, THAT THE APPLICANT NAMED ON THE FACE HEREON HAS BEEN FULLY RECORDS AT THE CLERK, OWNER OF SAID VEHICLE AND THAT, FROM THE STATEMENTS OF THE APPLICANT AND THE RECORDS ON FILE WITH THIS DEPARTMENT, THE HEREBY DESCRIBED VEHICLE IS SUBJECT TO THE SECURITY INTEREST RECORDS ON FILE WITH THIS DEPARTMENT, AS HAS DESCRIBED HEREON IF ANY. THE MOTOR VEHICLE LAWS OF THIS COMMONWEALTH ALSO PROVIDE THAT ALL TITLE AND REGISTRATION INFORMATION IN THE OFFICE OF THE DEPARTMENT OF MOTOR VEHICLES IS PUBLIC AND IS SUBJECT TO DISSEMINATION TO AUTHORIZED AGENCIES, BUSINESS OPERATIONS OR AGENTS OF THE COMMONWEALTH OF VIRGINIA. MOTOR VEHICLE COOL SET-TITLE, REGISTRATION AND REGISTRATION.

VEHICLE IDENTIFICATION NO.				VEHICLE BODY				TITLE NO.
EMPTY WGT.	GROSS WGT.	GVWR	GCWR	AXLES	FUEL	SALES TAX PAID	ODOMETER	DATE ISSUED
OTHER PERTINENT DATA						ODOMETER BRAND PRIORITY		

Licensee's name(s) and address(es) _____ TITLE SENT A-TITLE FARMING

Title #: Documents issued prior to Spring 2017 contain an 8-digit title number as shown in the “Title No.” field in the upper right of the document. Documents issued Spring 2017 and later contain a 10-digit title number.

Virginia transactions which are a prior ELT have an “Established Date” printed on the Certificate of Title. This is the date that is reported to NMVTIS as the “Title Issue Date.” When accepting a Virginia Certificate of Title that has an “Established Date,” enter this as the Title Issue Date.

Note: Virginia prints a “PRIOR TITLE NO.” on the face of the title. Do not enter this number into RTS.

Note: Virginia also prints a red control number on the face of the title. This number is marked with a “THIS IS NOT A TITLE NUMBER” notation. Do not enter this number into RTS.

Washington



Title #: Washington has a 10-digit (numeric) “Certificate Number” or “Title Number” located at the top center.

Note: Washington prints “PRIOR TITLE STATE” and “PRIOR TITLE NUMBER” on the face of the title. Do not enter these into RTS.

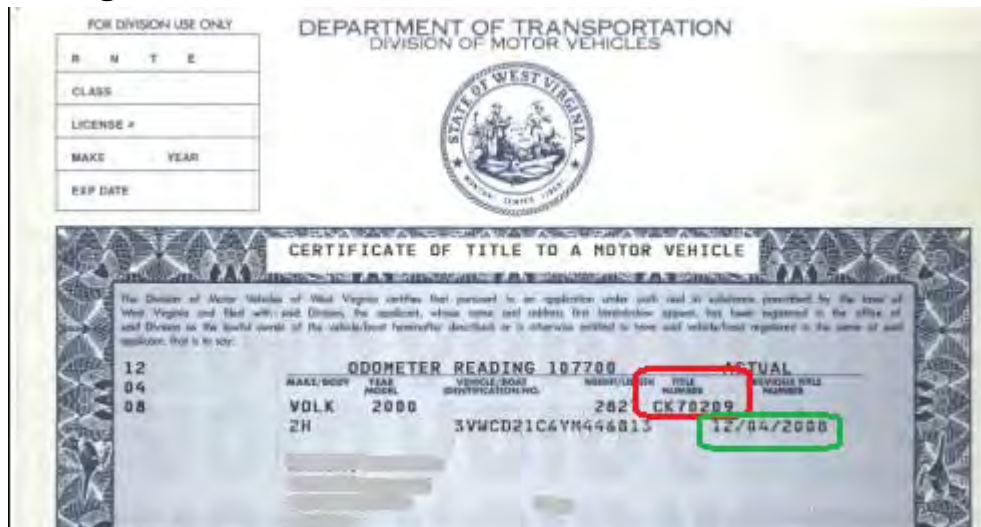
Note: The first two numbers in the title number are the year in which the title was issued. The next three digits are the Julian date.

Effective December 12, 2016, the issue date for a Washington Certificate of Title is listed on the title as the “Date of Application.”

Note: Washington Certificates of Title with a “Date of Application” prior to December 12, 2016, should continue to be processed by using the Julian date within the title number. For example, a Washington title number of 1409960645 indicates the title was issued in 2014 and on the 99th day of the year, which is April 9. In this example, the title issue date is reported to NMVTIS as 04/09/2014.

As of December 12, 2016, the issue date for a Washington Certificate of Title is located under “Date of Application.”

West Virginia



Title #: 7-digits as shown in the “Title Number” field at the upper right of the document. (Title Number will be either one alpha and 6 numeric OR two alpha and 5 numeric)

Note: West Virginia prints a “PREVIOUS TITLE NUMBER” on the title. Do not enter this into RTS.

Wisconsin



Title #: 11 to 13 digit title number given in the “Title Number” field, including the number after the dash (do not include the dash).

Note: As printed on title documents, the final two characters of Wisconsin title numbers are a dash followed by a numeral or letter; however, do not enter the dash in the title number. If the title number is 102529997001-9, it should be entered in RTS as 1025299970019.

Note: Wisconsin prints a “Product Number” and “Fleet No.” on the face of the title. Do not use these.

Note: Wisconsin prints an “Odometer Date” on the face of the title. Do not use this date.

Wyoming

Title #: 9-digit title number given on the title following “Title Number” at the top right of the document. Do not enter the dash.

Note: Some title numbers may not be 9-digits. In this case ZEROS should be added at the end of the first set of numbers in the dash. For example, if the Title Number is printed as 14-92978, it should be entered as 140092978.

This chapter contains the following sections:

- [8.1 VIN Changes between Issued Ownership Evidence](#)
- [8.2 Corrected-Original](#)
- [8.3 Legal Restraints](#)
- [8.4 Previous VIN](#)
- [8.5 IT Errors](#)
- [8.6 NMVTIS Errors/Warnings Not Used](#)

8.1 VIN Changes between Issued Ownership Evidence

VINs with Characters Not Accepted/Changed in RTS

When presented with an ownership document from another state that has a VIN containing characters that are not accepted (or are changed) by RTS (I, O and Q), the County TAC should complete the transaction, entering the VIN how RTS will accept it. For example, the states of Illinois and Indiana use the letter ‘I’ in their state assigned VINs. When this is entered into RTS, it will automatically be changed to the number one (1).

These types of transactions will result in multiple errors since the VIN captured in RTS will not be available in NMVTIS, and RTS expects to find a title history. In any case, whether there are errors or not, this transaction should be submitted for special handling, so the TxDMV can ensure this transaction is approved and correctly updated to NMVTIS.

Note: Please attach a note to this transaction that reads “VIN CHANGE”.

Incorrect VIN printed on Surrendered Ownership Evidence

Policy and procedure for handling VINs which are incorrectly printed on an out-of-state ownership document can be found in the TxDMV Title Manual.

When an out-of-state ownership document is surrendered for a Texas Title and the VIN on the document is incorrect, the appropriate documentation must be provided to establish that a correction is needed. If the required documentation is provided, the Texas record must be entered with the correct VIN, and the previous title information of the out-of-state ownership document must also be entered.

Note: This situation will not occur when a VIN change occurs between two Texas issued Titles. In these situations, the VIN on the prior record is carried forward to the new record and recorded on the new record as the “Previous VIN”. Refer to [8.4 Previous VIN](#) for more information.

These types of transactions will result in a number of errors since the VIN captured in RTS will not be available in NMVTIS, and RTS expects to find a NMVTIS title history. In any case, whether there are errors or not, this transaction should be submitted for special handling, so that the TxDMV can ensure this transaction is approved and correctly updated to NMVTIS.

Note: Please attach a note to this transaction that reads “VIN CHANGE”.

8.2 Corrected-Original

When processing a “Corrected-Original” in RTS, the ownership evidence type is always “Texas Title.” The ownership evidence that was originally captured to issue the Texas title (that is being corrected) has now been superseded in NMVTIS. In order to avoid a NMVTIS Error when processing a “Corrected-Original,” select “Texas Title” on the TTL011 screen.

8.3 Legal Restraints

Except as specified below, legal restraints receive no special handling or message in NMVTIS.

OR Legal Restraints (Owner Retained)

OR Legal Restraints (Owner Retained) are automatically applied to NMVTIS as a Brand 32 (OWNER RETAINED). This is to ensure that if the vehicle leaves the state, it has to meet the same requirements of being rebuilt as it would in Texas.

CR9 Legal Restraints (Manufacturer Buyback)

CR9 Legal Restraints (Manufacturer Buyback) are automatically applied to NMVTIS as a Brand 47 (MANUFACTURER BUYBACK). This legal restraint is no longer used, but still exists on prior records.

RECOND Legal Restraints (RECONDITIONED)

RECOND Legal Restraints (RECONDITIONED) are automatically applied to NMVTIS as a Brand 10 (RECONSTRUCTED). This legal restraint is no longer used; however, some prior records exist with this legal restraint.

SALVAGE Legal Restraints

SALVAGE Legal Restraints are automatically applied to NMVTIS as a Brand 11 (SALVAGE--DAMAGE OR NOTSPECIFIED). This legal restraint was part of a TxDMV cleanup/notification project and is no longer used.

TRSALVAGE Legal Restraint

TRSALVAGE Legal Restraint is automatically applied to NMVTIS as a Brand 11 (SALVAGE--DAMAGE OR NOTSPECIFIED). This legal restraint was part of a TxDMV cleanup/notification project and is no longer used.

8.4 Previous VIN

NMVTIS is a VIN based system. Records are therefore reliant on the VIN in order for records to be associated with one another. When the VIN changes from one issued title to another, it essentially creates two records because there are two different VINs. In order to associate the two VINs, NMVTIS requires the capture of the “PREVIOUS VIN” in order to tie the records together when they are legitimately for the same vehicle.

The way Texas approaches the capture of a PREVIOUS VIN is when the VIN is changed in RTS through a Corrected Title or Original Title. If the VIN is changed during the “title in process” phase (before Texas has issued the title with the incorrect VIN), the previous VIN is not captured because title records are only sent to NMVTIS upon issuance of a title.

An example of when this may occur is when a VIN is incorrectly entered into RTS from a Manufacturer’s Certificate of Origin and the Texas title is issued before the mistake is caught. Once the mistake is brought to attention, a title correction is processed to change the VIN and issue a new Texas title. When this change occurs, RTS will automatically capture the VIN that was on record (the wrong VIN) and insert it into the “PREVIOUS VIN” field on the new record. This will allow NMVTIS to tie the two records together since they are truly for the same vehicle.

Also if a Texas record is called up in RTS and the VIN is changed during another title transaction/transfer, the VIN change will also be captured, and the VIN before the change will be captured as the PREVIOUS VIN.

Previous VIN information is displayed on the Vehicle Inquiry Addl Info INQ003 screen.

The screenshot shows a window titled "Vehicle Inquiry Addl Info INQ003" with the following data:

Previous Owner Information:		Registration Information:	
Name/City & State:		Fees Paid:	\$62.75
DICE MOTOR SALES		Effective Date:	10/01/2013
LAREDO TX		Issue Date:	09/23/2013
Previous Title Information:		Sales Tax Information:	
Jurisdiction:	MA	Sales Price:	\$0.00
Title No:	23165487987987	Trade In:	\$0.00
Issue Date:	03/05/2011	Sales Tax Paid:	\$0.00
VIN:			
Other Information:			
Previous Plate No:		AuditTrailTransId:	16110041546150934
Previous Exp Mo/Yr:	/		

Buttons: Enter, Cancel, Help

The “VIN” field under the “Previous Title Information” section is the “PREVIOUS VIN.” This field will only be displayed on the new or corrected title record (if the VIN was changed on the title record being displayed from the previous title record). It does not carry forward to subsequent title records; therefore, this field will very rarely be populated.

8.5 IT Errors

The list below is a comprehensive list of NMVTIS Errors and Warnings which are handled by the TxDMV’s Information Technology (IT) Division. These Errors/Warnings will not appear on the NMVTIS Inquiry Error Report, the NMVTIS Inquiry Warning Report, or the NMVTIS SEW Report.

- 100 VIN IS REQUIRED
- 102 TITLE NUMBER IS REQUIRED
- 103 MAKE IS REQUIRED
- 105 MODEL YEAR IS REQUIRED
- 106 OLD VIN IS REQUIRED
- 108 OLD TITLE NUMBER IS REQUIRED
- 115 BRANDER TYPE IS REQUIRED
- 116 BRANDER CODE IS REQUIRED
- 117 BRAND CODE IS REQUIRED
- 118 BRAND DATE IS REQUIRED
- 121 RECORD TYPE CODE IS REQUIRED
- 128 TITLE ISSUE DATE IS REQUIRED
- 135 ODOMETER READING IS REQUIRED
- 178 RECORD SORT ORDER IDENTIFIER MUST BE PRESENT
- 201 LEADING/EMBEDDED SPACES NOT ALLOWED IN VIN
- 202 LEADING/EMBEDDED SPACES NOT ALLOWED IN TITLE #
- 207 BRANDER TYPE CONTAINS INVALID VALUE
- 210 BRAND DATE CONTAINS INVALID VALUE
- 211 BRAND DATE CONTAINS FUTURE DATE
- 212 PERCENT OF DAMAGE CONTAINS INVALID VALUE
- 215 TITLE ISSUE DATE CONTAINS INVALID VALUE
- 220 MODEL YEAR CONTAINS INVALID VALUE
- 228 DATA CONTAINS NON-PRINTABLE CHARACTERS
- 235 ODOMETER READING CONTAINS INVALID VALUE
- 236 ODOMETER UNIT OF MEASURE CONTAINS INVALID VALUE
- 237 DATA AVAILABLE IND CONTAINS INVALID VALUE
- 238 RECORD TYPE CONTAINS INVALID VALUE
- 239 LOAD TYPE CONTAINS INVALID VALUE
- 241 STATE TITLING KEY USE CONTAINS INVALID VALUE
- 245 TITLE ISSUE DATE CONTAINS FUTURE DATE

- 250 PERCENT OF DAMAGE TYPE CONTAINS INVALID VALUE
- 251 PERCENT OF DAMAGE CANNOT BE GREATER THAN 100
- 292 RECORD SORT ORDER CONTAINS INVALID VALUE
- 305 FILE ORIGINATOR IS NOT THE BRANDER
- 306 CODE NOT ALLOWED FOR THIS REPORTER
- 318 PERCENT OF DAMAGE NOT ALLOWED ON THIS BRAND
- 324 PERCENT OF DAMAGE PRESENT BUT TYPE MISSING
- 325 PERCENT OF DAMAGE TYPE PRESENT BUT % MISSING
- 336 ODOMETER UNIT OF MEASURE REQUIRED
- 357 RECORD SORT ORDER NOT IN CONSECUTIVE ORDER
- 358 REJECTED DUE TO PART OF SEQ WITH ERROR
- 359 INVALID USE OF RECORD SORT ORDER IDENTIFIED
- 424 BRAND NOT ON FILE
- 525 NO DATA CHANGES IN THE INPUT
- 536 NEW VALUE NOT RECEIVED IN DATA AVAILABLE IND
- 539 ODOMETER UNIT OF MEASURE NOT REQUIRED

8.6 NMVTIS Errors/Warnings Not Used

The list below are mostly NMVTIS warnings that Texas will not utilize nor populate to a report. The list also includes one NMVTIS error (#127) and four Texas place holders (901, 908, 909, and 911) that are also not utilized.

- 127 STATE TITLING KEY IS REQUIRED
- 20B VIN IS SHORTER THAN 17 CHARACTERS
- 21A VIN DECODED BUT CK DIGIT FAILED
- 21B VIN DID NOT DECODE BY CK DIGIT OK
- 21C VIN DID NOT DECODE & CK DIGIT FAILED
- 21D VIN NOT IN DB BUT CK DIGIT OK
- 21E VIN NOT IN DB & CK DIGIT FAILED
- 21F OLD VIN DECODED BUT CK DIGIT FAILED
- 21G OLD VIN DID NOT DECODE BY CK DIGIT OK
- 21H OLD VIN DID NOT DECODE & CK DIGIT FAILED
- 21I OLD VIN NOT IN DB BUT CK DIGIT OK
- 21J OLD VIN NOT IN DB & CK DIGIT FAILED
- 433 DUPLICATE VIN RESOLVED BY BATCH UPDATE
- 439 DUPLICATE VIN RESOLVED BY RECORD PURGE/ARCHIVE
- 551 TITLE RECONCILED AS MOST RECENT HISTORY
- 552 TITLE RECONCILED BELOW MOST RECENT HISTORY
- 584 SOME NJ TITLE NUMBERS PRINT WITH 13 CHARACTERS
- 585 MOST NY RECDS HAVE ISSUE DATE IN TITLE NUM FLD
- 901 MORE THAN 1 ACTIVE NMVTIS POINTER RECORD FOR VIN
- 908 VIN POINTER ODOMETER READING IS EXEMPT AND NEW

- 909 READING IS NUMERIC
VIN POINTER ODOMETER READING IS UNKNOWN AND NEW
READING IS NUMERIC
- 911 TEXAS HAS BRAND <BRAND> THAT NMVTIS DOES NOT

TxDMV PROCEDURES AND GUIDELINES

THIS CHAPTER DOES NOT APPLY TO COUNTY TAX ASSESSOR-COLLECTORS

This chapter contains the following sections:

- [9.1 VIN Changes between Issued Ownership Evidence](#)
- [9.2 Salvage and Nonrepairable Titles/Certificate of Authority \(COAs\)](#)
- [9.3 NMVTIS Reports Vehicle is JUNKED](#)
- [9.4 Brands](#)
- [9.5 NMVTIS Web Interface](#)
- [9.6 Understanding the NMVTIS Web Interface](#)
- [9.7 Modifications via NMVTIS Web Interface](#)

9.1 VIN Changes between Issued Ownership Evidence

Refer to [Chapter 8, Section 8.1 VIN Changes between Issued Ownership Evidence](#)

VINs with Characters Not Accepted/Changed in RTS

Upon arrival, the TxDMV NMVTIS Helpdesk will be responsible for doing a manual inquiry via the NMVTIS Web Interface.

The TxDMV NMVTIS Helpdesk will ensure the ownership document surrendered is the most recent, and that all other information such as year, make, brands, and odometer readings are all correct or logical. Once the manual inquiry has been completed and verified, the transaction can be individually released or returned to the County TAC.

The following day (after release), the TxDMV NMVTIS Helpdesk will verify that the Texas record (with the VIN as it appears on the Texas record) has been updated to NMVTIS. They must notify the prior state (via a state helpdesk to state helpdesk email) and submit a support ticket to AAMVA that explains the situation and requesting AAMVA to merge the two records together. The support ticket should include both the VIN as it appeared on the surrendered ownership document and the VIN as it appears on the Texas record to NMVTIS when requesting the merger. The support ticket should also explain that the change is a result of the TxDMV's system limitations for accepting certain characters.

VIN Corrections from Out-of-State Ownership Evidence

Upon arrival, the TxDMV NMVTIS Helpdesk will be responsible for doing a manual inquiry via the NMVTIS Web Interface for both the old, incorrect VIN and the new, correct VIN. This ensures that the vehicle and information that was captured properly in RTS and any applicable brands have been carried forward.

Upon review, if the transaction is in order, an email shall be sent to Vehicle Data Management (VDM). This email should include the current MVDI record (the in-process transaction) with a request to have VDM enter the incorrect VIN (as shown on the surrendered ownership evidence) into the “Previous VIN” field of the in-process transaction. This is critical to ensure the records are appropriately merged in NMVTIS.

Once the record has been updated in RTS with the “Previous VIN,” the title transaction can be individually released. The following morning, a manual inquiry should be done on the new, corrected VIN to verify the records that were listed under the incorrect VIN are now shown under the new, corrected VIN. If the records were not merged, the transaction will likely display as an Error on the SEW Report. The prior state (via a standard helpdesk to helpdesk email) and AAMVA (via a support ticket to the AAMVA Helpdesk) should be notified so that the records can be appropriately merged.

Note: This situation will not occur when a VIN change occurs between two Texas issued Titles. In these situations, the VIN on the prior record is carried forward to the new record and recorded on the new record as the “Previous VIN.” Refer to [Chapter 8, Section 8.4 Previous VIN](#) for more information.

9.2 Salvage and Nonrepairable Titles/Certificate of Authority (COAs)

Processing of Salvage and Nonrepairable Titles is unique in that they are handled by the TxDMV.

VIN Changes/Corrections

If a Texas Salvage Title, Nonrepairable Title, or COA application is received with an out-of-state ownership document and the VIN is incorrect on that document, the transactions should be processed with the correct VIN. Errors will result and a manual inquiry of both VINs is required. Before releasing the title via batch, the “incorrect VIN” should be entered into the “Previous VIN” field via the RTS Mainframe to ensure the records are properly reconciled in NMVTIS.

If a Texas Salvage Title, Nonrepairable Title, or COA is issued based off of an out-of-state ownership document that is later discovered to have contained an incorrect VIN, it should be handled as follows:

1. A new document, with the correct VIN should be issued. Since the “correct” VIN is not in the system, and because the VIN cannot be changed for a correction of these documents, it will be processed as a new record.
2. Re-enter all of the existing information. When entering the “previous title information” use the Title information from the title that was issued with the incorrect VIN.
3. Errors will result on this transaction because either no record is found (for the correct VIN) or the previous title information will not match (since it was associated with the previous, incorrect VIN).

4. When these errors occur, a NMVTIS HOLD and TITLE REJECTED are placed on the record. Through the mainframe, add the “incorrect VIN” from the previous Texas title into the previous VIN field, and remove the dates in the BRAND HOLD and TITLE REJECTED fields.
5. The transaction will be added to the batch files for release the next day.

9.3 NMVTIS Reports Vehicle is JUNKED

When an applicant applies for Texas Title and the NMVTIS batch inquiry results in an ERROR because the vehicle has previously been reported with a JUNK brand, County TAC offices will submit the transaction to the TxDMV for special handling.

The TxDMV NMVTIS Helpdesk will need to research NMVTIS and contact the branding state to validate the JUNK brand. If verified, the TxDMV NMVTIS Helpdesk will be responsible for:

- **Contacting the customer regarding the nonrepairable status.**
- **Providing the customer with the *Application for Salvage or Nonrepairable Vehicle Title* (Form VTR-441), so they may apply for a Nonrepairable Vehicle Title.**
- **Returning the documentation submitted with the original title application to the customer (when providing them with the *Application for Salvage or Nonrepairable Vehicle Title* (Form VTR-441)).**
- **Deleting the “in process” transaction from RTS so that the customer can properly apply for a nonrepairable vehicle title.**
- **Working with the customer’s local TxDMV Regional Service Center to issue a refund.**

JUNKED Reported in Error

If a JUNK designation was reported in error, request the branding state correct their record in NMVTIS. Once the brand has been corrected/removed in NMVTIS and this transaction requires no further action, it may be individually released.

9.4 Brands

Removal from NMVTIS

When a brand is removed from a Texas record, either by a County TAC or the TxDMV, the brand will need to be manually removed from NMVTIS via the NMVTIS Web Interface.

When a County TAC removes the brand, it will prompt an error (#910) on the inquiry for the transaction that removed the brand. The County TAC will send the transaction to the TxDMV NMVTIS Helpdesk for special handling. The TxDMV NMVTIS Helpdesk will review the transaction, remove the brand, and release the title if the removal of the brand was for a valid reason.

BRAND HOLD Procedures

A BRAND HOLD is automatically applied to any transaction that is processed that generates a NMVTIS error #910 for a missing or omitted brand. County TAC's are instructed to apply the missing or omitted brand to the transaction, regardless of whether or not it appears on the surrendered ownership document. Once the transaction is error free (NMVTIS HOLD no longer appears), the BRAND HOLD will remain and will prevent the transaction from being released as part of the batch release. Examine the transaction. If the brand that was applied to the Texas record appears on the surrendered ownership evidence, then individually release the transaction. If the brand does NOT appear on the surrendered ownership evidence, draft the NMVTIS Brand Letter and send to the customer. The transaction should be retained at Headquarters for the specified length of time to allow the customer to receive and respond to the correspondence. After the specified length of time has elapsed, individually release the transaction.

The individual release of the transaction or removal of the date from the BRAND HOLD field on the Mainframe are the only two ways to remove the BRAND HOLD. Processing the transaction through the RTS "Correct Title Rejection" event will NOT remove the BRAND HOLD. It will only remove the NMVTIS HOLD or TITLE REJECTED remarks.

Customer Disputes for Brands Automatically Placed on Titles

When an applicant has obtained the necessary documentation as outlined in [Customer Dispute](#) and sends the required items to the department, the following procedures should be followed by the TxDMV NMVTIS Helpdesk:

1. Look up the title history in NMVTIS.
2. If the brand being disputed is still displayed despite the fact the customer has provided a letterhead from the branding state, the branding state should be contacted to verify the statement on the letterhead and request that the brand be removed from NMVTIS.
3. Once the branding state verifies the brand has been removed, verify NMVTIS again to ensure the record is in fact clear of the disputed brand, or reflects the appropriate information (depending on the circumstances).
4. The customer will then be issued a no charge title correction that removes the brand.

9.5 NMVTIS Web Interface

The NMVTIS Web Interface is a web portal into the NMVTIS system. It contains the vehicle's title and brand history, theft information, contact information for states making reports to the vehicle's title history, and any insurance, junk, and salvage reports as applicable.

Access and Use of Information

The NMVTIS Web Interface is only available to TxDMV personnel. TxDMV may provide specific information contained within NMVTIS to County TAC offices as needed to assist with the correction of NMVTIS related errors; however, ***a printout of the vehicle's NMVTIS report cannot be distributed outside of the department under any circumstances.***

If a customer needs to obtain information contained in NMVTIS, they should be directed to <http://www.TxDmv.gov/titlecheck> where they may obtain the report by paying a small fee. Discretion should be used when customers make inquiries regarding specific items that may be contained within a report. For example, if a customer is inquiring as to which state applied a specific brand to their vehicle (which the customer is aware of), it would generally be acceptable to indicate the state. However, if a customer is inquiring as to whether any brands exist at all on their vehicle, they should be directed to the Title Check web page to obtain a copy of the report. Other, more specific information, such as title numbers, issue dates, or blanket questions concerning title history information that appears to be an attempt by the customer to obtain information without paying for the report, cannot be provided.

9.6 Understanding the NMVTIS Web Interface

This section of information is only relevant to TxDmv personnel who have access to the NMVTIS Web Interface. AAMVA refers to this as the State Web Interface (SWI).

Vehicle Brand Information

Any brands indicated in this section that are recognized by Texas must be applied to the Texas record, regardless of whether it appears on the surrendered ownership document or not. NMVTIS brands and their Texas equivalent can be found in [Chapter 5, Section 5.3 NMVTIS Conversion to Texas Brands](#).

Vehicle Theft Information

Theft data is provided by the National Insurance Crime Bureau (NICB). NMVTIS will display the most current theft record on file with the NICB. The Make and Model Year information displayed in the Vehicle Theft Information area may not match the values displayed on other areas of the report, because the theft information comes from the NICB and is based on the VIN.

When NMVTIS indicates theft information, department procedures for stolen vehicles should be followed to include verification of the active status of the report. It is possible that a theft report has been closed or canceled; however, the indicator may still appear on NMVTIS.

Note: Theft Information is only available via the Web Interface for Texas. Theft Information is not transmitted as part of the batch process for daily inquiries.

Other Vehicle Information

This area should only contain information when there are multiple, DIFFERENT vehicles with the same VIN. When information appears here, it creates “duplicate VIN pointers.” This means that multiple “valid” titles exist for the same VIN. The only time this is valid is when the vehicle has a pre-1981 and/or has a non-conforming VIN.

For a post 1981 vehicle with a standard, conforming 17-digit VIN, there should never be any information in this area. Any state's history report that appears in this area for a vehicle with a conforming VIN should be contacted and asked to move their record into history. This request must be coordinated through the TxDMV NMVTIS Helpdesk. When the record that appears in this area is a Texas record, the TxDMV NMVTIS Helpdesk will be able to fix this problem without needing to contact AAMVA or any other states.

Note: TxDMV users of the NMVTIS Web Interface that notice a Texas record in this section of the NMVTIS report should notify the TxDMV NMVTIS Helpdesk. Please provide the VIN and indicate there is a possible Duplicate VIN Pointer.

Jurisdiction Contact Information

This information is available for each state which has applied some title history to the vehicle. Any NMVTIS related inquiries or corrections that are needed from other states must be sent to the TxDMV NMVTIS Helpdesk who will process the necessary corrections, or coordinate such efforts/research with the necessary state.

Only TxDMV NMVTIS Helpdesk personnel should directly contact another state in regards to NMVTIS or for any other purpose using this contact information. The TxDMV NMVTIS Helpdesk may be able to resolve many issues without needing to contact another state. NMVTIS states' procedures dictate that only state Helpdesks, or identified personnel should contact other states.

Likewise, when contacted by another state regarding NMVTIS, instruct the other state to contact the TxDMV NMVTIS Helpdesk. TxDMV NMVTIS Helpdesk information is available to NMVTIS users on each report as well as in a Jurisdictional Contact list.

Note: This contact information is strictly for state to state NMVTIS communications and should under no circumstances be provided to anyone outside of the Department. No one outside of TxDMV Helpdesk staff should use this contact information.

Junk, Salvage, and Insurance (JSI) Information

The JSI information can be of value when trying to determine how or why a state applied a particular brand to a vehicle; however, the JSI and brand information are not always related. It is possible to have brand information with no JSI information or the other way around.

For the purpose of applying brands to Texas records, the JSI information is not used. Texas only will carry forward state indicated brands. The reason why JSI information is not used is because the JSI report usually does not meet the state's (in which the vehicle was titled at the time of the incident) definition to be branded in a certain way. Insurance companies also have legal obligations to make the necessary reports to those jurisdictions. In many cases the Insurance companies report "SALVAGE" claims to NMVTIS for 40% to 60% claim payouts. The payout meets the insurance companies definition of a "SALVAGE" claim, but not the state's definition (which in Texas is 100%) to be branded.

JSI information may be used to assist the department in research, or may be of value to a customer; however, if a customer wants to obtain this information, they will need to obtain it from the NMVTIS website at <http://www.TxDMV.gov/titlecheck>.

Note: Texas Transportation Code 501.09113 provides only for allowing Texas to carry forward brands as reported by other states on ownership documents; therefore, JSI information cannot be used to brand a vehicle unless the report comes directly to Texas and meets the threshold and reporting requirements established by Texas statute.

Transaction Type Codes

These codes describe the method in which the record was added or created on NMVTIS.

- **UA - Interactive New Title**
- **UV - Interactive Change Title**
- **UT - Interactive Change State of Title**
- **15 - Batch Add of Title**
- **16 - Batch Modify of Title**
- **ZZ - AAMVA Helpdesk**
- **SW - State Helpdesk**

Interactive reports are made by those states that update NMVTIS instantly (in real time) upon title updates. Texas records will show 15, 16, ZZ, or SW only.

Note: The Title Issue Date and the Title Transaction Date will generally vary, particularly for batch states. The Title Issue Date is the date the title was issued, whereas the Title Transaction Date is the date on which the transaction was reported to or modified in NMVTIS.

9.7 Modifications via NMVTIS Web Interface

This section of information is relevant only to TxDMV NMVTIS Helpdesk personnel who have access to the “Helpdesk” functionality of the NMVTIS Web Interface.

State Titling Key

When adding or modifying a Texas record in NMVTIS via the State Help Desk feature, the “State Titling Key:” field should ALWAYS be left blank. Texas does not use a “State Titling Key.”

Odometer Reading

When adding or modifying a Texas record in NMVTIS via the State Help Desk feature and the odometer is “EXEMPT,” enter “EXEMPT” in the “*Odometer Reading:” field; however, leave the “*Unit:” field unchanged (the “*Unit:” field should read “Selections...”). If the Unit field is changed to Miles or Kilometers, NMVTIS will only accept a numerical value and not allow the “EXEMPT” entry.

This chapter contains the following:

- [10.1 Definitions](#)

10.1 Definitions

AAMVA

American Association of Motor Vehicle Administrators. A tax-exempt, nonprofit organization developing model programs in motor vehicle administration, law enforcement, and highway safety. The association also serves as an information clearinghouse in these areas and acts as the international spokesman for these interests.

AAMVA is the organization responsible for maintaining the National Motor Vehicle Title Information System (NMVTIS).

Brand Date

The date on which a brand was applied to a vehicle. In Texas this is generally the date the title was issued with a particular value limiting brand.

BRAND HOLD <date>

A “BRAND HOLD” remark, containing the date the hold was placed on the record, is automatically placed on the record for ALL transactions that receive NMVTIS error #910. See [Chapter 2, Section 2.3 BRAND HOLD](#).

Brand Pointer

“Points” a VIN to a brand or brands.

CSOT

Definition varies depending on context.

Change State of Title. This means another state is currently in the process of updating NMVTIS with a new title record. This is associated with a state that interfaces with NMVTIS in real time. Texas will interface in a batch format.

Current State of Title. The state that has issued the most recent title.

Duplicate VIN pointer

NMVTIS “points” the VIN to more than one state as having issued the current (or most recent) title.

Generally caused by data entry errors, fraudulent title documents, or states that did not cancel their title record when the vehicle was retitled in a new state.

A post-1981 vehicle, with a conforming 17-digit VIN, should never have a valid reason to indicate a duplicate VIN Pointer. Pre-1981, non-conforming VINs may have valid duplicate VIN pointers because it may be possible for multiple vehicles to have the same VIN.

JSI

Junk, Salvage, and Insurance (JSI) information is reported directly by insurance companies (or some entity acting on their behalf), recyclers, scrap yards, auto auctions, etc. This information is visible on the NMVTIS Web Interface and may be used as a reference; however, title or brand decisions are not made solely based on JSI reporting.

NMVTIS

The National Motor Vehicle Title Information System (NMVTIS) is designed to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold. NMVTIS is also a tool that assists states and law enforcement in deterring and preventing title fraud and other crimes.

NMVTIS HOLD <date>

A “NMVTIS HOLD” remark, containing the date the hold was placed on the record, is automatically applied to the record for ALL transactions that have a NMVTIS error. See [Chapter 2, Section 2.2 NMVTIS HOLD](#).

RTS

Registration and Titling System. The TxDMV’s central motor vehicle record database. RTS is most commonly used to reference the RTS Point-of-Sale interface (RTS POS); however, most other TxDMV platforms interface with the central RTS database.

SEW

Summary, Errors, and Warnings. The SEW file is a file received by the TxDMV to provide a summary of the modifications made to NMVTIS and to highlight any remaining errors and warnings. The SEW file generates a SEW Report which is handled by the TxDMV NMVTIS Helpdesk.

SOT

State of Title. This refers to which state NMVTIS indicates has issued the most recent title. This state is referred to as the SOT or current SOT.

SWI

State Web Interface. This is known in Texas as the “NMVTIS Web Interface.” See [Chapter 9, Section 9.5 NMVTIS Web Interface](#).

Title Number

Texas refers to this as the Document Number (DocNo). Other states refer to this as the Title Number or Control Number. It is the unique identifying number of the title that is used by the issuing State to associate the title to the vehicle. California and New York do not make use of a “Title Number.”

VIN Pointer

“Points” the VIN to the current (or most recent) state of title of which NMVTIS has a record.

A

American Association of Motor Vehicle Administrators (AAMVA) 1 - 1

B

BRAND HOLD 2 - 2
 Procedures 9 - 4
Brands/Remarks 5 - 1, 9 - 5
 Customer Dispute 5 - 6
 Missing or Omitted 2 - 5
 NMVTIS to Texas Conversion 5 - 6
 Not Appearing on Surrendered Document 5 - 4
 Removal from NMVTIS 9 - 3
 Texas to NMVTIS Conversion 5 - 10

C

Canadian Provinces 6 - 2
Consumer Assistance to Recycle and Save (CARS) program 5 - 4
Correct Title Rejection event 3 - 2
Correction 3 - 1
 Not Possible or Not Appropriate 3 - 2
Corrections 2 - 2
Crushed 5 - 3
CSOT 10 - 1

D

Duplicate VIN pointer 10 - 1

E

Error Messages 2 - 3
Error Reports 2 - 1
Errors
 IT Errors 8 - 4
 Multiple Errors 3 - 1
 Not Used 8 - 5

F

Flood Damage 5 - 1
Foreign Evidence 6 - 1

G

Government Bill of Sale 6 - 1
Gray Market 2 - 6

H

Heirship Form 6 - 1, 6 - 3

J

Junk 5 - 1, 5 - 4, 5 - 10, 9 - 3
 Crushed 5 - 3
 In Error 9 - 3
Junk, Salvage, and Insurance (JSI) 9 - 6
Jurisdiction Contact Information 9 - 6

L

Legal Restraint 8 - 2

M

Mexican States 6 - 2
Motor Vehicle
 AAMVA Definition 1 - 2
Multiple Errors 3 - 1

N

National Motor Vehicle Title Information System (NMVTIS)
 1 - 1

NMVTIS HOLD 2 - 2, 10 - 2
Not Applied 4 - 1
NMVTIS Specially Marked Envelope 3 - 3
NMVTIS Web Interface 9 - 4
Dissemination of Reports 9 - 4
Modifications 9 - 7

O

Odometer 5 - 3, 9 - 7
Correction 3 - 3
Out-of-State Title 6 - 1
Owner Retained 8 - 2
Ownership Evidence 6 - 1

P

Participation 1 - 3
Previous Title Information 6 - 1, 8 - 4
Previous VIN 8 - 3

R

Rebuilt 5 - 1, 5 - 10
Recreational Off-Highway Vehicle (ROV) 1 - 2
Registration Purposes Only 1 - 2
Reject 2 - 2
RTS Screen TTL017 6 - 1

S

Salvage 5 - 2
Special Characters 8 - 1
State Titling Key 9 - 7
State Web Interface (SWI) 9 - 5
Stolen 5 - 3, 9 - 5
Summary, Errors, Warnings (SEW) 2 - 2, 10 - 2

T

Theft 9 - 4, 9 - 5
Title Check 9 - 5
Title History 1 - 1
Title Number 7 - 1
Title Samples 7 - 1

U

U.S. Government Agencies 6 - 2
U.S. Territorial Possessions 6 - 2

V

Vehicle Inquiry Addl Info INQ003 8 - 3
VIN Changes 8 - 1, 9 - 1
Salvage, Nonrepairable, COA 9 - 2

W

Warning Messages 4 - 1
Warnings
Not Used 8 - 5