
**Road vehicles — World manufacturer
identifier (WMI) code**

*Véhicules routiers — Code d'identification mondiale des constructeurs
(WMI)*

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 3780 was prepared by Technical Committee ISO/TC 22, *Road vehicles*.

This third edition cancels and replaces the second edition (ISO 3780:1983), which has been technically revised.

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Introduction

The original world manufacturer identifier (WMI) code distribution per country was established over 25 years ago, and much has happened since the previous edition of this International Standard was published in 1983:

- some countries no longer exist;
- the automotive industries in some countries (e.g. China) have developed to such an extent that the countries concerned are rapidly using up their original WMI allocations;
- in other countries that were originally allocated many WMIs, this allocation has gone unused due to the lack of a major automotive industry in the country concerned.

In order to address the issue before a critical point is reached, the international agency for the maintenance of WMI codes, the Society of Automotive Engineers (SAE), together with the SAE VIN/WMI committee, has updated and adjusted the WMI code matrix. Annex A contains the amended global WMI code distribution.

In the course of revising this International Standard, the following significant modifications have also been made with respect to the previous edition:

- the separate clauses “Scope” and “Field of application” have been combined into a single Clause 1, and the subsequent clauses have been renumbered accordingly;
- the terms and definitions in Clause 3 have been made more comprehensive and revised in accordance with the state of the art;
- the content of 4.3 has been amended in order to reduce the risk of different interpretations.

Road vehicles — World manufacturer identifier (WMI) code

1 Scope

This International Standard specifies the content and structure of an identifier in order to establish, on a world-wide basis, the identification of road vehicle manufacturers. The world manufacturer identifier (WMI) constitutes the first section of the vehicle identification number (VIN) described in ISO 3779.

This International Standard applies to motor vehicles, towed vehicles, motorcycles and mopeds as defined in ISO 3833.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3779, *Road vehicles — Vehicle identification number (VIN) — Content and structure*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3779 and the following apply.

3.1

world manufacturer identifier

WMI

first section of the vehicle identification number, which designates the manufacturer of the vehicle and is assigned to a vehicle manufacturer in order to allow identification of that manufacturer

NOTE When used in conjunction with the remaining sections of the VIN, the WMI ensures the uniqueness of the VIN for all vehicles manufactured in the world for a period of 30 years.

3.2

national organization

organization designated by each ISO national member body, and acting on behalf of the international agency responsible for the maintenance of WMI codes, for assignment of the codes

4 General characteristics

4.1 The WMI code shall consist of three characters.

The Arabic numerals and capital Roman letters to be used in the VIN shall be limited to the following:

1 2 3 4 5 6 7 8 9 0

A B C D E F G H J K L M N P R S T U V W X Y Z

The letters I, O and Q shall not be used.

4.2 The assigned WMI codes shall be maintained and checked by the international agency specified in Annex A acting under authorization from ISO.

4.3 One or more WMI code(s) shall be assigned to each manufacturer responsible for the production of vehicles, as specified in ISO 3779, by the national organization of the country in which the manufacturer has its headquarters. The manufacturer may delegate the responsibility for the production of the vehicles to a subsidiary company.

4.4 A WMI code assigned to a manufacturer shall not be assigned to another manufacturer for at least 30 years after the last year in which the code was used.

5 Specific characteristics

5.1 First position

The first position in the WMI code shall be filled by an alphabetical or numerical character designating a geographic area. More than one character may be assigned to a geographic area, based on anticipated needs.

The global allocation of the first position is specified in Annex A.

5.2 Second position

The second position in the WMI code shall be filled by an alphabetical or numerical character designating a country within a specific geographic area. More than one character may be assigned to a country, based on anticipated needs. The unique identification of the country shall be ensured by using a combination of the first and second characters.

The global allocation of the second position is specified in Annex A.

5.3 Assignments of the first and second position

The combination(s) of the first and second position shall be assigned to each country in accordance with Annex A by the international agency.

5.4 Third position

5.4.1 The third position in the WMI code shall be filled by an alphabetical or numerical character assigned by the national organization to designate a specific manufacturer. The unique identification of the manufacturer shall be ensured by using a combination of the first, second and third characters.

NOTE More than one combination of characters (i.e. more than one WMI code) can be assigned to a manufacturer, based on specific needs.

5.4.2 The national organization shall use the numerical character "9" in the third position in order to identify a manufacturer producing fewer than 500 vehicles per year. In such cases, the third, fourth and fifth characters of the vehicle indicator section (VIS) shall be assigned by the national organization, and shall identify the specific manufacturer.

Annex A (normative)

WMI code administration

The international agency responsible for the maintenance of the WMI codes in accordance with this International Standard is the Society of Automotive Engineers (SAE).

Information concerning the application of new WMI codes can be obtained from the WMI coordinator at the following address:

Society of Automotive Engineers, Inc. (SAE),
400 Commonwealth Drive,
Warrendale, PA 15096-0001,
USA

Phone: +1 724.772.8511

Fax: +1 724.776.3087

Email: wmi@sae.org

URL: <http://www.sae.org/standardsdev/groundvehicle/vin.htm>

Further information relating to current WMI codes can be obtained from the following URL:

<http://www.nhtsa.dot.gov/cars/rules/manufacture/>

Table A.1 specifies the first and second position global WMI code distribution.

