

INTERNATIONAL STANDARD



4030

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Road vehicles — Vehicle identification number (VIN) — Location and attachment

Véhicules routiers — Numéro d'identification du véhicule (VIN) — Emplacement et pose

First edition — 1977-01-15

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UDC 629.113 : 629.1.018.815

Ref. No. ISO 4030-1977 (E)

Descriptors : road vehicles, motor vehicles, trailers, motorcycles, marking, designation, international identification, constructor plates, position (location).

Price based on 1 page

FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up 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.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 4030 was drawn up by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the Member Bodies in December 1975.

It has been approved by the Member Bodies of the following countries :

Austria	Hungary	South Africa, Rep. of
Belgium	Iran	Spain
Brazil	Italy	Sweden
Bulgaria	Japan	Switzerland
Canada	Korea, Dem. P. Rep. of	Turkey
Czechoslovakia*	Mexico	U.S.A.
France	Netherlands	U.S.S.R.
Germany	Romania	Yugoslavia

* Czechoslovakia approved the International Standard, with the exception of clause 5.4.

No Member Body expressed disapproval of the document.

Road vehicles – Vehicle identification number (VIN) – Location and attachment

1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies the requirements for the location and marking of the vehicle identification number (VIN) on motor vehicles and trailers as defined in ISO 3833, sub-clauses 3.1 and 3.2, and on motor cycles (excluding mopeds).

2 REFERENCES

ISO 3779, *Road vehicles – Vehicle identification number (VIN)*.

ISO 3833, *Road vehicles – Designations and definitions*.

3 DEFINITION

vehicle identification number (VIN): A structured combination of characters assigned to a vehicle by the manufacturer for identification purposes.

4 VIN LOCATION

4.1 The VIN shall be located on the right side of the vehicle and, if possible, in the front half; or

4.2 When, for regulatory reasons, the VIN must be readable from the outside of the vehicle, it shall be located inside of the passenger compartment adjacent to either windshield pillar.

4.3 The VIN shall be located in an easily visible position, and in a manner which precludes obliteration or alteration; the selected position shall be described in the "Owner's handbook" or equivalent publication.

5 VIN ATTACHMENT

For the attachment of the VIN, the manufacturer of the vehicle may choose between the following two solutions :

5.1 The VIN is directly marked¹⁾ on an integral part of the vehicle; it may be either on the frame, or, for integral frame-body units, on a part of the body not easily removed or replaced.

5.2 The VIN is marked on a separate plate which, in turn, is permanently affixed to the vehicle according to 5.1.

5.3 It is also acceptable to incorporate both solutions in one vehicle if a manufacturer wishes to do so.

5.4 The height of roman letters and arabic numerals of the VIN shall be the following :

- 7 mm at least if marked according to 5.1 (frame, body, etc.);
- 4 mm at least, if marked on an attached plate or on the manufacturer's plate according to 5.2.

5.5 In any case, the characters of the VIN shall be readable, durable and not easily altered.

1) The requirements for the presentation of the VIN are given in 5.7.2 of ISO 3779.