

Guidelines for the South Australian Written-Off Vehicle Register



Government of South Australia

Department of Planning,
Transport and Infrastructure

About these Guidelines

The *Guidelines for the South Australian Written-Off Vehicle Register* are intended as a reference guide for all participants responsible for reporting written-off vehicles for inclusion on the Written-Off Vehicle Register (WOVR) and to assist in ensuring consistency in determining and reporting of written-off vehicles.

These guidelines outline the obligations of insurers, vehicle wreckers and vehicle dealers (including auction houses) as determined by the Motor Vehicles Act and Regulations. It also provides a guide for the use of the codes required for recording the details of written-off vehicles on the register.

Application

While every effort has been made to ensure clarity and correctness, nothing in these Guidelines should be interpreted in such a way as to contravene or negate any clauses or requirements in relevant Acts or Regulations, which remain the over-riding authority. It is incumbent upon individuals to ensure that they fulfil all their legislative obligations and duties, and these Guidelines should merely be regarded as indicative.

TABLE OF CONTENTS

Explanation of Terms	2
What is the Written-Off Vehicle Register?	4
Legislation	4
Who is bound by the legislation?.....	4
Notifiable Vehicles	5
When is a vehicle written-off?.....	5
Which written-off vehicles are notifiable?	5
Determining the Age of a Vehicle.....	5
Role and Responsibilities	6
Insurers	6
Vehicle Dealers/Auction Houses.....	7
Vehicle Wreckers	7
Vehicle Owners/Operators.....	8
Recording Vehicle Identifiers	8
Avoiding duplicate notifications.....	8
Updating Existing WOVV Records	8
Duty to attach Written-Off Vehicle Notice.....	9
Duty to attach Statutory Write-Off Warning Notice	9
Notification Arrangements	10
Inspection Arrangements	11
Establishment of Registration	11
Renewal of Registration	11
WOVR Data	11
Salvage Condition.....	11
Repairable Write-Offs	11
Statutory Write-Offs	12
Incident Type	16
Damage Locations	16
Damage Severity.....	19
Recording Written-Off Information	20
Penalties	21
Failure to Notify.....	21
Failure to Affix Written-Off Vehicle Notice/s	21
Unauthorised Defacement, Alteration or Removal of Notice/s.....	21
Driving a Written-Off Vehicle on the Road	21
Appendix 1 – Written-Off Vehicle Notification Form	22
Appendix 2 – National WOVV Codes	24

Explanation of Terms

For the purpose of these guidelines the following definitions apply:

Auction House	Auction house will have the same meaning as 'Vehicle Dealer'.
Date write-off decision made	The date on which a vehicle is determined by an insurer, auction house, vehicle wrecker, owner, etc as a write-off. Where an assessor on behalf of an insurer assesses the vehicle damage, the date write-off decision made is when the insurer makes the decision to write-off the vehicle.
Insurer	A Body Corporate/ person who carries on the business of insuring vehicles.
Make	The name of the manufacturer of the vehicle (eg. Holden) as recorded on the compliance plate.
Model	The model of the vehicle (eg. Commodore).
Notifiable Vehicle	A vehicle which, under the <i>Motor Vehicles Regulations 2010</i> , must be notified to the Registrar of Motor Vehicles for inclusion on the WOVV (see <i>Notifiable Vehicles</i> for more information).
Registrar	The Registrar of Motor Vehicles.
Registration Number	The number recorded on the number plate attached to the vehicle, or if the number plates have been removed, the last registration number recorded against the vehicle.
Type	The type of vehicle, may be one of the following: <ul style="list-style-type: none">• Motor vehicle• Motor bike• Trailer• Caravan
Vehicle Dealer	A person who carries on the business of selling motor vehicles.
Vehicle Identifier	<p>For a vehicle manufactured before 1 January 1989, the identification number on the chassis/body/shell or other location on the vehicle.</p> <p>For a vehicle manufactured after 31 December 1988, the vehicle identification number allocated in accordance with the Australian Design Rules.</p>

Vehicle Identification Number (VIN)

The unique seventeen character number allocated to a vehicle, motor bike, trailer or caravan manufactured after 31 December 1988, that is based on the International Standards Organisation (ISO) Vehicle Identification System and used as a means of identifying the vehicle.

Vehicle Wrecker

A person who carries on the business of wrecking motor vehicles or disassembling motor vehicles for salvage.

Written-Off

A vehicle is written-off if:

- a) it has been damaged by accident, collision, demolition, dismantling, fire, flood, trespass or other event to the extent that its fair salvage value, when added to the cost of repairing it for use on a road or road related area, would be more than its fair market value immediately before the event that caused the damage; or
- b) it is to be, or has been, wrecked or wholly or partly disassembled for salvage; or
- c) it is to be, or has been, sold or acquired for wrecking or disassembling for salvage.

What is the Written-Off Vehicle Register?

The written-off vehicle register (WOVR) is a government initiative that has been introduced throughout Australia by all jurisdictions.

A WOVR records a written-off vehicle's identifiers and specific information about the damage to the vehicle. Also recorded is whether the vehicle is a *Statutory* write-off or a *Repairable* write-off. A Statutory write-off will not be re-registered again while a Repairable write-off may be repaired for re-registration. The WOVR information assists Vehicle Identity Officers in assessing whether a vehicle being inspected for registration is in fact the re-built wreck, a re-birthed stolen vehicle or a vehicle repaired using parts from a stolen vehicle.

WOVRs were specifically put in place to ensure a nationwide and consistent approach towards combating the re-birthing of stolen vehicles. Re-birthing involves the acquiring of a legitimate Vehicle Identification Number (VIN), usually from a written-off vehicle, and applying that VIN to a stolen vehicle of the same age, make and model. The stolen vehicle is subsequently re-registered and sold to an unsuspecting buyer.

While initially introduced Australia wide in 2004 it was identified that further refinement to the criterion of a statutory write-off for motor vehicles (other than a motor bike, trailer or caravan) with a Gross Vehicle Mass (GVM) not greater than 4.5 tonnes to which Australian Design Rules apply was required and introduced.

The criterion for determining a statutory write-off has been developed through Australia wide consultation with governments, industry and motoring organisations, and endorsed by all States and Territories.

The use of a WOVR, together with close inspection of high-risk vehicles, significantly reduces the risk that a stolen or a poorly repaired vehicle will be registered and sold to an unsuspecting buyer.

The assessment criteria for determining a statutory write-off assists in ensuring vehicles which should not be repaired on safety grounds are consistently identified and appropriately classified as suitable only for dismantling or scrap and combat the activities of profit-motivated vehicle thieves and fraudsters who try to manipulate related industry and government practices.

Legislation

Copies of the legislation may be purchased from the Government Legislation Outlet, EDS Centre, 108 North Terrace, Adelaide, or downloaded from the internet at:
www.legislation.sa.gov.au

Who is bound by the legislation?

The *Motor Vehicles Regulations 2010* requires certain entities to provide information about written-off vehicles to the Registrar.

The entities include;

- Insurers
- Vehicle Dealers (including Auction Houses)
- Vehicle Wreckers
- any other person responsible for a notifiable vehicle (for example, the owner of a vehicle).

Notifiable Vehicles

The *Motor Vehicles Regulations 2010* defines those vehicles that are required to be notified to the Registrar for inclusion on the WOVR. The first criterion of a notifiable vehicle is that it is written-off.

When is a vehicle written-off?

A vehicle is written-off if;

- a) it has been damaged by accident, collision, demolition, dismantling, fire, flood, trespass or other event to the extent that its fair salvage value, when added to the cost of repairing it for use on a road or road related area, would be more than its fair market value immediately before the event that caused the damage; or
- b) it is to be, or has been, wrecked or wholly or partly disassembled for salvage; or
- c) it is to be, or has been, sold or acquired for wrecking or disassembling for salvage.

A notifiable written-off vehicle must be assessed as either a **Repairable** or a **Statutory** write-off. See *Salvage Condition* on page 11 for a comprehensive definition of these terms.

Which written-off vehicles are notifiable?

The written-off vehicles that must be notified to the Registrar for inclusion on the South Australian WOVR are those that are;

1. required to be registered under the Act in order to be driven on a road whether or not the vehicle is in fact registered, or a vehicle registered in another jurisdiction and has not been notified in that jurisdiction (written-off vehicles registered in other jurisdictions should be notified to the appropriate Authority in that jurisdiction); *and*
2. is less than 15 years old at the time the decision is made to write-off the vehicle; *and*
3. is one of the following vehicle types;
 - a motor vehicle with a GVM not greater than 4.5 tonnes to which Australian Design Rules apply; or
 - a motor bike; or
 - a caravan; or
 - a trailer with a GVM greater than 4.5 tonnes.

This includes where a vehicle is wrecked or wholly or partly disassembled, any part of the vehicle that bears a vehicle identification plate or vehicle identification number.

Determining the Age of a Vehicle

To determine the age of a vehicle the following shall apply;

- (a) the month and year of the date referred to on the compliance plate (if any) affixed to the vehicle; or
 - (b) the month and year (if any) impressed on or affixed to the vehicle by the manufacturer as the month and year in which the vehicle was manufactured; or
 - (c) the year during which the manufacture of the vehicle was completed to a stage that would have enabled the vehicle to be registered;
- whichever is the earliest.

Role and Responsibilities

The expeditious notification of written-off vehicles is critical for ensuring the success of the WOVR. Late notifications may allow a re-birthed stolen vehicle with a new identity or a poorly repaired vehicle, to be re-registered before the vehicle identifiers are recorded on the WOVR.

It is also important to ensure that WOVR notifications are made before written-off vehicles become available to potential purchasers. This will help to protect those unsuspecting persons from purchasing a statutory write-off with the intent of repairing the vehicle and later re-registering it.

In order for the WOVR to be effective, the information recorded against each written-off vehicle needs to be able to be clearly interpreted by every Australian State and Territory, regardless of where the information was reported. The accuracy of the information reported is critical to the success of the WOVR in combating the re-birthing of motor vehicles and poorly repaired vehicles being granted registration.

The purpose of the notification form is to provide adequate information to identify repaired vehicles, to check the validity of parts used to repair them and ensure damaged areas are repaired to appropriate standards.

Insurers

Based on experience, insurers or their agents have been responsible for notifying the majority of all written-off vehicles in South Australia. Insurers therefore play a crucial role in notifying the Registrar. It is the responsibility of insurers to assess vehicles and to make appropriate determinations.

If an insurer has multiple business sites and some are located outside South Australia, it is the insurer's responsibility to notify the Registrar of any South Australian registered vehicle that is written-off in another State or Territory.

Assessment of vehicles

The insurance assessor, as the agent of the insurer, is responsible for initially assessing the category of the vehicle.

If considered a write-off, the assessor should recommend to the insurer whether the vehicle is a Statutory or Repairable write-off based on the requirements prescribed in the *Motor Vehicles Regulations 2010*, as outlined in these guidelines. The assessor should also record the incident type, damage locations and damage severity for recording on the WOVR. The insurer who lodges the written-off vehicle notification with the Registrar is ultimately responsible for the correct details and assessment of the vehicle.

Insurers that make a determination that a notifiable vehicle is written-off for insurance purposes must –

- as soon as practicable after making the determination, but before selling or otherwise disposing of the vehicle affix written-off vehicle notices; *and*
- within 7 days after making the determination, give notice in relation to the vehicle to the Registrar.

The seven-day period is taken to begin from when the determination is made by the insurer (rather than the assessor) to write-off the vehicle.

Vehicle Dealers/Auction Houses

Vehicle dealers and auction houses have a responsibility to ensure compliance with the WOVR legislation requirements defined in *Motor Vehicles Regulations 2010*, as outlined in these guidelines.

Dealers and auction houses must notify the Registrar of all notifiable vehicles that come into their possession unless they obtain a vehicle that has already been correctly assessed (salvage condition) and previously notified. Dealers and auction houses should confirm by observing if a written-off vehicle notice has been affixed to the vehicle's firewall or by obtaining documentation from the vendor that a notification has already been accepted by the Registrar or the jurisdiction where the vehicle was last registered.

If a written-off vehicle notice is not affixed to a vehicle that comes into their possession, enquiries should be made to establish if notification has previously been made in the jurisdiction where the vehicle was last registered.

Where a notifiable vehicle has to be notified to the Registrar, the vehicle dealer must assess the damage and complete a written-off vehicle notification form for the vehicle, which must then be forwarded to the Registrar (see *Notification Arrangements* on page 10 for more information).

Vehicle dealers that come into possession of a notifiable vehicle must –

- as soon as practicable after coming into possession of the vehicle, but before selling or otherwise disposing of the vehicle affix written-off vehicle notices; *and*
- within 7 days after coming into possession of the vehicle, give notice in relation to the vehicle to the Registrar.

Vehicle Wreckers

It is the responsibility of vehicle wreckers to ensure compliance with the WOVR legislation requirements defined in the *Motor Vehicles Regulations 2010*, as outlined in these guidelines.

Vehicle wreckers must notify the Registrar of all notifiable vehicles that come into their possession unless they obtain a vehicle that has already been correctly assessed (salvage condition) and previously notified. Vehicle wreckers should confirm by observing if a written-off vehicle notice has been affixed to the vehicle's firewall or by obtaining documentation from the vendor that a notification has already been accepted by the Registrar or the jurisdiction where the vehicle was last registered.

If a written-off vehicle notice is not affixed to a vehicle that they acquire, enquiries should be made to establish if notification has previously been made in the jurisdiction where the vehicle was last registered.

Where a notifiable vehicle has to be notified to the Registrar, the vehicle wrecker must assess the damage and complete a written-off vehicle notification form for the vehicle, which must then be forwarded to the Registrar (see *Notification Arrangements* on page 10 for more information).

Vehicle wreckers who acquire a notifiable vehicle must –

- as soon as practicable after acquiring the vehicle, but before commencing to dismantle the vehicle, or selling or otherwise disposing of the vehicle, affix written-off vehicle notices; *and*
- within seven days after acquiring the vehicle, give notice in relation to the vehicle to the Registrar.

Vehicle Owners/Operators

As well as the requirements for insurers, vehicle dealers, auction houses and vehicle wreckers, the legislation requires WOVN notification from any other person responsible for a notifiable vehicle. Such persons include owners of uninsured vehicles and fleet owners (as fleets are often self-insured). If a vehicle is determined written-off by one of those persons/organisations, the required information must be provided to the Registrar using the written-off vehicle notification form.

For the individual owners of uninsured vehicles, notification will generally occur when the written-off vehicle's registration is cancelled by the owner. These persons will only be able to advise that a vehicle is a repairable write-off because in the majority of instances the person will not have the knowledge or experience to determine if a vehicle is a statutory write-off.

Vehicle owners/operators are required to notify the Registrar of any notifiable vehicles in their possession and affix written-off vehicle notice before selling or otherwise disposing of the vehicle.

Recording Vehicle Identifiers

The vehicle registration number must be taken directly from the registration plates on the vehicle, if fitted.

It is desirable that the VIN is obtained directly from the vehicle or the VIN plate. All 17 characters are to be recorded, no abbreviations are to be used. The VIN should not be taken from the compliance plate unless the VIN is not stamped on the body.

Avoiding duplicate notifications

To avoid duplications, when disposing of a written-off vehicle, it is essential that after advising the Registrar, a written-off vehicle notice is affixed to the vehicle. This will minimise any adverse impact on dealers, auction houses and wreckers who are required to notify of written-off vehicles where a notice has not been affixed.

Updating Existing WOVN Records

A WOVN record will not be deleted.

However, there may be instances where a written-off record will need to be updated. Where this occurs, the old record will be retained for the integrity of the database and audit purposes and a new record will be added.

A new WOVN notification must be provided when a vehicle previously notified as a repairable write-off;

1. has again been damaged following repair and is now a statutory write-off; or
2. has again been damaged following repair and is now a repairable write-off; or
3. by an owner/operator is re-assessed by a person in the motor industry and should be upgraded to a statutory write-off.

A statutory write-off **CANNOT** be downgraded to an repairable write-off.

Duty to attach Written-Off Vehicle Notice

Insurers, auction houses, vehicle dealers and vehicle wreckers are required to assess whether a vehicle is a repairable or statutory write-off (see *Salvage Condition* on page 11). A written-off vehicle notice will signify to potential purchasers that the vehicle to which it is affixed has been recorded as written-off and that the VIN of the vehicle has been flagged as written-off on the WOVR. A statutory write-off cannot be registered, a repairable write-off may only be registered after passing stringent inspection requirements.

The written-off vehicle notice for a motor vehicle must be attached securely to the metal portion of the vehicle's firewall panel and as near as possible to the compliance plate (if fitted in that position). If this is not possible due to extensive damage, affix the notice in a prominent position in the engine bay adjacent to where the compliance plate would normally be attached.

The written-off vehicle notice for a motor bike must be attached to the motor bike's frame in a conspicuous position, close to the identifier. For a trailer/caravan, the notice should be attached to the main frame or near the compliance plate.

This notice must not be damaged, destroyed or removed after it is attached to a vehicle. Only a person authorised to inspect written-off vehicles can remove a written-off vehicle notice (i.e. Police or Government Authorised Officers) except when necessary for repairing or dismantling the vehicle.

Duty to attach Statutory Write-Off Warning Notice

Since a statutory write-off cannot be registered in South Australia or any other jurisdiction, it is important that a person who may be intending to purchase a written-off vehicle is made aware of the vehicle's status. For this reason, when a notifiable vehicle is determined to be a statutory write-off, a statutory write-off warning notice and a written-off vehicle notice must be affixed to the vehicle.

The statutory write-off warning notice for a motor vehicle must be attached securely to the body shell of the vehicle in a conspicuous position. The ideal place for a notice on a vehicle other than a motor bike or trailer/caravan will usually be the roof. More than one label may be placed on the vehicle, since the point of the notices is to warn a potential buyer that the vehicle cannot be registered. These notices must not be defaced, altered or removed after they are attached to the vehicle except when necessary for dismantling or with the approval of an authorised officer.

The statutory write-off notice for a motor bike must be attached to the motor bike's frame in a conspicuous position. For a trailer/caravan, the notice should be attached to the main frame in a conspicuous position.

Remember, the statutory write-off notice provides consumer protection.



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WARNING

STATUTORY WRITE-OFF

**This vehicle cannot be registered
Repairs to this vehicle will not render
it eligible for registration**

Suitable for parts/dismantling only

**THIS NOTICE CAN ONLY BE REMOVED WHEN NECESSARY FOR DISMANTLING
(HEAVY PENALTIES APPLY FOR NON COMPLIANCE)**

To be affixed to the body shell of the vehicle in a readily visible position.

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Warning notices issued by another jurisdiction should remain readable. In cases where the details cannot be deciphered or the notice is in a state of decay, a South Australian notice should be affixed to the vehicle. In these instances, it is not necessary to advise the Registrar.

Notification Arrangements

A person/body corporate authorised to issue written-off vehicle notices on behalf of the Registrar must notify the Registrar of the written-off vehicle prior to selling or otherwise disposing of the vehicle or any of its components. The written-off vehicle notification form must first be completed.

The notification of WOVV information can only be done manually. The Department of Planning, Transport and Infrastructure currently does not provide internet access for notifying a written-off vehicle. Notification of written-off vehicles can be made personally at any Service SA Customer Service Centre by phone or facsimile. The contact details are;

Service SA Customer Contact Centre

Phone 13 10 84

Fax. 8204 8217

or post to:

Department of Planning, Transport and Infrastructure

Written-Off Vehicle Register

GPO Box 1533

ADELAIDE SA 5001

Once the vehicle details have been recorded on the Register, an approval number will be provided and must be written on the written-off vehicle notice along with the vehicle's VIN.

Additional forms, written-off vehicle notices and statutory write-off warning notices may be obtained from any Service SA Customer Service Centre.

Inspection Arrangements

Establishment of Registration

Prior to granting a registration in South Australia, all vehicles recorded as a repairable write-off, no matter in which jurisdiction the vehicle was previously registered, will be required to pass vehicle identity and road safety inspections. The inspections are performed by South Australian Government Authorised Officers. A vehicle recorded as a statutory write-off in any jurisdiction will not be granted registration in South Australia.

The inspections are to ensure the vehicle identifiers match those recorded in the jurisdiction where it was last registered and the vehicle has been repaired to an appropriate standard. Original receipts for the major components used to repair the written-off vehicle will be required to be produced at time of inspection to ensure the validity of the parts used.

Renewal of Registration

A South Australian registered vehicle notified as a repairable write-off will be required to pass vehicle identity and road safety inspections prior to renewal of registration. The inspections are performed by South Australian Government Authorised Officers. The registration of a South Australian registered vehicle will not be renewed if a notification is received advising the vehicle is a statutory write-off.

The inspections are to ensure the vehicle identifiers match those recorded on the Register of motor vehicles and the vehicle has been repaired to an appropriate standard. Original receipts for the major components used to repair the written-off vehicle will be required to be produced at the time of inspection to ensure the validity of the parts used.

WOVR Data

Salvage Condition

The 'salvage condition' is the overall condition that the vehicle is in at the time of assessment. The salvage condition is determined by an insurance assessor, vehicle dealer, wrecker or vehicle owner, depending on the circumstances. The salvage condition is determined following an assessment of the total damage.

Code	Salvage Condition	Description
E	Economic Repairable	The damage caused to the vehicle in an incident is repairable and the vehicle is not a statutory write-off.
S	Statutory	The vehicle is involved in an incident to such an extent that the vehicle meets the criterion of a statutory write-off and is only suitable for dismantling or scrap.

Repairable Write-Offs

Vehicles that are deemed written-off and are not statutory write-offs are repairable write-offs. These vehicles pose a comparatively lower risk of rebirthing because of their higher value, this makes them less attractive to re-birthers. However, because there is evidence that re-birthers are still prepared to purchase these vehicles to provide a new identity to a stolen vehicle or upgrade these vehicles to a higher model using stolen parts albeit at a reduced profit, repairable write-offs are subject to a vehicle identity inspection to confirm that the vehicle identifiers are correct for the vehicle.

A vehicle safety inspection will also be required prior to granting South Australian registration to ensure the vehicle has been repaired to an appropriate standard.

Statutory Write-Offs

The assessment of a statutory write-off must be made with care and in accordance with the requirements of the *Motor Vehicles Regulations 2010* as outlined in these guidelines. Once a vehicle is notified as a statutory write-off, the vehicle will be ineligible for registration both now and in the future. This action is a consequence of the decision made by the person assessing the vehicle's salvage condition.

Statutory write-offs are vehicles that are deemed unsuitable for repair. These vehicles are known targets of vehicle thieves because they can be purchased at a lower cost than repairable write-offs.

The definition of what constitutes a statutory write-off has been agreed to by all Australian jurisdictions. Statutory write-offs are **ineligible for registration** in South Australia and all other jurisdictions.

The Registrar will not reverse an assessment of a vehicle as a Statutory write-off unless the wrong vehicle has been identified.

Statutory write-off is defined in Regulation 71 of the *Motor Vehicles Regulations 2010*, outlined as follows:

For motor vehicles (other than a motor bike, trailer or caravan) with a GVM not greater than 4.5 tonnes to which Australian Design Rules apply:

Statutory write-off to mean that the vehicle is written-off and meets the assessment criteria as a statutory specified in the "*Damage Assessment Criteria for the Classification of Statutory Write-Offs*" published by Austroads Ltd in July 2011, as in force from time to time.

Fire criteria

A fire (whether in-cabin or external) which causes the internal and/or external paint to blister on any three of the following structural members; roof, pillars, floor pan, firewall and or structural rails/chassis shall be deemed a statutory write-off.

Paint blistering on the doors and/or external panels that are designed to be detached is not sufficient for the vehicle to be classified a statutory write-off as these components can be replaced without affecting the rest of the structure.

In addition, where a vehicle has sustained a combination of exterior and interior fire damage such that it is determined to be a total loss, it is to be classified as a statutory write-off.

Water damage criteria

Where the internal cabin of a vehicle is inundated with any water (fresh, salt and/or brackish) such that the internal cabin water level rises above the level of the inner door sill for any period the vehicle is to be classified as a statutory write-off.

Vehicle stripping criteria

Where a vehicle is stripped of interior or exterior parts, panels and components such as wheels, bonnet, guards, doors, boot lid and interior parts or a combination of these items, and is determined to be a total loss (written-off), it is to be classified as a statutory write-off.

Structural criteria

If a vehicle is assessed to have sustained damage to any three of the identified structural areas and/or supplementary restraints it must be deemed to be a statutory write-off, e.g. two structural areas and supplementary restraints or three structural areas. Each different and separate area of damage to the pillars, floor pan, longitudinal rails or independent suspension mounts must all be counted separately towards meeting the 'three count threshold' for statutory write-off status.

1. Roof – the roof has been loaded such that individual structural element(s)/members have been structurally: fractured, cut, cracked, buckled and/or is folded over onto itself, then the roof has an area of structural damage.

2. Pillars – the pillar(s) has/have been loaded such that an individual structural element has been structurally: fractured, cut, cracked, buckled and/or is folded over onto itself, then the pillar has an area of structural damage.

Each pillar counts separately i.e. if three pillars are structurally damaged then based on the pillar damage alone the vehicle would have three areas of structural damage. Hence, the vehicle with three damaged pillars would be classified as a statutory write-off.

3. Floor pan – the floor pan has been loaded such that individual structural element(s)/member(s) have been: fractured, cut, cracked, buckled and/or is folded over onto itself, then the floor pan has an area of structural damage.

Each different and separate area of damage to the floor pan must be counted individually, i.e. damage under the driver's seat and damage under the rear passenger side seat represents two areas of structural damage. Hence the vehicle would require only one other area of structural damage to be classified as a statutory write-off.

The floor panel commences from and includes the inner sill panel where that panel attaches to the floor pan. It however, excludes the outer sill/rocker panel and internal stiffener and braces between the inner and outer panels.

4. Firewall – the firewall has been loaded such that an individual structural element(s)/member(s) have been: fractured, cut, cracked, buckled and/or is folded over onto itself, then the firewall has an area of structural damage. If different and unconnected areas of damage are identified, each area counts separately.

5. Longitudinal structural rails/chassis – the longitudinal structural rails/chassis has been structurally loaded such that longitudinal structural element(s)/member(s) have been structurally: fractured, cut, cracked, buckled and/or is folded over onto itself.

Each longitudinal structural rail counts separately i.e. if two longitudinal structural rails are buckled and the front right suspension mount is damaged the vehicle would have three areas of structural damage and thereby be classified as a statutory write-off.

If both longitudinal rails are damaged to the extent that they both require Original Equipment Manufacture replacement, a third count of damage is to be applied and the vehicle is to be classified as a statutory write-off.

Note: A deformable member that is designed to be removed and replaced is not considered a fundamental structure of the vehicle if damaged and such components are not to be registered as a damage count.

6. Suspension – there has been any collision induced damage to any of the suspension mounts to the chassis/body. Assessment of independent suspension units (ISU) and live axles (i.e. connected axles) require different consideration.

In the case of an ISU, each ISU which has sustained damage to a mount shall be counted as a separate area of structural damage.

In the case of a live axle, damage to one or both mount(s) shall be counted as only one area of structural damage.

7. Supplementary restraints – deployment of supplementary restraints is an indication that the vehicle has been subject to a structural load. The criteria to be used for the vehicle's supplementary restraints is whether there has been any deployment of either an airbag (frontal, side and/or curtain) system within the vehicle occupant cabin and/or activation of a seatbelt pre-tensioner. Deployment of supplementary restraints systems would be grouped. Deployment of a single or multiple airbag(s) (front, side or curtain) or pre-tensioner(s) can only account for one area of structural damage.

8. Mechanical components – there has been any collision induced damage to the engine block, transmission case, differential case(s) and axle housings such that the items are cracked, deformed and/or broken. Damage to the mechanical components would be grouped. Damage to single or multiple mechanical components can only account for one area of structural damage.

The prescribed document "*Damage Assessment Criteria for the Classification of Statutory Write-Offs*" with illustrations/examples to be used for determining a statutory write-off for motor vehicles (other than a motor bike, trailer or caravan) with a GVM not greater than 4.5 tonnes to which Australian Design Rules apply, is available at www.sa.gov.au

For motor bikes, trailers with a GVM greater than 4.5 tonnes and caravans:

Statutory write-off means –

(a) a motor bike, trailer or caravan that –

- (i) is burnt to such an extent that it is fit only for wrecking or scrap; or
- (ii) is stripped of all, or a combination of most, interior and exterior body parts, panels and components (such as, for example, the engine and gearbox (if applicable), wheels, guards, body and chassis components or assemblies); or

(b) a motor bike that –

- (i) has been fully immersed in salt water for any period; or
- (ii) fully immersed in fresh water for more than 48 hours; or
- (iii) has impact damage (excluding scratching) to the suspension and at least two areas of structural frame damage.

Fire Damage

If a vehicle has been burnt to such an extent that it is only fit for wrecking or scrap it is to be classified as a statutory write-off. A vehicle's fitness for only wrecking or scrap is a subjective judgement but generally a burnt or partially burnt vehicle should be classified as a statutory write-off.

Stripped Vehicles

Where a vehicle is stripped of components and is uneconomical to repair, it should be classified as a statutory write-off. This criterion is intended to ensure that any stripped vehicle that has been determined to be a total loss, i.e. it is not economical to repair, is classified as a statutory write-off.

It should be noted that if a stripped vehicle is economical to repair, by definition it is not a total loss and by definition, not a written-off vehicle. Consequently, there is no repairable write-off category for a stripped vehicle.

Even where vehicles have not been stripped to the extent that they are total losses by definition (i.e. uneconomical to repair) if they have been stripped to the point where repairs exceed 20% of the original market value and it is intended to dispose of the vehicle in the un-repaired state, they should be classified as a statutory write-off.

Salt Water Immersion

If the motor bike is fully immersed in salt water for any period the motor bike must be classified as a statutory write-off. This criterion is relatively straight forward to apply in most cases.

Fresh Water Immersion

If the motor bike is fully immersed in fresh water for more than two days (48 hours) the motor bike must be classified as a statutory write-off. This criterion is relatively straightforward to apply in most cases.

Impact Damage

Vehicles that have been in such a severe crash that repairs would entail replacing much of the vehicles identifiable structure or they are only suitable for wrecking or scrap should be classified as a statutory write-off.

A motor bike with impact damage to the suspension and two areas of structural frame damage which exclude scratching must be classified as a statutory write-off.

The use of the term 'impact' in describing damage is intended to mean damage that was caused directly by impact with some object during the crash event. It is not meant to identify transposed or incidental damage.

Again, the use of the term 'impact' when considering damage to the suspension is intended to describe damage caused by a severe crash. Minor suspension damage can easily be caused in 'normal' use by hitting potholes or kerbs. Therefore, when considering suspension damage as one of the statutory write-off criteria, the test should be, "Is the nature and extent of the damage significant and the result of a severe impact?" Minor suspension damage even if it may require the replacement of some components should be ignored.

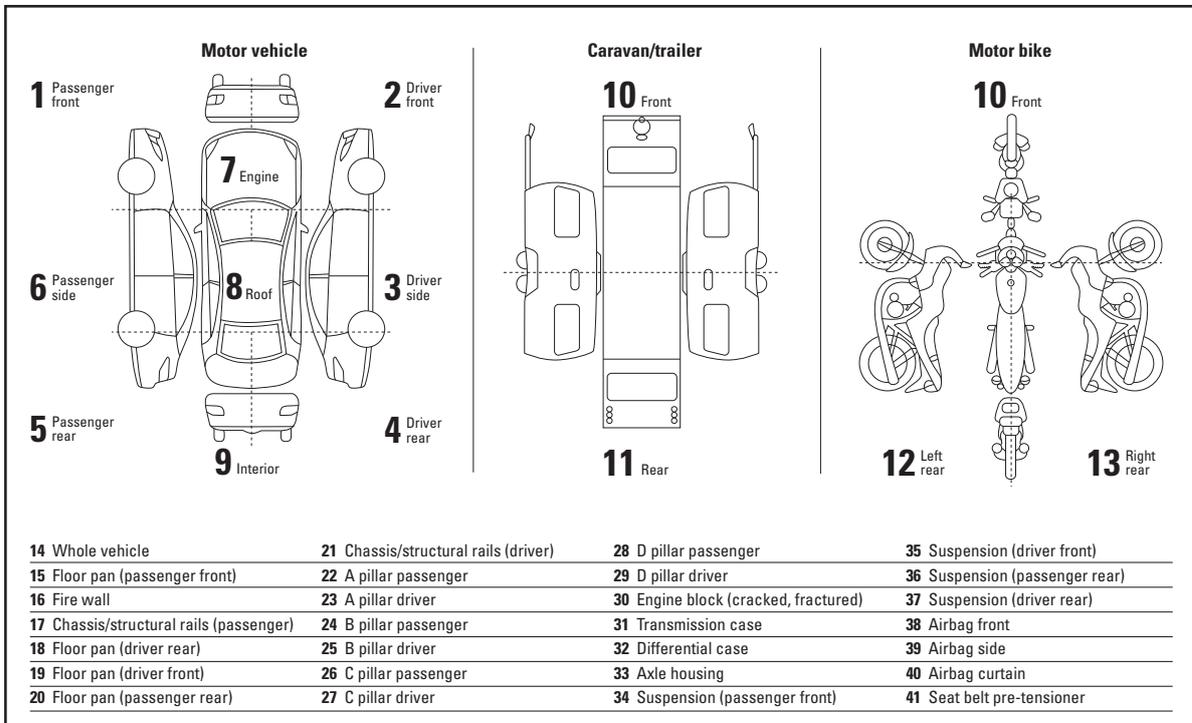
Incident Type

Incident type describes the incident that caused the vehicle to be written-off. More than one incident type may apply, for example impact damage and fire damage, or malicious damage and impact damage, may be recorded against the vehicle.

Codes	Incident Type	Description
D	Dismantled	Legitimate removal of components for use as parts e.g. by wreckers
F	Fire damage	Damage caused by combustion.
H	Hail damage	Damage caused by hailstones.
I	Impact damage	Collision of some type with an object, for example, another vehicle, tree or pole.
M	Malicious/ Vandalism/Stripped	Intentional damage, for example broken door locks, glass window or windows, paint scratched. This code also applies to vehicles that are illegally stripped of parts.
W	Water damage	Damage caused by the water (salt, fresh or brackish) such as in a storm, river or flood.

Damage Locations

Diagram 1 – Damage Locations



14 – Whole Vehicle (applies to all vehicle types)

For full descriptions see table next page.

Below are the descriptions for the *Damage Locations* Diagram on the previous page.

Vehicle Type	Damage Location	Description
Vehicle	1 - Passenger front	Left side front panels and/or glass
	2 - Driver front	Right side front panels and/or glass
	3 - Driver side	Right side panels and/or glass
	4 - Driver rear	Right side rear panels and/or glass
	5 - Passenger rear	Left side rear panels and/or glass
	6 - Passenger side	Left side panels and/or glass
	7 - Engine	Coverage includes components within the engine bay mechanical or electrical
	8 - Roof	Upper covering of vehicle which is supported by the structure
	9 - Interior	Coverage includes from the floor pan to the roof
	15 - Floor pan (passenger front)	Left side floor from front passenger forward
	16 - Firewall	Usually between passenger compartment and engine
	17 - Chassis/structural rails (passenger)	Left side longitudinal structural rails/chassis
	18 - Floor pan (driver rear)	Right side floor behind driver
	19 - Floor pan (driver front)	Right side floor from driver forward
	20 - Floor pan (passenger rear)	Left side floor behind front passenger
	21 - Chassis/structural rails (driver)	Right side longitudinal structural rails/chassis
	22 - A pillar passenger	Left side 1 st pillar
	23 - A pillar driver	Right side 1 st pillar
	24 - B pillar passenger	Left side 2 nd pillar
	25 - B pillar driver	Right side 2 nd pillar
	26 - C pillar passenger	Left side 3 rd pillar
	27 - C pillar driver	Right side 3 rd pillar
	28 - D pillar passenger	Left side 4 th pillar
	29 - D pillar driver	Right side 4 th pillar
	30 - Engine block	Main component of engine (cracked, deformed or broken)
	31 - Transmission case	Outer casing of any transmission (cracked, deformed or broken)
	32 - Differential case	Outer casing of any differentials (cracked, deformed or broken)
	33 - Axle housing	Covering surrounding an axle

Vehicle Type	Damage Location	Description
Vehicle (cont)	34 - Suspension (passenger front)	Left side front suspension mount to body/chassis
	35 - Suspension (driver front)	Right side front suspension mount to body/chassis
	36 - Suspension (passenger rear)	Left side rear suspension mount to body/chassis
	37 - Suspension (driver rear)	Right side rear suspension mount to body/chassis
	38 - Airbag front	Driver and/or passenger front airbags
	39 - Airbag side	Driver and/or passenger side, side airbags
	40 - Airbag curtain	Driver and/or passenger side airbag curtains
	41 - Seat belt pre-tensioner	Any seat belt pre-tensioners
Trailer/ Caravan	10 - Front	Portion of the frame and other components
	11 - Rear	Portion of the frame and other components
Motor Bike	10 - Front	Portion of the frame and other components
	12 - Left rear	Portion of the frame and other components
	13 - Right rear	Portion of the frame and other components
All Vehicles	14 - Whole vehicle	Whole vehicle

Damage Severity

Damage severity means the condition of the vehicle following the incident that led to its written-off status.

Codes	Damage Severity	Description
A	Heavy panel	Replace panel
B	Light panel	Repairable
C	Heavy structural	Replace structural part
D	Light structural	Repair structural part
E	Unrepairable	Physical
F	Major mechanical damage	Replace damaged component
G	Minor mechanical damage	Repair or replace damaged component
H	Major stripping	Interior parts, external panels
I	Minor stripping	Wheels, radio, damaged door locks etc
J	Major vandalism	Interior parts, external panels or parts
K	Minor vandalism	Wheels, radio, damaged door locks etc
L	Water (salt)	Vehicle immersed in salt water
M	Water (fresh)	Vehicle immersed in fresh water
N	Burnt/blistered	Vehicle that is burnt/blistered internally, externally or both
O	Smoke and heat	Minor engine or interior fire or exterior exposed to external heat source
P	Minor smoke	Smoke/soot damage to the interior of the vehicle

Recording Written-Off Information

Written-off vehicles must be notified using the *Written-Off Vehicle Notification Form*. An example of the form is included in Appendix 1.

In addition to the incident date and date write-off decision made, the Damage coding section of the form requires the entry of:

- the damage incident type (impact, fire, malicious, etc.);
- the damage location; and
- the damage severity.

The codes to be used for entering this information are set out in detail in the previous tables, in the written-off vehicle notice booklet or on the form.

Example

The description of the incident, damage and location should be as detailed as possible.

Where there is more than one incident type that applies to the vehicle, the worse two incidents should be recorded, as shown in the example below.

The code for 'whole vehicle', 14, should only be used where appropriate, such as when a vehicle has been completely burnt out or immersed.

The example below is for a passenger car that has both Malicious and Impact Damage. The vehicle was broken into and damage occurred to the door lock and ignition. The vehicle was also involved in an incident and rolled over incurring damage to the driver side deploying the airbags.

1st Incident type	M	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Damage severity			K						K					
		Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		Damage severity														
		Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
		Damage severity														
2nd Incident type	I	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Damage severity		C	C	B				A						
		Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		Damage severity									B		C		B	
		Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
		Damage severity										E				

The example below is for a trailer that caught fire at the rear.

1st Incident type	F	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Damage severity											N			
		Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		Damage severity														
		Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
		Damage severity														
2nd Incident type		Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Damage severity														
		Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		Damage severity														
		Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
		Damage severity														

Penalties

Failure to Notify

The *Motor Vehicles Regulations 2010* provide for a penalty where a notification is not received within the prescribed period of up to \$2500 if committed in the course of a trade or business or in any other case \$1250. An expiation fee applies in the case of an alleged offence not committed in the course of a trade or business.

Failure to Affix Written-Off Vehicle Notice/s

The *Motor Vehicles Regulations 2010* provide for a penalty for failure to affix a Written-Off Vehicle Notice or a Statutory Write-Off Warning Notice as described above of up to \$2500 if committed in the course of a trade or business, or in any other case \$1250. An expiation fee applies in the case of an alleged offence not committed in the course of a trade or business.

Unauthorised Defacement, Alteration or Removal of Notice/s

The *Motor Vehicles Regulations 2010* provide for a penalty for defacing, altering or removal of a Written-Off Vehicle Notice or a Statutory Write-Off Warning Notice as described above of up to \$2500 if committed in the course of a trade or business or in any other case \$1250. An expiation fee applies in the case of an alleged offence not committed in the course of a trade or business.

Driving a Written-Off Vehicle on the Road

The *Motor Vehicles Regulations 2010* provide for a penalty for driving a notified written-off vehicle on the road except to or from a place at which the vehicle is to be or has been repaired or a place at which the vehicle is to be or has been inspected by an Authorised Officer of up to \$2500 if committed in the course of a trade or business or in any other case \$1250. An expiation fee applies in the case of an alleged offence not committed in the course of a trade or business.

Appendix 1 – Written-Off Vehicle Notification Form (Authorised Agents)



Government of South Australia
Department of Planning,
Transport and Infrastructure

NATIONAL WRITTEN-OFF VEHICLE NOTIFICATION

MR14 09/12

Serial No XXXXXX

This form must be completed and sent to the jurisdiction where the vehicle is, or was, last registered before disposing of the vehicle. If the vehicle has never been registered, the form should be sent to the jurisdiction in which the vehicle was based at the time of the incident. You should check with the applicable registration authority about vehicle age limits and coverage.

* Mandatory information. # Not required in NT and VIC. † Not applicable in NSW.
^ Mandatory information for select jurisdictions as indicated. Call the registration authority if you do not have a client/customer number.

Vehicle

Make* _____ Vehicle type* (please tick)
 Motor vehicle Caravan^f Trailer^f Motor bike
 Model* _____
 Registration no* _____ State or Territory* _____ Engine no. _____
 VIN* (17 characters) _____ Date of Manufacture^{g (NT)} MM _____ YYYY _____
 Label no.1 (SA, TAS) _____ Label no.2 (TAS) _____ Approval no.^(SA) _____

Notifier (high volume or regular notifiers should consult their registration authority about alternative arrangements for reporting of name and other notifier details)

Surname*/company name*/business name* _____ Licence no. _____
 Given name(s)*/ABN*/ACN* _____ Telephone* _____
 Address* _____ Postcode _____
 Type of notifier* (please tick) Insurer (I) Auction house (M) Dealer (M) Auto dismantler (M) Assessor (I) Owner (O) Other (M)
 Client/customer no.^{h (NSW, QLD, SA)} _____ Insurance claim no. _____

Incident details

Incident date ^{^ (VIC, NT)} _____ Date write-off decision made* _____ Notifier's reference no. _____
 Odometer reading _____ Write-off type* (please tick) Repairable write-off^f **Statutory write-off**

Signature

I declare that the information given on this form is true and correct. Signature _____ Date _____
 If notifying on behalf of a company or business, please print your full name here. _____

Damage Coding (refer to inside front cover for instruction)

1st Incident type _____	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Damage severity														
	Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	Damage severity														
2nd Incident type _____	Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
	Damage severity														
	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Damage severity														
	Damage location	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	Damage severity														
	Damage location	29	30	31	32	33	34	35	36	37	38	39	40	41	
	Damage severity														

DAMAGE DETAILS* (up to two incident types may be recorded)

A full description of the national damage assessment criteria for motor vehicles (other than a motor bike or trailer) with a GVM not greater than 4.5 tonnes to which Australian Design rules apply and how to apply them is set out in the publication Damage Assessment Criteria for the Classification of Statutory Write-Offs (2011) published by the National Motor Vehicle Theft Reduction Council and Austroads. A PDF version of the publication can be downloaded free of charge from www.sa.gov.au. Refer to Guidelines for the South Australian Written-Off Vehicle Register for further information.

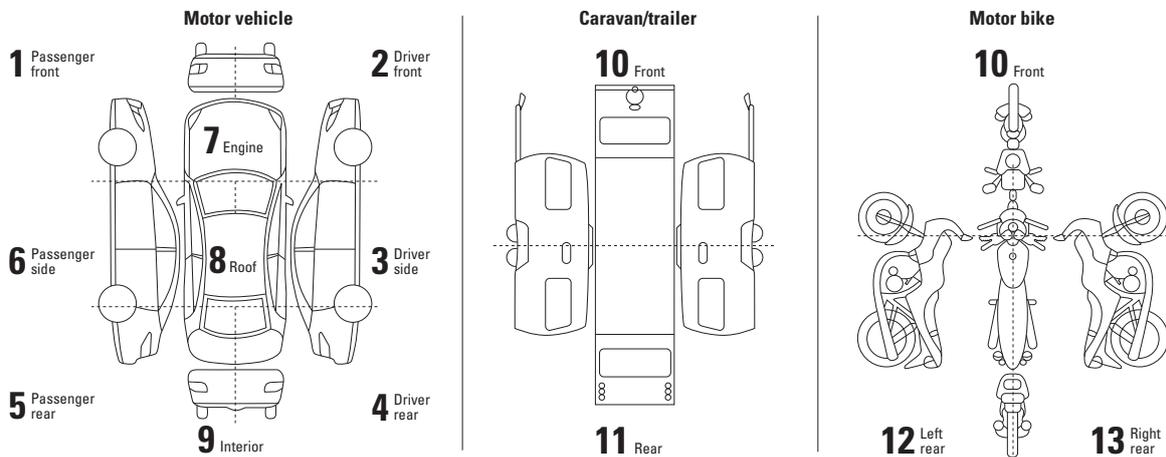
- Incident type code:** Select the 'incident type' that has resulted in the damage from one of the six kinds listed below and enter the code letter next to the 1st Incident type. If a second 'incident type' is involved, enter the applicable code letter next to the 2nd Incident type.
- Damage location:** Refer to the diagrams and list below and match an appropriate **Damage severity code** to each location where the vehicle is damaged. Enter the 'damage severity codes' against the numbered 'damage locations' in the 1st Incident type table on the front page. Only use the second table if a second incident type has also caused damage.

INCIDENT TYPE CODE

- D Dismantled** - Legitimate removal of components for use as parts.
F Fire - Damage caused by combustion.
H Hail - Damage caused by hail stones.
I Impact - Collision of some type with an object, for example another vehicle, tree or pole.

- M Malicious/Vandalism/Stripped** - Intentional damage, for example broken door locks, glass window or windows, paint scratched or stripped of all or a combination of interior and exterior body parts.
W Water - Damage caused by water (fresh or salt) such as a storm, river or flood.

DAMAGE LOCATION



14 Whole vehicle	21 Chassis/structural rails (driver)	28 D pillar passenger	35 Suspension (driver front)
15 Floor pan (passenger front)	22 A pillar passenger	29 D pillar driver	36 Suspension (passenger rear)
16 Fire wall	23 A pillar driver	30 Engine block (cracked, fractured)	37 Suspension (driver rear)
17 Chassis/structural rails (passenger)	24 B pillar passenger	31 Transmission case	38 Airbag front
18 Floor pan (driver rear)	25 B pillar driver	32 Differential case	39 Airbag side
19 Floor pan (driver front)	26 C pillar passenger	33 Axle housing	40 Airbag curtain
20 Floor pan (passenger rear)	27 C pillar driver	34 Suspension (passenger front)	41 Seat belt pre-tensioner

DAMAGE SEVERITY CODE

A Heavy panel	E Unrepairable	I Minor stripping	M Water (fresh)
B Light panel	F Major mechanical damage	J Major vandalism	N Burnt/blistered
C Heavy structural	G Minor mechanical damage	K Minor vandalism	O Smoke and heat
D Light structural	H Major stripping	L Water (salt)	P Minor smoke

REGISTRATION AUTHORITY CONTACT

May be lodged in person, by post or facsimile at any Service SA Centre Customer Service Centre

Telephone enquiries: 13 10 84 between 8am - 6pm Monday to Friday

Post to: Customer Services Section, GPO Box 1533, Adelaide SA 5001

www.sa.gov.au

ABN 92 366 288 135

Confidentiality Notice:

The information contained in this form is required by law to be recorded on a written-off vehicle register and may be disclosed or used for investigation, law enforcement or other purposes in accordance with the legislation of the State or Territory concerned. It will not be disclosed to any third parties without consent unless authorised by law. Check with your registration authority for details of any local variation from these general provisions.

Appendix 2 – National WOVV Codes

This table summarises the nationally agreed codes used by road transport authorities (with some variations) for recording written-off vehicle information.

Salvage Condition	Incident Type	Damage Location	Location Severity
E - Economic - Repairable S - Statutory	D - Dismantled F - Fire Damage H - Hail Damage I - Impact Damage M - Malicious Damage W - Water (salt or fresh)	01 - Passenger front 02 - Driver front 03 - Driver side 04 - Driver rear 05 - Passenger rear 06 - Passenger side 07 - Engine 08 - Roof 09 - Interior 10 - Front 11 - Rear 12 - Left rear 13 - Right rear 14 - Whole vehicle 15 - Floor pan (passenger front) 16 - Fire wall 17 - Chassis/structural rails (passenger side) 18 - Floor pan (driver rear) 19 - Floor pan (driver front) 20 - Floor pan (passenger rear) 21 - Chassis/structural rails (driver side) 22 - A pillar passenger	A - Heavy panel (replace panel) B - Light panel (repairable) C - Heavy structural D - Light structural E - Unrepairable F - Major mechanical damage G - Minor mechanical damage H - Major stripping I - Minor stripping J - Major vandalism K - Minor vandalism L - Water (salt) M - Water (fresh) N - Burnt/blistered O - Smoke and heat P - Minor smoke

		<ul style="list-style-type: none"> 23 - A pillar driver 24 - B pillar passenger 25 - B pillar driver 26 - C pillar passenger 27 - C pillar driver 28 - D pillar passenger 29 - D pillar driver 30 - Engine block 31 - Transmission case 32 - Differential case 33 - Axle housing 34 - Suspension (passenger front) 35 - Suspension (driver front) 36 - Suspension (passenger rear) 37 - Suspension (driver rear) 38 - Airbag front 39 - Airbag side 40 - Airbag curtain 41 - Seat belt pre-tensioner 	



Government of South Australia

Department of Planning,
Transport and Infrastructure