

Guidelines for the South Australian Written-Off Vehicle Register



Government of South Australia

Department for Infrastructure
and Transport

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.

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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</i> must be notified to the Registrar of Motor Vehicles for inclusion on the WOCR (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.
Vehicle Category Types	<p>The type of vehicle, may be one of the following:</p> <p>Category 1 Vehicles means (as per Heavy Vehicle Technical Guide):</p> <ul style="list-style-type: none">• Prime movers greater than 4.5 tonne GVM.• Rigid trucks greater than 3.5 tonne GVM.• Buses greater than 3.5 tonne GVM, built or fitted to carry more than 9 adults.• Trailers greater than 4.5 tonne GVM. <p>Category 2 Vehicles (as per Light Vehicle Technical Guide):</p> <ul style="list-style-type: none">• Motor vehicles to which the Australian Design Rules apply (including motor bikes and caravans) with a GVM not exceeding 4.5 tonne that are not a category 1 vehicle or a light trailer.

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	<p>A vehicle is written-off if:</p> <ol style="list-style-type: none"> 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.

Update to the Written-off Vehicle Register

The Written-off Vehicles Scheme (the Scheme) in South Australia is changing. From 1 June 2023, the Scheme will include heavy vehicles and will cater for vehicles with cosmetic hail damage.

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.

From 1 June 2023 further refinement has been implemented to include vehicles with a GVM greater than 4.5 tonnes to which Australian Design Rules apply to be included in the criterion of written-off vehicles. This refinement will also introduce new terms called Category 1 and Category 2 vehicles.

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 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 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?

There are now two vehicle categories. A written-off vehicle that must be notified to the Registrar for inclusion on the South Australian WOVR are any vehicles that belong to these two categories. Those categories are:

Category 1 Vehicles (as per Heavy Vehicle Technical Guide):

- Prime movers greater than 4.5 tonne GVM.
- Rigid trucks greater than 3.5 tonne GVM.
- Buses greater than 3.5 tonne GVM, built or fitted to carry more than 9 adults.
- Trailers greater than 4.5 tonne GVM
- Interstate written-off vehicles are notifiable.

No age restriction applies for Category 1 vehicles ONLY.

Category 2 Vehicles (as per Light Vehicle Technical Guide):

- Motor vehicles to which the Australian Design Rules (ADR) apply (including motor bikes and caravans) with a GVM not exceeding 4.5 tonne that are not a category 1 vehicle or a light trailer.

Note:

Where a vehicle in one of the above categories is wrecked, wholly or partly disassembled any part bearing the vehicle identification plate or number is also captured.

The new changes mean that:

- Category 2 vehicles that are 15 years or less from 1 January of the year of manufacture are notifiable.
- ADRs applies to both categories (so Special Purpose Vehicles such as a farmer's tractor or header, will be excluded from the scheme because the ADRs do not apply to these types of vehicles).

Evaluation must be against the appropriate technical guide as issued by Austroads.

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 WOVV. 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 WOVV.

It is also important to ensure that WOVV 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 WOVV 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 WOVV 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, as outlined in these guidelines. The assessor should also record the incident type, damage locations and damage severity for recording on the WOVV. 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, 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, 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 a 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.



Government of South Australia

Department of Planning,
Transport and Infrastructure

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 for Infrastructure and Transport currently does not provide internet access for notifying a written-off vehicle. From 3 September 2023, authorised persons can lodge WOVV notifications via their mySAGO account. For more information refer to sa.gov.au. 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

Email: ServiceSA@sa.gov.au

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 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 and colour photographs 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 and colour photographs 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 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 94 of the Motor Vehicles Regulations 2025, 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 December 2019, 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.

Electric Vehicles

Category 1 electric or hybrid vehicles will be deemed statutory write-offs if there is impact damage to the battery pack or power electronics.

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.

Codes	Incident Type	Description
C	Cosmetic Hail Damage	Minor dents to a vehicle that were caused by hailstones and don't affect the integrity of the area and didn't cause any structural damage to the vehicle or any of the vehicle's systems.
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.

Vehicles with Cosmetic Hail Damage

Assessors will be able to determine whether a motor vehicle has and is limited to cosmetic hail damage (which means there is no structural damage because of hail damage). Although these vehicles will be notifiable, they will not require a written off vehicle label to be affixed and may be driven on roads.

Cosmetic hail damage vehicles are considered a Repairable Write-off Vehicle and will not require a safety inspection and can be driven on the road network.

Incident Type

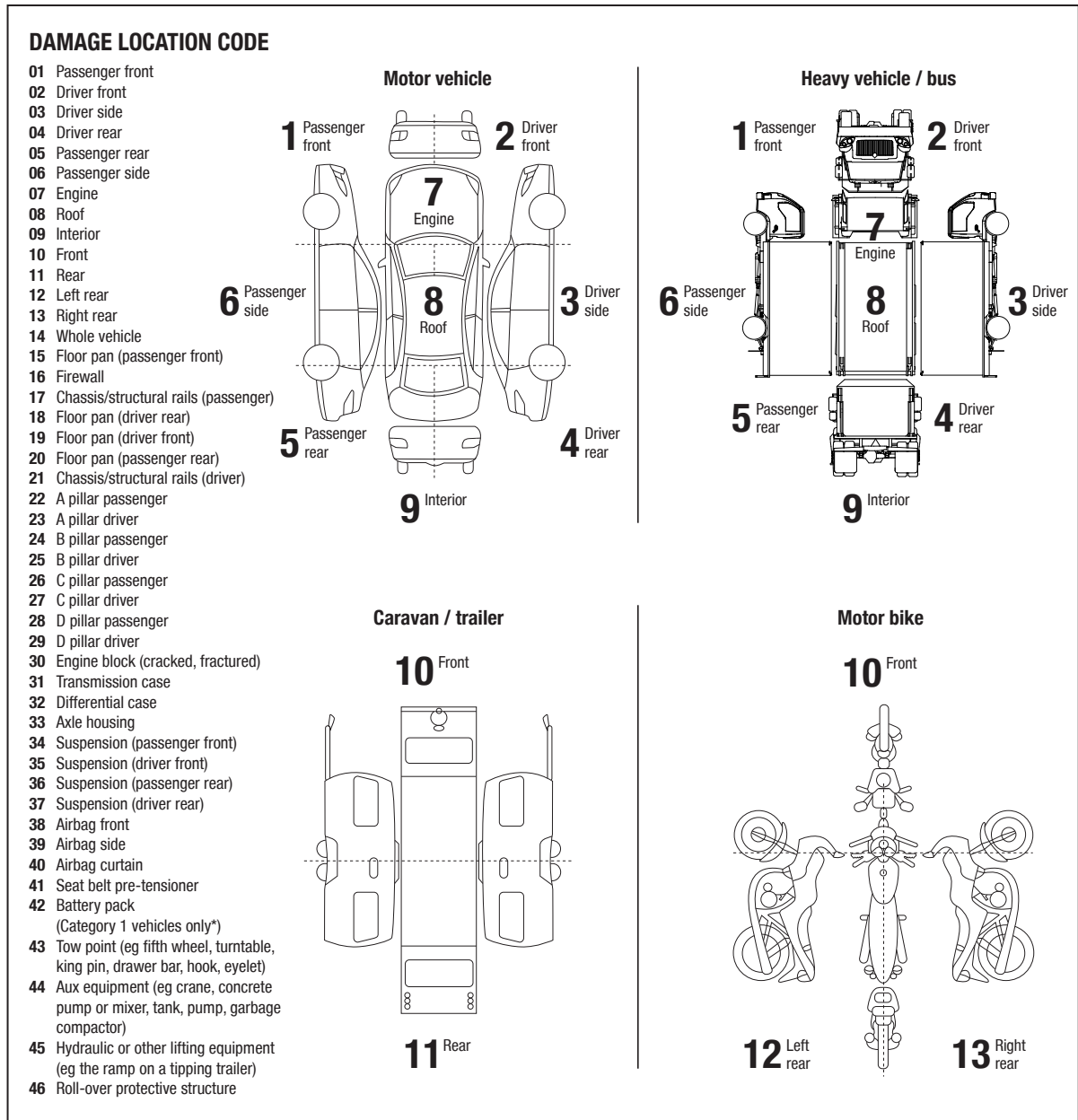
Incident type describes the incident that caused the vehicle to be written-off. More than one incident type may apply, for example impact damage and fire damage, or malicious damage and impact damage, may be recorded against the vehicle.

Cosmetic Hail Damage

- * Cosmetic hail damage is a new incident code for South Australian WOVs only. Cosmetic hail damage means:
 - Damage severity codes can only be Light Panel or Heavy Panel;
 - This incident code is only available to vehicles if it is classified as a Repairable Write-off. Which means if the notifier classifies the WOV as Statutory Write-off, it cannot be classified with incident code C.
 - If this happens, it is considered an invalid application.
 - Vehicles classified with incident code C Cosmetic Hail Damage, will be able to drive on any road network without passing any safety inspection(s).
 - As this incident code applies only in SA, the other jurisdictions will be made aware of this via the National database as a vehicle that does not need to pass any inspection(s) before being driven on any road networks.

Damage Locations

Diagram 1 – Damage Locations



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
	43 - Tow Point	(eg fifth wheel, turntable, king pin, drawer bar, hook, eyelet)
	44 - Aux Equipment	(eg crane, concrete pump or mixer, tank, pump, garbage compactor)
	45 - Hydraulic or other Lifting Equipment	(eg the ramp on a tipping trailer)
	46 - Roll-over	Protective Structure
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	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
	Damage severity				K					K															
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
	Damage severity																								

2nd Incident type	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Damage severity		C	C	B				C															
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
	Damage severity		C		B											E								

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

1st Incident type	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
	Damage severity											N													
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
	Damage severity																								

2nd Incident type	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
	Damage severity																								
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
	Damage severity																								

Penalties

Failure to Notify

The Motor Vehicles Regulations 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 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 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 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

NATIONAL WRITTEN-OFF VEHICLE NOTIFICATION

MR14
06/23

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.

Serial No. 000000

* 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

Vehicle Category Type* (please tick)

Motor vehicle Caravan# Trailer# Motor bike Prime mover Rigid truck Bus

Make* _____ State or Territory* _____

Model* _____ Date of Manufacture ^ (NT) _____

Engine No. _____ Registration No.* _____

VIN* (17 characters) | | | | | | | | | | | | | | | | | |

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. ^ (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† 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	15	16	17	18	19	20	21	22	23
	Damage severity																							
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
	Damage severity																							
2nd Incident type	Damage location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Damage severity																							
	Damage location	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
	Damage severity																							

Label no. 1 (SA, TAS)

Label no. 2 (TAS)

Approval no. (SA)

When complete –
OFFICIAL: Sensitive//Personal privacy

- Please read all the information on both sides before completing this notification.
- Please write clearly in BLOCK LETTERS.
- This notification will not cancel the registration of the vehicle. An 'Application to Cancel Registration' is required.
- If you have any questions, ask a Customer Service Officer for assistance.

NOTIFICATION OF A "WRITTEN-OFF" VEHICLE

The Registrar of Motor Vehicles must be advised of the following written-off vehicles (to which Australian Design Rules apply):

- Category 1 vehicles as per Heavy Vehicle Technical *Guide; and
- Category 2 vehicles as per Light Vehicle Technical *Guide.
- If you are the private owner of vehicle that has been written-off you must advise the Registrar before selling or otherwise disposing of the vehicle.
- For a motor vehicle dealer, auction house, vehicle wrecker/dismantler you must advise the Registrar within 7 days of acquiring or declaring a vehicle to be a written-off vehicle, or if you are an insurer, within 7 days of declaring a vehicle to be written-off vehicle.
- For a motor vehicle dealer, auction house, vehicle wrecker/dismantler or insurer, 'Written-Off Vehicle notice/s' must be affixed to the vehicle as soon as practicable and prior to it or any parts being sold or otherwise disposed of.

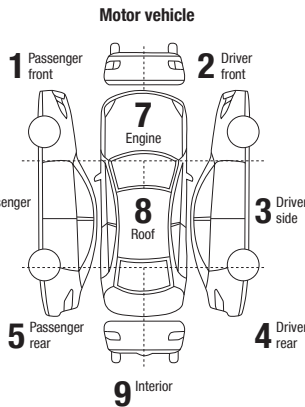
DAMAGE DETAILS* (UP TO TWO INCIDENT TYPES MAY BE RECORDED)

1. Incident type code: Select the 'incident type' that has resulted in the damage from one of the seven kinds 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.
2. Damage location code: 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.

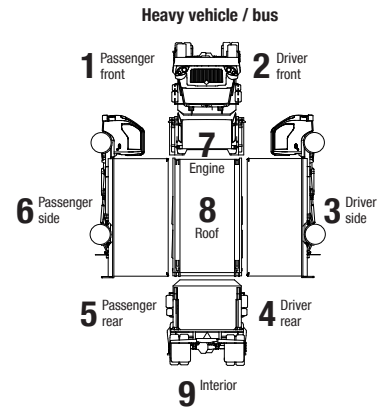
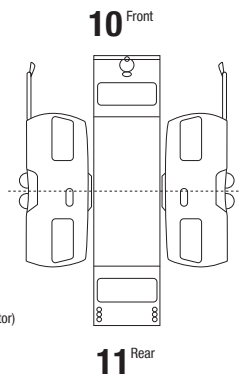
INCIDENT TYPE CODE D Dismantled F Fire H Hail I Impact C Cosmetic hail M Malicious/Vandalism/Stripped W Water

DAMAGE LOCATION CODE

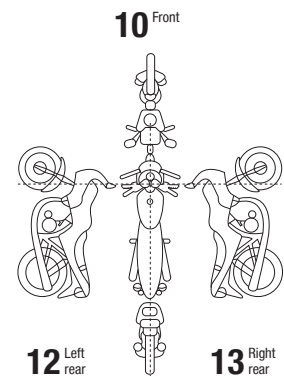
- 01 Passenger front
- 02 Driver front
- 03 Driver side
- 04 Driver rear
- 05 Passenger rear
- 06 Passenger side
- 07 Engine
- 08 Roof
- 09 Interior
- 10 Front
- 11 Rear
- 12 Left rear
- 13 Right rear
- 14 Whole vehicle
- 15 Floor pan (passenger front)
- 16 Firewall
- 17 Chassis/structural rails (passenger)
- 18 Floor pan (driver rear)
- 19 Floor pan (driver front)
- 20 Floor pan (passenger rear)
- 21 Chassis/structural rails (driver)
- 22 A pillar passenger
- 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 (cracked, fractured)
- 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
- 42 Battery pack (Category 1 vehicles only*)
- 43 Tow point (eg fifth wheel, turntable, king pin, drawer bar, hook, eyelet)
- 44 Aux equipment (eg crane, concrete pump or mixer, tank, pump, garbage compactor)
- 45 Hydraulic or other lifting equipment (eg the ramp on a tipping trailer)
- 46 Roll-over protective structure



Caravan / trailer



Motor bike



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 |

PENALTIES APPLY FOR FAILURE TO NOTIFY THE REGISTRAR WITHIN THE PERSCRIBED PERIOD AND FOR NOT AFFIXING WRITTEN-OFF VEHICLE NOTICE/S

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 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 WOV Codes

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

Salvage Condition	Damage Location		Location Severity
E – Economic - Repairable	01 – Passenger front	25 – B pillar driver	A – Heavy panel (replace panel)
S – Statutory	02 – Driver front	26 – C pillar passenger	B – Light panel (repairable)
Incident Type	03 – Driver side	27 – C pillar driver	C – Heavy structural
	04 – Driver rear	28 – D pillar passenger	D – Light structural
D – Dismantled	05 – Passenger rear	29 – D pillar driver	E – Unrepairable
F – Fire Damage	06 – Passenger side	30 – Engine block	F – Major mechanical damage
H – Hail Damage	07 – Engine G	31 – Transmission case	G – Minor mechanical damage
I – Impact Damage	08 – Roof	32 – Differential case	H – Major stripping
M – Malicious Damage	09 – Interior	33 – Axle housing	I – Minor stripping
W – Water (salt or fresh)	10 – Front	34 – Suspension (passenger front)	J – Major vandalism
C – Cosmetic Hail Damage (SA WOV's only)	11 – Rear K	35 – Suspension (driver front)	K – Minor vandalism
	12 – Left rear	36 – Suspension (passenger rear)	L – Water (salt)
	13 – Right rear	37 – Suspension (driver rear)	M – Water (fresh)
	14 – Whole vehicle	38 – Airbag front	N – Burnt/blistered
	15 – Floor pan (passenger front)	39 – Airbag side	O – Smoke and heat
	16 – Fire wall	40 – Airbag curtain	P – Minor smoke
	17 – Chassis/ structural rails (passenger side)	41 – Seat belt pretensioner	
	18 – Floor pan (driver rear)	42 – Battery Pack	
	19 – Floor pan (driver front)	43 – Tow Point	
	20 – Floor pan (passenger rear)	44 – Aux Equipment	
	21 – Chassis/ structural rails (driver side)	45 – Hydraulic or other Lifting Equipment	
	22 – A pillar passenger	46 – Roll-over Protective Structure	
	23 – A pillar driver		
	24 – B pillar passenger		



Government of South Australia

Department of Planning,
Transport and Infrastructure