

ASSEMBLED AND RECONSTRUCTED VEHICLE MANUAL



Texas Department *of* Motor Vehicles
HELPING TEXANS GO. HELPING TEXAS GROW.

TxDMV October 2025

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ASSEMBLED VEHICLES

An assembled vehicle is a vehicle assembled with a motor, frame, and body, as applicable to the type of assembled vehicle. An assembled vehicle includes vehicles:

- built (assembled) from new or used materials and parts by a hobbyist (someone who does not engage in the continuous sale of vehicles and is not the maker of a kit or regulated as a motor vehicle manufacturer);
- assembled from a kit, when a Certificate of Origin or Statement of Origin is provided; and
- built by a manufacturer required to sell vehicles through a franchise dealer network. The manufacturer may assemble custom vehicles, street rods, replicas, and glider kits.

An assembled vehicle means:

- an assembled motor vehicle;
- an assembled motorcycle;
- an assembled trailer;
- a custom vehicle;
- a street rod;
- a replica; or
- a glider kit.

1.1 Definitions

Transportation Code, Section 731.001

- (1) *“Assembled motorcycle” means a motorcycle, as defined by Section 541.201, that is built or assembled by a hobbyist.*
- (2) *“Assembled motor vehicle” means a motor vehicle, as defined by Section 501.002(17)(A), that:*
 - (A) *has a motor, body, and frame; and*
 - (B) *is built or assembled by a hobbyist.*
- (3) *“Assembled trailer” means a trailer, semitrailer, or travel trailer, as those terms are defined by Section 501.002, that is built or assembled by a hobbyist.*
- (6) *“Custom vehicle” and “street rod” have the meanings assigned by Section 504.501.*
- (8) *“Glider kit” means a truck tractor, as defined by Section 541.201, that is built or assembled using:*
 - (A) *a kit that typically consists of a new cab, frame, and front axle and new accessories; and*

(B) a used powertrain.

(12) "Replica" means a vehicle that uses a manufactured prefabricated body or a body constructed from materials not original to the vehicle and that resembles an established make of a previous year vehicle model. The term may include a custom vehicle or street rod.

A street rod is a vehicle that:

- was manufactured before 1949; or
- was manufactured after 1948 to resemble a vehicle manufactured before 1949; and
- has been altered from the manufacturer's original design, or
- has a body constructed from materials not original to the vehicle.

A custom vehicle is a vehicle that:

- is at least 25 years old and of a model year after 1948; or
- is manufactured to resemble a vehicle that is at least 25 years old and of a model year after 1948; and
- has been altered from the manufacturer's original design, or
- has a body constructed from materials not original to the vehicle.

Only a hobbyist may build or assemble an assembled motor vehicle, an assembled motorcycle, and an assembled trailer. A manufacturer may only build or assemble a custom vehicle, street rod, replica, and glider kit.

A hobbyist is a person who builds or assembles an assembled vehicle for personal use. A hobbyist does not engage in the continuous sale of vehicles, as defined by the department, and is not the maker of a kit or a manufacturer, as defined by Occupations Code, Section 2301.002.

Personal use is the construction of an assembled vehicle by a hobbyist for use by the hobbyist.

Continuous sale is offering for sale or the sale of five or more assembled vehicles of the same type in a calendar year when such vehicles are not owned and titled in the name of the owner.

1.2 Assembled Vehicles Not Eligible for Title

Transportation Code, Section 731.051

(a) Except as provided by Subsection (b), an owner of an assembled vehicle shall apply for a title for the vehicle and register the vehicle as provided by Chapters 501 and 502, as applicable, and in accordance with rules adopted under this chapter, regardless of whether the assembled vehicle was built or assembled using a vehicle that was previously titled in this state or another jurisdiction.

- (b) *An assembled vehicle may not be titled or registered in this state if the vehicle:*
- (1) *is built or assembled from the merging of two or more vehicle classes, provided that component parts from the following vehicle classes may be interchanged:*
 - (A) *two-axle, four-tire passenger cars;*
 - (B) *two-axle, four-tire pickups, panels, and vans; and*
 - (C) *six-tire dually pickups, of which the rear tires are dual tires;*
 - (2) *uses the frame or body of a nonrepairable motor vehicle, as defined by Section 501.091;*
 - (3) *contains any electrical or mechanical components from a flood-damaged vehicle;*
 - (4) *is designed for off-highway use only;*
 - (5) *is designed by the manufacturer for on-track racing only;*
 - (6) *has been stripped to the extent that the vehicle loses its original identity; or*
 - (7) *uses any parts that do not meet federal motor vehicle safety standards, if standards have been developed for those parts.*

The following are not eligible for Texas title or registration regardless if the vehicle was assembled using a vehicle that was previously titled in this state or any other jurisdiction. The department will use supporting documents and available resources to determine if the vehicle is not eligible for Texas title or registration.

Merged Vehicles

A vehicle created by assembling or merging two or more vehicles of different vehicle classes are not eligible for Texas title or registration. For example, a passenger vehicle combined with a motorcycle is not eligible for a Texas title. The one exception is that component parts from 2-axle, 4-tire passenger cars and 2-axle, 4-tire pickups, panels and vans can be interchanged with one another for purposes of constructing an assembled vehicle.

Vehicles can be assembled from two vehicles when they are from the same general vehicle class (such as a Ford sedan front and a Honda sedan rear), but are not eligible for title or registration if they are constructed using any exclusions and do not meet all other applicable requirements.

Examples of prohibited construction:

- Turning a four-wheeled vehicle into a three-wheeled vehicle
- Turning a three-wheeled vehicle into a four-wheeled vehicle
- Using car or truck components (motor, transmission, axles, etc.) to construct a motorcycle
- Using a pickup bed to create a trailer or semitrailer

Examples of acceptable combined parts include:

- two-axle, four-tire passenger cars;
- two-axle, four-tire pickups, panels, and vans; and
- six-tire dually pickups

The department will use supporting documents to determine if the vehicle has been assembled by merging improper vehicle classes.

Nonrepairable and Flood-Damaged Vehicles

An assembled vehicle is not eligible for Texas title or registration if the vehicle was constructed using the frame or body of a nonrepairable motor vehicle or contains any electrical or mechanical components from a flood-damaged vehicle. This includes using the motor from a flood-damaged vehicle.

Ownership evidence and a query of the component part's identifying numbers in applicable systems will be used to determine if nonrepairable or flood-damaged components have been used, in addition to other supporting documents.

Off-Highway Vehicles and Race Cars

A vehicle designed for off-highway use only or designed by the manufacturer for on-track racing is not eligible for Texas title or registration. An off-highway vehicle includes an off-highway motorcycle, all-terrain vehicle (ATV), recreational off-highway vehicle (ROV), utility vehicle (UTV), and sand rail.

Ownership evidence, evaluation of the component parts, and research of the manufacturer's website to determine the vehicle's intended use will be used to determine if the vehicle is an off-highway vehicle or for on-track racing, in addition to other supporting documents.

Stripped Down Vehicles

When a vehicle has been stripped to the extent that it loses its original identity, it may not be legally operated on Texas streets or roadways as it is ineligible for title and registration.

Photographs of the vehicle, presence of the required component parts, and an evaluation of the method of construction will be used to determine if the vehicle is fully constructed, in addition to other supporting documents.

Parts not Compliant with Federal Safety Requirements

An assembled motor vehicle that uses parts not compliant with federal motor vehicle safety standards if a standard exists for those parts is not eligible for Texas title or registration. Absence of equipment does not disqualify a vehicle as long as required component parts are present.

A properly completed *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64) or *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852) will be used to verify the inspector has certified compliance of parts to determine eligibility for title or registration.

1.3 Application for Title

An owner of a newly constructed assembled vehicle or previously constructed assembled vehicle that has never been titled as an assembled vehicle must apply for a title and register the vehicle in accordance with Transportation Code, Chapter 731, and 43 Texas Administrative Code, Chapter 217, Subchapter L. The transfer of an assembled vehicle that has previously been titled as an assembled vehicle in Texas or another state would not be required to provide all the same documents as a newly assembled vehicle and would continue to be titled and registered under Transportation Code, Chapters 501 and 502.

Permissive titling applies to all assembled trailers and semitrailers with a gross weight of 4,000 pounds or less and assembled farm trailers and farm semitrailers with a gross weight of 34,000 pounds or less. If an owner chooses to title a newly assembled trailer or is required to apply for title due to the weight, the owner must follow the assembled vehicle process outlined in Transportation Code, Chapter 731, and Texas Administrative Code, Chapter 217, Subchapter L. Assembled trailers with a non-titled record in Texas or registration receipt from another state may continue to be non-titled. If an owner opts to apply for title, existing procedures under Transportation Code, Chapter 501, would apply. For more information specific to assembled trailers, see [Chapter 8, “Assembled Trailers.”](#)

Prior to an owner applying for title at the county tax assessor-collector’s office, the owner must obtain a letter from a Texas Department of Motor Vehicles (TxDMV) Regional Service Center (RSC) on department letterhead that states the vehicle is eligible for title as an assembled vehicle and all required documentation has been provided. The letter will include an attached list of all required documents for the vehicle, which the county tax assessor-collector’s office will confirm are present before processing the title application, and will specify the year and make of the vehicle, along with any applicable brands.

Ownership evidence applicable to the motor, body, and frame will vary depending on the type of construction for the assembled vehicle. More information on the acceptable ownership evidence is outlined in each chapter for the type of construction, as well as [Chapter 2, “Acceptable Evidence of Ownership & Vehicle Identification Numbers.”](#)

Titling Requirements

The application for title of an assembled vehicle must reflect the owner as the purchaser, the seller’s name as “None” and the municipality and state in which the vehicle was completed must be listed as the seller’s municipality and state. In addition, the odometer brand must be reflected as NOT ACTUAL MILEAGE.

The vehicle make must display as ASVE or HMDE (if an assembled trailer), and the year will be the year the vehicle was assembled. If the vehicle is constructed from an original body, the year and make will be the established year and make of the vehicle and will reflect the RECONSTRUCTED remark. If the vehicle resembles a prior model year vehicle, the Replica year and make of the vehicle it resembles may be added to the vehicle record. If the applicant is applying for Custom Vehicle or Street Rod license plates, the REPLICA brand is required if the vehicle is a replica.

The RTS contains a Newly Assembled checkbox that is selected at the time of title for a newly assembled vehicle and when a department issued letter from the RSC is presented. Selection of this checkbox will default the odometer brand to NOT ACTUAL MILEAGE and the previous owner name as None in RTS. In addition, if the assembled vehicle is not a replica or reconstructed, the vehicle record and title will reflect a NOT FOR DEALER RESALE remark. The remark provides notice that a licensed motor vehicle dealer cannot purchase or sell the assembled vehicle pursuant to Transportation Code, Section 503.013. In addition, Occupations Code, Section 2302.009, prohibits a licensed salvage dealer and independent motor vehicle dealer from rebuilding these vehicles.

1.4 Owner Identification

An applicant for title to an assembled vehicle must provide valid identification (ID). The following are the only acceptable forms of ID:

- Driver license or state ID certificate issued by a state or territory of the United States (U.S.)
- Concealed handgun license or license to carry a handgun issued by the Texas Department of Public Safety under Government Code, Chapter 411, Subchapter H;
- U.S. or foreign passport
- U.S. military ID
- U.S. Department of Homeland Security ID
- U.S. Department of State ID
- U.S. Citizenship and Immigration Services ID
- North Atlantic Treaty Organization (NATO) ID
- ID issued under a Status of Forces Agreement

Refer to the [TxDMV Motor Vehicle Title Manual](#) for more information on acceptable identification.

1.5 ASE Safety Inspection for Assembled Vehicles

An assembled motor vehicle, replica, custom vehicle, street rod, and kit car must pass an Automotive Service Excellence (ASE) inspection by a Certified Master Automobile Technician to be eligible for title. This inspection is required in addition to the vehicle emissions inspection (if applicable), required under Transportation Code, Chapter 548. The inspection under Chapter 548 does not apply to a custom vehicle or street rod when the applicant is applying for Custom Vehicle or Street Rod license plates. When

completing the inspection, the ASE Certified Master Technician certifies the vehicle is structurally stable, meets the necessary conditions to be operated safely on the roadway, and the equipment used in construction of the vehicle, for which a federal motor vehicle safety standard exists, complies with the applicable standard. Equipment inspected must be initialed and certified by the technician.

The *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64) is only required for assembled motor vehicles, replicas, and kit cars on initial titling of the assembled vehicles. Owners with previously titled assembled vehicles, either Texas or out of state, are not subject to the ASE inspection, unless the title is being used as evidence of ownership for a component part in a newly assembled vehicle. The Form VTR-64 is not required for assembled motorcycles, assembled trailers, or glider kits.

A completed *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852) will be completed in lieu of Form VTR-64 if the owner is applying for these license plates. The parts inspected are based on the year model of the vehicle or the year the vehicle resembles. A custom vehicle or street rod is not required to be equipped with a specific piece of equipment unless the specific piece of equipment was required by statute as a condition of sale during the year listed as the model year.

In addition to the inspection being completed, the ASE Certified Master Technician must provide their *ASE Certification Status* printout for the inspection completed on Form VTR-64 or Form VTR-852 to be valid.

ASE Certified Master Technician

A technician is ASE Certified Master if they have current, unexpired A1 through A8 certifications at the time of the inspection. If any of the certifications are missing or expired, the inspection is not valid. The A1 through A8 certifications are:

- A1 - Engine Repair
- A2 - Automatic Transmission/Transaxle
- A3 - Manual Drive Train & Axles
- A4 - Suspension & Steering
- A5 - Brake
- A6 - Electrical/Electronic Systems
- A7 - Heating & Air Conditioning
- A8 - Engine Performance

ACCEPTABLE EVIDENCE OF OWNERSHIP & VEHICLE IDENTIFICATION NUMBERS

Ownership evidence will vary depending on the construction of the vehicle. Ownership evidence is required for each basic component part used to construct the assembled vehicle (motor, body, and frame) as applicable to the type of assembled vehicle.

2.1 Evidence of Ownership

The evidence of ownership for an assembled vehicle not previously titled as an assembled vehicle by the owner, or built by a hobbyist, must contain the identifying number(s) of the corresponding basic component part(s). Evidence of ownership is required for basic component parts used from a vehicle titled in the name of the applicant, depending on the year and manufacturer of the vehicle.

The evidence of ownership required for the basic component parts (motor, body, and frame) from a vehicle not titled in the owner's name would include the following:

- Motor – A bill of sale is required.
- Frame – A bill of sale, certificate of origin, or title depending on the year and manufacturer of the frame.
- Body – A bill of sale, certificate of origin, or title depending on the year and manufacturer of the body.
- Kit – A bill of sale or certificate of origin for the kit.
- New fabrication – A bill of sale, invoice or receipts covering the material used to construct the basic component part.

The following [Table 1](#) provides the acceptable ownership evidence for each basic component part based on the vehicle make and model year.

Table 1 Ownership Evidence

Component Part	VIN by Vehicle Type(s)	Transfer Document
Body	All non-commercial vehicles*:	Title
	VW Beetles bodies: 1956 -1969	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)
	Titles to vehicles whose motors or frames were removed should be marked "Body Only"	"Body Only" title
Frame	Commercial vehicles, 1956 to current (ALL*):	Title
	Ford: April 1, 1932 to current	Title
	All non-commercial vehicles*:	<i>Component Part(s) Bill of Sale</i> (Form VTR-63) or title if body is destroyed
aka "floor-pan"	VW Beetles: 1956 -1969	Title
Motor	All vehicles except motorcycles noted below	<i>Component Part(s) Bill of Sale</i> (Form VTR-63)
Motorcycles		Transfer Document
Frame	All 1971 to current	Title
	Some 1970 and previous models	Title or <i>Component Part(s) Bill of Sale</i> (Form VTR-63)
Motor	Some 1970 and previous models	Title or <i>Component Part(s) Bill of Sale</i> (Form VTR-63)

*With exceptions listed below

Note: The department will accept a bill of sale when a bill of sale is acceptable ownership evidence for the component part; however, it must contain the same information as the *Component Part(s) Bill of Sale* (Form VTR-63).

2.2 Evidence for Type of Construction

Exceptions to the acceptable ownership evidence indicated below are specified in the Ownership Evidence table as it relates to the vehicle type, make, and model year.

Manufactured

Manufactured assembled vehicles (replica, custom vehicle, street rod, and glider kit) must have a Manufacturer's Certificate of Origin (MCO) as ownership evidence.

Kit Car

Kit cars typically have a Certificate of Origin or bill of sale from the maker of the kit for the body and frame. If the frame is not included in the kit, the applicant may present a bill of sale, receipts for material used, a title, a photocopy of the title if the applicant uses the frame from a vehicle they own, or a Certificate of Origin. Depending on how the applicant obtains the motor will determine the type of ownership evidence. This could include a bill of sale or a photocopy of the title if the applicant uses the motor from a vehicle they own.

New Fabrication

New fabrication is a vehicle where the body has been newly fabricated. Ownership evidence would include a bill of sale or receipts for material used. The frame may be newly fabricated, from a previously titled vehicle, or purchased new. Ownership evidence if newly fabricated would include a bill of sale or receipts for material used, a title, a photocopy of the title if the applicant uses the frame from a vehicle they own, or a Certificate of Origin. Ownership evidence for the motor would include a bill of sale or a photocopy of the title if the applicant uses the motor from a vehicle they own.

Glider Kit

A glider kit will have a Certificate of Origin as ownership evidence for the kit and evidence for the power train may include a bill of sale, a copy of the title if the applicant uses a power train from a vehicle they own or a title that is marked as “power train only.”

Reconstructed

A reconstructed vehicle is assembled using an original body with an established year and make. In this case, the ownership evidence for the body will be a title. Ownership evidence for the frame may be a bill of sale, receipts for materials used, a title, a photocopy of a title if the applicant uses the frame from a vehicle they own, or a Certificate of Origin. Ownership evidence for the motor may be a bill of sale or photocopy of title if the applicant uses the motor from a vehicle they own.

Assembled Motorcycle

An assembled motorcycle includes a frame and motor. Ownership evidence for the frame may include a bill of sale, receipts for material used, a title, a photocopy of the title if the applicant uses the frame from a vehicle they own, or a Certificate of Origin. Ownership evidence for the motor may include a bill of sale or photocopy of title if the applicant uses the motor from a vehicle they own.

Assembled Trailer

An assembled trailer includes a body and frame. Ownership evidence for the body and frame may include a bill of sale, receipts for material used, or a *Trailer Verification Statement of Fact* (Form VTR-141) if the applicant constructed the trailer or had the trailer constructed for them.

Bonded Title

If an applicant for title to an assembled vehicle does not have the appropriate ownership evidence to support the assembled vehicle, the applicant may apply for a bonded title. There may be times when the VIN for the identifying component part cannot be determined or was never assigned, and the applicant does not have the appropriate ownership evidence. In these cases, the applicant would apply for an assigned or

reassigned number with the department and be able to apply for the bonded title at the same time. The assigned or reassigned number will be used to complete the bonded title application. The bond will be the evidence of ownership to support the assembled vehicle title requirements. The applicant is required to submit this documentation to the county tax assessor-collector's office with the other required documents.

Unitized Body and Frame

A vehicle with a unitized body and frame must transfer on proper ownership evidence (i.e. Certificate of Title, or a registration receipt with a bill of sale if obtained from a non-title state). A single ownership evidence document covering the unitized body and frame, along with a bill of sale covering the engine must support the application for title.

2.3 Recognized VIN

Although one or more of the basic component parts may contain a manufacturer's vehicle identification number (VIN), the department will officially recognize only one VIN for titling purposes. The VIN used depends on the construction of the vehicle and impacts the type of ownership evidence that should be presented.

The identification number on the body is recognized as the VIN for most newly assembled vehicles. However, the identification number on the frame or motor may be used for assembled vehicles constructed with an original body based on the make and year of the body. An example would include a non-commercial Ford manufactured between March 31, 1932 through 1948, where the identifying number is located on the frame.

The following table provides a breakout of the vehicle make and year and what component part is used to identify and title the vehicle.

Table 2 **Recognized VINs**

Vehicle	Year	Titled By
All Vehicles (except Ford and Volkswagen)	1955 and older	Motor Number
All Vehicles (except Ford, Cadillac, and Volkswagen)	1956 to current	Body Number
American	1968	Number visible through window
Cadillac	1956 to 1967	Frame Number
Ford	March 31, 1932 and older	Motor Number
Ford	April 1, 1932 to 1948	Frame Number
Ford	1949 to current	Body Number
Volkswagen Beetle	1955 and older	Motor Number
Volkswagen Beetle	1956 to 1969	Floor Pan Number
Volkswagen Beetle	1970 to current	Body Number
Ford GP Jeep	1941 to 1945	Motor Number
Motorcycles	1970 and older	Varies (Motor or Frame)
Motorcycles	1971 to current	Frame Number

Note: If the vehicle title covering a vehicle body, frame, or Volkswagen Beetle floor pan has been surrendered to the department on a *Surrendered Ownership Evidence for Vehicles to be Dismantled, Scrapped, or Destroyed* (Form VTR-340) or a *Surrendered Ownership Evidence for Vehicles Permanently Destroyed* (Form VTR-340-M), those parts cannot be used to rebuild, repair, reconstruct, or assemble another motor vehicle for on-road use.

Body

Except for commercial vehicles and certain makes as indicated in [Table 2](#), the identification number on the body is recognized as the VIN on all 1956 through current year model motor vehicles. The vehicle title should be used to transfer ownership when the body is sold or disposed of, with the exception of certain model year Volkswagen Beetles as explained below.

Frame

The identification number of the frame is recognized as the VIN on all commercial vehicles and is used to transfer ownership. The frame for a non-commercial vehicle should be sold on a *Component Part(s) Bill of Sale* (Form VTR-63) or title if the body is destroyed.

The identification number on the frame is also recognized as the VIN on all Ford products manufactured from April 1, 1932, through 1948 year models and on all 1956 through 1967 year model Cadillacs.

1956 through 1969 year model Volkswagen Beetles have an identification number located on the floor pan (frame) which is recognized as the VIN. As with other vehicle models, 1970 through current year model Volkswagen Beetles use the body number as the VIN. The vehicle title for 1969 and prior year model Volkswagen Beetles must remain with the floor pan and be used to transfer ownership. The body for such a Volkswagen may be transferred on a *Component Part(s) Bill of Sale* (Form VTR-63).

The identification number of the frame is recognized as the VIN on all 1971 and current year model motorcycles. The title would be used to transfer the motorcycle frame.

Motor

The motor number is recognized as the identifying number on all 1955 and prior year model vehicles, except Ford products manufactured from March 31, 1932, and older. Even if the motor number is the identifying number for the vehicle, the motor must be shown on a *Component Part(s) Bill of Sale* (Form VTR-63).

Most Ford vehicles manufactured in a foreign country have a motor number stamped on the block (motor) and this number is the official VIN for models prior to 1956.

“Jeeps” manufactured by Ford Motor Company prior to 1946 have a motor number stamped on the block (motor) which is different from the number on the frame. The motor number is the official VIN on these vehicles. Since these vehicles were manufactured prior to 1946, the prefix “GP” or “GPA” is not required unless there is a duplication of basic motor numbers.

The identification number for 1970 and prior year model motorcycles varies, so the title or *Component Part(s) Bill of Sale* (Form VTR-63) would be used for transfer.

VIN Verification

All assembled vehicles require VIN verification to assist the department in establishing the identifying number of the vehicle for titling purposes. If the vehicle identification number is assigned by the maker of the kit or a manufacturer for a replica, custom vehicle, street rod, or glider kit, the applicant will not be required to obtain a *Law Enforcement Identification Number Inspection* (Form VTR-68). VIN verification in this case will be established by the identifying number provided on the Certificate of Origin or MCO.

All other assembled vehicles will be required to obtain a *Law Enforcement Identification Number Inspection* (Form VTR-68). An eligible inspector will determine if the vehicle is assembled from parts and whether identification numbers are found for the component parts (motor, body, and/or frame) used to construct the vehicle. Assembled vehicles that do not have an identifying number will be required to obtain an assigned number from a TxDMV RSC. For additional information on how to obtain an assigned number, refer to the [TxDMV Motor Vehicle Title Manual](#).

RECONSTRUCTED VEHICLES

A reconstructed vehicle is one that is assembled from a motor, frame, and an original body. An assembled vehicle constructed from original parts that reflect an established year and make of a manufactured vehicle will be titled by that year and make, but must reflect a RECONSTRUCTED remark if the component parts, excluding the motor, used to construct the vehicle are not original to that vehicle.

3.1 Application for Title and Supporting Documentation

An application for Texas title on a reconstructed vehicle must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of Ownership:
 - Original Body - Title;
 - Frame - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, Certificate of Origin, title, or photocopy of title (if titled in applicant's name);
 - Motor - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), title, or photocopy of title (if titled in applicant's name);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration other than custom vehicle/street rod, and in an emissions county);
- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician's *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A); or
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county.
- Photographs of the front, rear, and side; and
- Certified weight certificate.

The VIN, make, year model, and body style will be determined by the make, year model, and body style of the original body installed as one of the three component parts. In the event the VIN is not intact on the component part by which the vehicle will be identified, an assigned VIN must be obtained from the department.

In other cases, the motor number or frame number may be used as the identifying number depending on the year model and make of the vehicle. [Section 2, Acceptable Evidence of Ownership & Vehicle Identification Numbers](#) provides details on the vehicle, model year, and the identifying number used for titling purposes, as well as acceptable ownership evidence.

The completed *Law Enforcement Identification Number Inspection* (Form VTR-68-A) should provide the original body's identifying number if found, as well as the identifying year, make, and identifying number for the motor and frame, if found.

A kit is an incomplete vehicle that is purchased in pieces and is assembled by a hobbyist. The Certificate of Origin will often cover the frame and body, but will not include the motor. The vehicle will be identified with the vehicle identification number assigned on the Certificate of Origin by the maker of the kit.

If the maker of a kit assembles a complete vehicle with a body, frame, and motor, the vehicle will only be eligible for title or registration if the vehicle is a replica, custom vehicle, street rod, or glider kit and the maker of the kit is a licensed manufacturer that has sold the vehicle through a licensed motor vehicle dealer network.

4.1 Application for Title and Supporting Documentation

An application for Texas title on a kit car must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of Ownership:
 - Kit (evidence typically covers the body and frame) - Bill of sale or Certificate of Origin;
 - Frame (if not included in kit) - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, Certificate of Origin, title, or photocopy of title (if titled in applicant's name);
 - Motor - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), or photocopy of title (if titled in applicant's name);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration other than custom vehicle/street rod, and in an emissions county);
- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License Plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician's *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county; or

- Vehicle identification number provided on the Manufacturer's Certificate of Origin.
- Photographs of the front, rear, side, and if a replica, a photograph of what the vehicle replicates; and
- Certified weight certificate.

MANUFACTURED

A manufacturer is a person that builds an assembled vehicle and is not a hobbyist, has the meaning as defined in Occupations Code, Section 2301.002, and is subject to the requirements of that chapter applicable to manufacturers, including sale through a franchise dealer network.

5.1 Manufactured Assembled Vehicles

A manufacturer may only build or assemble a custom vehicle, street rod, replica, and glider kit.

The evidence of ownership for a replica, custom vehicle, street rod, or glider kit built by a manufacturer must be a MCO, indicating:

- the vehicle identification number assigned to the vehicle by the manufacturer;
- the make as ASVE, unless a glider kit;
- a notation the vehicle is a replica and what the vehicle replicates if a replica, custom vehicle, or street rod; and
- the municipality and state in which the vehicle was completed.

Note: See [Chapter 9, “Glider Kits,”](#) for information specific to glider kits.

5.2 Application for Title and Supporting Documentation

An application for Texas title on a manufactured custom vehicle, street rod, replica, and glider kit must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of Ownership:
 - Manufacturer’s Certificate of Origin;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration other than custom vehicle/street rod, and in an emissions county);
- ASE Safety Inspection performed by an ASE Certified Master Technician (not required for a glider kit):
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License Plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician’s *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.

- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county; or
 - Vehicle identification number provided on the Manufacturer's Certificate of Origin.
- Photographs of the front, rear, side, and if replica, a photograph of what the vehicle replicates; and
- Certified weight certificate.

NEW FABRICATIONS

New fabrication is an assembled vehicle where the body is newly fabricated. The frame can be newly fabricated, from a previously titled vehicle, or purchased new. The motor can be from a previously titled vehicle or purchased new.

6.1 Application for Title and Supporting Documentation

An application for Texas title on a newly fabricated vehicle must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of Ownership:
 - Body (for materials used to fabricate) - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), or Invoice/Receipts for material used;
 - Frame – Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, Certificate of Origin, title, or photocopy of title (if titled in applicant's name);
 - Motor – Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), or photocopy of title (if titled in applicant's name);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration other than custom vehicle/street rod, and in an emissions county);
- ASE Safety Inspection performed by an ASE Certified Master Technician:
 - *ASE Safety Inspection for Assembled Vehicles* (Form VTR-64); or
 - If applying for Custom Vehicle or Street Rod License Plates, the *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852); and
 - The printout of the master technician's *ASE Certification Status*, showing the master technician has the required A1 through A8 certifications.
- VIN verification in the form of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county.
- Photographs of the front, rear, side, and if replica, a photograph of what the vehicle replicates; and
- Certified weight certificate.

ASSEMBLED MOTORCYCLES

Transportation Code, Section 731.001

- (1) “Assembled motorcycle” means a motorcycle, as defined by Section 541.201, that is built or assembled by a hobbyist.

Transportation Code, Section 541.201

- (9) “Motorcycle” means a motor vehicle, other than a tractor or moped, that is equipped with a rider's saddle and designed to have when propelled not more than three wheels on the ground.

An assembled motorcycle is one that is assembled from two component parts, a motor and frame, and may only be constructed by a hobbyist. The frame number is required to be shown as the VIN on all motorcycles assembled from 1971 to current. If an identifying number was not placed on the frame by the manufacturer or if the manufacturer's identification number has been removed or altered, an assigned VIN must be obtained.

7.1 Application for Title and Supporting Documentation

An application for Texas title on an assembled motorcycle must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of Ownership:
 - Frame - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, Certificate of Origin, title, or photocopy of title (if titled in applicant's name);
 - Motor – Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), or photocopy of title (if titled in applicant's name);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration other than custom vehicle/street rod, and in an emissions county);
- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A); or
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county.
- Photographs of the front, rear, and side; and
- Certified weight certificate.
- If applying for Custom Vehicle or Street Rod license plates:
 - *ASE Safety Inspection and Application for Custom Vehicle or Street Rod License Plates* (Form VTR-852).

ASSEMBLED TRAILERS

Transportation Code, Section 731.001

- (3) *“Assembled trailer” means a trailer, semitrailer, or travel trailer, as those terms are defined by Section 501.002, that is built or assembled by a hobbyist.*

Transportation Code, Section 501.002

- (29) *“Trailer” means a vehicle that:*
- (A) *is designed or used to carry a load wholly on the trailer's own structure; and*
 - (B) *is drawn or designed to be drawn by a motor vehicle.*

Permissive titling applies to all assembled trailers and semitrailers with a gross weight of 4,000 pounds or less and assembled farm trailers and farm semitrailers with a gross weight of 34,000 pounds or less. If an owner chooses not to title a newly assembled trailer, the owner may obtain registration when applying for a non-titled record. If an owner chooses to title a newly assembled trailer or is required to apply for title due to the weight, the owner must follow the assembled vehicle process outlined in Transportation Code, Chapter 731, and Texas Administrative Code, Chapter 217, Subchapter L.

Assembled trailers that have a non-titled record in Texas or registration receipt from another state may continue to be non-titled and are not considered newly assembled trailers. If an owner opts to apply for title for their non-titled trailer, they would be titled and registered under Transportation Code, Chapters 501 and 502, and the following documents are required:

- Registration receipt in the owner’s name or a bill of sale if there was a transfer of ownership;
- *Law Enforcement Identification Number Inspection* (Form VTR-68-A); and
- *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N), if applicable.

The owner of an assembled trailer is required to have ownership evidence as indicated below and the trailer must have a VIN. If an assembled trailer does not have a VIN, one must be assigned by the department. The *Trailer Verification Statement of Fact* (Form VTR-141) may serve as ownership evidence for the body and frame if the applicant constructed the trailer or had the trailer constructed for them. The *Trailer Verification Statement of Fact* (Form VTR-141) is required for all assembled trailers, whether it is used as ownership evidence or not. The following should be included on the Form VTR-141:

- Name of the person building the assembled trailer;
- Name and address of the applicant;
- The make of the assembled trailer as HMDE;

- The year model of the assembled trailer as the year it was built; and
- Completion of the certification section.

8.1 Application for Title and Supporting Documentation

An application for Texas title on an assembled trailer must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- *Trailer Verification Statement of Fact* (Form VTR-141);
- Government-issued photo ID;
- Evidence of Ownership:
 - Body - Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, or *Trailer Verification Statement of Fact* (Form VTR-141);
 - Frame – Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Invoice/Receipts for material used, or *Trailer Verification Statement of Fact* (Form VTR-141);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A); or
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county.
- Photographs of the front, rear, and side; and
- Certified weight certificate.

Transportation Code, Section 731.001

(8) “Glider kit” means a truck tractor, as defined by Section 541.201, that is built or assembled using:

- (A) a kit that typically consists of a new cab, frame, and front axle and new accessories; and
- (B) a used powertrain.

A “power train” is an engine, transmission, differential, and accessories. An application for Texas title must be filed when a truck tractor is reconstructed by using a glider kit and the power train of an existing titled truck tractor.

9.1 Application for Title and Supporting Documentation

An application for Texas title for a glider kit must include the following:

- Approval letter/checklist from the TxDMV RSC;
- *Application for Texas Title and/or Registration* (Form 130-U);
- Government-issued photo ID;
- Evidence of ownership:
 - Glider Kit Certificate of Origin (will establish the VIN);
 - Powertrain – Bill of sale, *Component Part(s) Bill of Sale* (Form VTR-63), Title marked “power train only,” or photocopy of title (if titled in applicant’s name);
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Vehicle Inspection Report (if applying for registration in an emissions county);
- VIN verification in the form of one of the following:
 - *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
 - If an assigned/reassigned number is obtained, the *Law Enforcement Identification Number Inspection* (Form VTR-68-A) and *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N). The original Form VTR-68-A will remain with the TxDMV RSC, and a copy will be submitted to the county; or
 - Vehicle identification number provided on Certificate of Origin.
- Photographs of the front, rear, and side; and
- Certified weight certificate.

Note: A RECONSTRUCTED brand will be added to the motor vehicle record and printed on the Certificate of Title and all subsequent titles.

The complete description of the vehicle is obtained from the MCO of the glider kit. However, if the year model is not designated on the glider kit's MCO, the year model must be the year the vehicle was reconstructed.

MOTOR CHANGES

A motor change does not constitute the vehicle being titled as an assembled vehicle and following the requirements under Transportation Code, Section 731, unless the motor change is on a motorcycle. It is not necessary to apply for a corrected title if the motor is not the identifying number of the vehicle, refer to [Table 2](#) for Recognized VINs.

If a new or different motor is installed in a motor vehicle which records the motor number as the identifying number (all 1955 and older model year motor vehicles, except Ford products manufactured since March 31, 1932), an application for corrected Texas title must be filed recording the new motor number. If a motor number is not intact, an assigned number must be obtained from the local TxDMV RSC. The application must include the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership in applicant's name or assigned to applicant;
- Bill of sale for the motor installed;
- VIN verification in the form of a *Law Enforcement Identification Number Inspection* (Form VTR-68-A);
- *Notice of Assigned or Reassigned Identification Number* (Form VTR-68-N), if applicable.

If the remainder of a vehicle from which the motor has been removed is to be repaired or sold for salvage, the title should be marked “Body Only” and used as a bill of sale for the body. For 1956 through 1969 Volkswagen Beetle models, the title must be used to transfer the floor pan or floor pan and chassis.

MOTOR VEHICLES ADAPTED OR DESIGNED FOR HUMAN HABITATION

Motor homes are self-propelled vehicles constructed with built in kitchens, sleeping facilities, etc. The body is designed so that when attached to a chassis it completely envelops or covers the chassis and engine of the original vehicle. These vehicles must be registered with passenger license plates.

11.1 Permanently Mounted Camper Unit

If a camper unit is designed so that it is mounted directly and permanently on the chassis of a vehicle (verified by a photograph of the exterior of the vehicle), it should be registered with passenger plates. The vehicle should be titled and registered based on the combined vehicle weight, including the cab, chassis, and camping unit. The body style should be indicated as “motor home” (abbreviated as “MH”).

11.2 Converted Trucks and Buses

Used trucks, truck tractors, and buses, which have been converted to contain living quarters to meet the definition of a motor home, should be titled as a motor home and registered with passenger plates. Title applications on these vehicles should be supported by both interior and exterior photographs, a certified weight certificate verifying the gross weight, and a *Rebuilt Vehicle Statement* (Form VTR-61) explaining the alteration. The make, year model, and VIN must be the same as that shown on the title covering the truck, truck-tractor, or bus.

Note: A body or frame change would require the vehicle to be titled as an assembled vehicle and follow the requirements outlined in Transportation Code, Chapter 731.

Living Quarters

Occupations Code, Section 2301.002 (21) defines a motor home as

“Motor home” means a motor vehicle that is designed to provide temporary living quarters and that:

- (A) is built on a motor vehicle chassis as an integral part of or a permanent attachment to the chassis; and*
- (B) contains at least four of the following independent life support systems that are permanently installed and designed to be removed only for repair or replacement and that meet the standards of the American National Standards Institute, Standards for Recreational Vehicles:*
 - (i) a cooking facility with an on-board fuel source;*

- (ii) *a gas or electric refrigerator;*
- (iii) *a toilet with exterior evacuation;*
- (iv) *a heating or air conditioning system with an on-board power or fuel source separate from the vehicle engine;*
- (v) *a potable water supply system that includes at least a sink, a faucet, and a water tank with an exterior service supply connection; or*
- (vi) *a 110-125 volt electric power supply.*

11.3 Conversion Vans

New Vans

New vans, which have been purchased by the recreational vehicle industry and converted for living or camping purposes by adding items such as beds, tables, refrigerators, carpet, etc., are titled as a “motor home” and registered with passenger plates. Documents required to support a title application on these vehicles include:

- *Application for Texas Title and/or Registration (Form 130-U);*
- First-stage MCO issued by the manufacturer of the vehicle chassis - title will issue by the VIN on this MCO;
- Second-stage MCO issued by the converter, for the finished product, assigned to the applicant - the year, make and body style on the title issued will be based on this information;
- Certified weight certificate*; and
- Photograph of the interior of the vehicle*.

Note: * If the second stage MCO from the entity making the conversion records a new weight that is reasonably greater than the weight recorded on the first-stage MCO, a photograph and certified weight certificate are not required. The VIN must be the same as that shown on the first-stage MCO, while the year, make, and body style will be recorded based on the second-stage MCO.

Chopped, Cutaway, or Incomplete Vans

Chopped, cutaway or incomplete vans, which are purchased as component parts by the recreational vehicle industry and used in the construction of motor homes should be titled as a “motor home” and registered with passenger plates. MCOs from both the first- and second-stage manufacturers are required with these title applications. The application must record the make, year model, and body style as shown on the second-stage MCO (issued by the manufacturer of the body), and the VIN must be the number designated by the first-stage manufacturer. The transaction must be supported by a photograph or pictorial literature describing the vehicle. In addition, a certified weight certificate must accompany the application, unless the weight of the completed vehicle is reasonably greater than the weight recorded on the first-stage MCO.

11.4 Slide-In Campers

Pickups which have camper units slid onto or mounted on the body in such a manner that they can be easily removed are not considered to be reconstructed, therefore they are titled and registered simply as pickups.

11.5 Vehicles Manufactured by First and Second Stage Manufacturers (Not Including Motor Homes)

In addition to the specific MCO requirements listed below, title applications for non-motor home vehicles manufactured by either first or second stage manufacturers must include:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Copy of the registration receipt;
- Certified weight certificate; and
- photograph or pictorial literature describing the vehicle.

First-Stage Manufacturer

If a non-motor-home vehicle is to be titled and registered under a make designated by the first-stage manufacturer, then only the first-stage MCO is required to support the application for Texas title. In this situation, the application for Texas title should indicate a complete description of the vehicle as determined by the first stage MCO. If, however, a year model is not designated on the first-stage MCO, the year model must be determined by referencing the year model designator in the VIN. (The year model cannot vary from the manufacturer's VIN specifications covering the incomplete vehicle.)

Note: Incomplete vehicles cannot be titled.

Second-Stage Manufacturer

Title applications for non-motor-home vehicles constructed by a second-stage manufacturer using a chopped, cutaway, or incomplete vehicle obtained as a component part from a first-stage manufacturer must be supported by MCOs issued by both the first and second-stage manufacturers if the vehicle is to be registered and titled under the make, name, and year model designation of the second-stage manufacturer.

TITLE CORRECTIONS (COMMERCIAL VEHICLES)

Transportation Code, Section 502.001

(7) “Commercial motor vehicle” means a motor vehicle, other than a motorcycle, designed or used primarily to transport property. The term includes a passenger car reconstructed and used primarily for delivery purposes. The term does not include a passenger car used to deliver the United States mail.

If any vehicle conversion changes the body or frame of the vehicle, this constitutes an assembled vehicle and the applicant must follow the requirements outlined in Transportation Code, Section 731.

12.1 Converted Passenger Vehicles

Station Wagons

Station wagon-type passenger vehicles converted to commercial vehicles by completely removing the seats (except front seat), painting and fastening the side windows in back of the front doors so they cannot be lowered or opened, or other alterations that do not change the body or frame from the original vehicle, will require a title correction. These commercial vehicles must reflect “panel” as the body style. The owner must file an application for corrected title and submit the following:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Photograph of the vehicle.

Note: The vehicle is branded with a **RECONSTRUCTED** remark.

The vehicle class must be corrected as appropriate to show the correct carrying capacity and the body style as “panel.” Vehicles converted from passenger to commercial will not be registered with a carrying capacity of less than 1,000 pounds.

12.2 Trucks Converted to Truck-Tractors

In the event a truck is converted into a truck-tractor and the registration classification is changed from “truck” to “combination,” an exchange of license plates is required. In this instance, the owner must file an application for corrected title to correct the body style. The following documents are required:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;

- *Rebuilt Vehicle Statement* (Form VTR-61); and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

12.3 Truck-Tractors Converted Into Trucks

The owner of a truck-tractor that has been converted into a truck must change registration classification and file an application for corrected title to correct the body style. The following documents are required:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of Ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Photographs of the interior and exterior of the vehicle; and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

Converted to Passenger Vehicles

If a truck tractor is converted into a passenger vehicle, the owner has the option to register the converted truck tractor with passenger plates. If the owner wishes to change to passenger plates, the registration classification is changed from “combination” to “passenger.” An exchange of license plates is required, and the owner will be required to correct the title to reflect the correct body style and vehicle classification.

12.4 Optional Classification Vehicle

If an optional classification vehicle is initially registered and titled as a passenger car, the owner may later choose to re-register the vehicle with commercial plates. If so, an application for corrected title may be required to correct the vehicle classification if it is not listed as pass/truck in RTS.

12.5 Buses

Buses converted by completely removing the seats (except driver’s seat) are classified as commercial vehicles, and a corrected title showing 3,000 lbs. van or 4,000 lbs. van, depending on the carrying capacity for the chassis, is required. The minimum carrying capacity is 3,000 lbs. Additionally, commercial registration is required. Required are:

- *Application for Texas Title and/or Registration* (Form 130-U);
- Evidence of ownership;
- *Rebuilt Vehicle Statement* (Form VTR-61);
- Photographs of the interior and exterior of the vehicle; and
- Certified weight certificate.

Note: The vehicle is branded with a RECONSTRUCTED remark.

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