



# SLOVENSKI STANDARD

## SIST ISO 4030:2000

01-december-2000

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### Cestna vozila - Identifikacijska številka vozila (VIN) - Mesto in namestitev

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

Véhicules routiers -- Numéro d'identification des véhicules (VIN) -- Emplacement et pose

Ta slovenski standard je istoveten z: **ISO 4030:1983**

[SIST ISO 4030:2000](https://standards.iteh.ai/catalog/standards/sist/6a1f1b7a-9e42-4fde-bc15-5d784606cf4e/sist-iso-4030-2000)

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#### **ICS:**

43.020      Cestna vozila na splošno      Road vehicles in general

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# International Standard 4030

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

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

*Véhicules routiers — Numéro d'identification des véhicules (VIN) — Emplacement et pose*

Second edition — 1983-04-01

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UDC 629.113 : 629.1.018.815

Ref. No. ISO 4030-1983 (E)

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

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 4030 was developed by Technical Committee ISO/TC 22, *Road vehicles*.

The first edition (ISO 4030-1977) had been approved by the member bodies of the following countries :

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

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

No member body had expressed disapproval of the document.

This second edition, which cancels and replaces ISO 4030-1977, incorporates draft Amendment 1, which was circulated to the member bodies in December 1981 and has been approved by the member bodies of the following countries :

Belgium	Germany, F. R.	Romania
Brazil	Hungary	South Africa, Rep. of
Bulgaria	Italy	Spain
Canada	Japan	Sweden
China	Korea, Dem. P. Rep. of	Switzerland
Czechoslovakia	Korea, Rep. of	USA
Egypt, Arab Rep. of	New Zealand	USSR
France	Poland	

The member bodies of the following countries expressed disapproval of the document on technical grounds :

Austria  
Netherlands  
United Kingdom

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

## 1 Scope and field of application

This International Standard specifies the requirements for the location and marking of the vehicle identification number (VIN) on motor vehicles, trailers, motorcycles and mopeds as defined in ISO 3833.

## 2 References

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

ISO 3833, *Road vehicles — Types — Terms and definitions.*

## 3 Definition

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

NOTE — For convenience, this definition is repeated from ISO 3779.

## 4 VIN location

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

**4.2** When, for regulatory reasons, the VIN must be readable from the outside of the vehicle (in the case of enclosed vehicles), it shall be located inside the passenger compartment adjacent to the windscreen pillar.

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

## 5 VIN attachment

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

**5.1** The VIN is directly marked<sup>1)</sup> on a integral part of the vehicle; it may be either on the frame, or, for integral frame-body units, on a part of the body not easily removed or replaced.

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

**5.3** It is also acceptable to combine these alternatives on one vehicle if a manufacturer so wishes.

**5.4** The height of roman letters and arabic numerals of the VIN shall be as follows :

— 7 mm at least if marked according to 5.1 (frame, body, etc.) on motor vehicles and trailers (but not on motorcycles and mopeds);

— 4 mm at least in all other cases.

**5.5** The characters of the VIN shall, in all cases, be legible, durable and not easily altered.

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