ODOMETER MILEAGE CHECK

How to run an **odometer check** by VIN: read a **mileage history report**, spot **odometer rollback** and digital tampering, decode a not actual mileage title, use the federal odometer disclosure rules, and compare the **Carfax odometer check**.

450,000+	11,106	$14.99
vehicles a year sold with false odometer readings (NHTSA)	average miles per light-duty vehicle in 2023 (FHWA)	full VIN report with odometer readings

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ABOUT THIS ODOMETER CHECK GUIDE

An **odometer check** answers the question every used-car buyer should ask before handing over money: is the number on the dashboard the distance this vehicle has really traveled? This guide shows you how to run a **mileage check by VIN**, how to read the dated readings in a **mileage history report**, and how to back the paperwork up with your own eyes.

It is published by **CarCheckerVIN (carcheckervin.com)**, which runs a free VIN lookup with a free history preview and sells full vehicle history reports. The legal chapters come from the federal odometer statute, 49 U.S.C. Chapter 327, and NHTSA's disclosure regulation, 49 CFR Part 580, read in their current text in November 2026. State examples come from each state's own statute, DMV procedure or form. Mileage benchmarks are from the Federal Highway Administration's *Highway Statistics 2023*. The mileage timeline in Chapter 6 is an illustrative example, not a real vehicle.

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FREE ODOMETER CHECK

Check a VIN while you read

Enter any 17-character VIN at **carcheckervin.com/odometer-check** for a free preview of the records on file for that vehicle, including whether odometer readings and title brands exist. No card, no sign-up. The full vehicle history report, with the reported odometer readings on one timeline, is $14.99.

How to use this guide

Buying a used car

Read Chapters 1, 6, 7 and 8, then run the free check on every car you're considering before you buy a report.

Bought one already?

Chapters 3, 5 and 10 explain title brands, the federal law, your deadlines and who to report odometer fraud to.

Selling or a dealer

Chapters 4, 11 and 12 cover the disclosure statement, the exemptions and state paperwork.

BUYER'S SHORTCUT

WHERE TO CHECK MILEAGE & WHERE TO BUY THE REPORT

A lot of mileage evidence is free. What costs money is the dated record of every reading written down at title offices, inspection lanes, service bays and auctions.

OUR PICK

CarCheckerVIN · www.carcheckervin.com

- **Free odometer check:** a free history preview for any VIN, no credit card
- **Full vehicle history report: $14.99**, no subscription
- **Packs:** 3 for $35.99, 5 for $54.99, 10 for $89.99 ($9 a report)
- Search by VIN, by U.S. license plate, or paste a list of VINs
- Reported odometer readings and title brands, with NMVTIS title records
- Owner count, lien history and impound information
- Insurance total-loss records and auction sales with photos
- Service records, open recalls, factory specs and market value

Run a free odometer check at carcheckervin.com/odometer-check →

Every way to check a car's mileage, compared

Where	Cost	What it tells you about mileage
CarCheckerVIN odometer check	Free preview; report $14.99	Reported readings and title brands on one timeline, plus NMVTIS title records
Carfax vehicle history report	$44.99 (widely quoted); free on many dealer listings	Readings from its large service-record network; strongest on maintenance history
The title and disclosure statement	Free (ask the seller)	The last certified reading and any odometer brand the state printed
State DMV record request	Varies by state	Readings the state holds; e.g. Connecticut's form J-23T has an odometer-history option
Service records and stickers	Free	Real readings with dates, if the owner kept them

How to choose: four questions

- ☐ **Is the price built on low mileage?** Then a dated reading history is worth paying for.
- ☐ **Was it a fleet, rental or lease car?** NHTSA's odometer fraud study named fleet vehicles as the most common target.
- ☐ **Does the title say "Exempt"?** Then nobody certified the mileage, and outside records matter more.
- ☐ **Several cars?** Preview them all free and buy reports for the shortlist; a 3-pack ($35.99) costs less than one Carfax.

CHAPTER 1

WHAT IS AN ODOMETER CHECK?

An **odometer check** compares the mileage a vehicle shows today with every mileage figure recorded about it in the past. Done by VIN, it gathers those readings into one dated timeline.

Odometer check, mileage check, mileage history: the terms

Term	What it means	What you get
Odometer check	Testing whether the displayed reading is believable	A judgment backed by records and an inspection
Mileage check by VIN	Looking up the readings recorded against one VIN	Dated readings and where each came from
Mileage history report	The mileage timeline inside a vehicle history report	Readings from titles, inspections, service and auctions
Odometer rollback check	Searching that timeline for a reading below an earlier one, or a stretch that grows too slowly	A flag for possible tampering

Why true mileage matters

NHTSA's research calls the odometer reading a key indicator of a vehicle's condition, and therefore its value. Roll the number back and the car sells for more than it is worth, while the buyer inherits the wear and the repair bills.

The agency's 2002 study of the problem gave an example worth remembering: three-year-old cars rolled back from 80,000 miles to 30,000, sold to buyers who believed they were getting a car in prime condition. NHTSA's current estimate is that **more than 450,000 vehicles are sold each year with false odometer readings**.

The 2002 NHTSA odometer fraud study

- About a **3.47%** chance that a vehicle has its odometer rolled back at some point in its first 11 years
- An average loss of **$2,336** per case, in 2002 dollars
- About **$1,056 million** a year in total, before repairs, financing or insurance costs

Source: NHTSA, DOT HS 809 441 (April 2002). These are 2002 estimates.

The one rule of mileage

Cumulative mileage only goes up. The lawful exceptions: an odometer reset to zero during repair, which must carry a door-frame notice of the old mileage, and a mechanical odometer that rolled past its last digit. Anything else that makes the number fall is an error or a fraud.

What an odometer check can and can't prove

- **Can show:** a reading lower than an earlier one, an odometer brand on any title, implausibly slow growth, and readings filed in other states.
- **Can't show:** miles driven between records, a rollback before the first record, or (directly) one kept above the last reading; Chapter 6's rate test catches many of those.

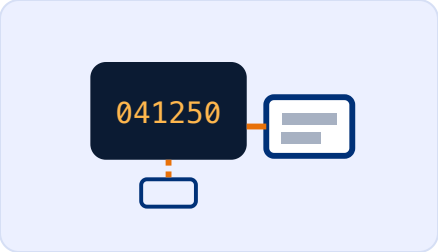
CHAPTER 2

HOW ODOMETER ROLLBACK HAPPENS

Odometer fraud has followed the technology: from turning number wheels by hand, to rewriting the memory that stores a digital reading, to the oldest trick of all, changing the number on the paperwork.



Mechanical rollback
Number drums turned backward, the drive cable reversed or unplugged.



Digital reprogramming
A tool rewrites the stored reading through the diagnostic port or on the bench.



Paper rollback
A false figure written on the title or the disclosure statement.

Mechanical odometers

For most of the last century an odometer was a row of numbered drums turned by gears, driven by a cable from the transmission. A roll-backer took the instrument cluster out and spun the drums backward, ran the cable in reverse, or simply disconnected it so the car stopped counting while it was driven. Federal law names each move: **49 U.S.C. § 32703** bars disconnecting, resetting or altering an odometer to change the mileage, and bars knowingly driving with a disconnected or broken odometer with intent to defraud. The evidence often remains: misaligned digits, gaps, or scratched screws and trim around the cluster.

Digital odometer tampering

In a modern vehicle the reading is a number held in electronic memory and drawn on a screen, so a rollback needs software rather than a screwdriver. Tampering tools connect through the diagnostic port, or to the cluster's memory on a workbench, and write a new figure. The display then shows clean, perfectly aligned digits; there is nothing crooked to spot. That is the main reason **digital odometer tampering** has shifted the burden onto records: on a digital car, the reading history and an expert inspection are your best evidence.

Many vehicles store mileage in more than one control module. On some, a technician's scan tool can read those other values and show a cluster that disagrees with the rest of the car. It is a useful check where it works, not a guarantee, because coverage varies by make and model and a thorough tamperer may change several modules.

“Mileage blockers” and correction devices

Gadgets sold online, sometimes marketed for “testing” or “mileage correction”, either stop the odometer counting or rewrite it. The label doesn't change the law: § 32703(1) makes it illegal to advertise for sale, sell, use or install any device that makes an odometer register a mileage different from what the vehicle was driven.

Paper rollbacks

NHTSA's 2002 study found the most common way a rollback escapes a history database is a false title figure that is lower than the truth but still higher than any mileage previously titled, so the record never shows a drop. Secure title printing, required by 49 CFR Part 580, exists to make such alterations visible.

CHAPTER 2 CONT.

ODOMETER FRAUD VS HONEST ODOMETER ERRORS

A strange reading is a question, not a verdict. Rule out the innocent explanations before calling anything **odometer fraud**.

What happened	How it shows in the records	Fraud?	How to tell
Rollback	A reading below an earlier one, or growth that stalls for years	Yes	No paperwork explains it; wear exceeds the reading
Odometer replaced	A reset to zero or near it partway through life	Not if done lawfully	A door-frame notice with the old mileage and date (49 U.S.C. § 32704) and a repair invoice
Used cluster fitted	A sudden jump up or down to another car's mileage	Unlawful unless reset and noticed	Federal law requires the reading to stay the same or be set to zero with a notice
Mechanical rollover	An old car showing low miles on a five-digit odometer	No	“Exceeds mechanical limits” on the title or disclosure
Clerical typo	One reading wildly out of line, with the readings around it consistent	No	Transposed or extra digits; the sequence either side fits
Kilometers vs miles	A jump of roughly 1.6 times, up or down	No	Imported car or kilometer-reading cluster
Calibration error	A small drift, for example after a tire-size change	No	49 CFR 580.5 only requires a not-actual statement when the difference exceeds calibration error

Who rolls back odometers, and which cars

NHTSA's study found the problem concentrated among late-model cars that piled up miles quickly: lease, rental and company fleets, where a big rollback is worth the most.

Sellers range from wholesalers passing rolled-back cars to retail lots (a pattern the study describes) to unlicensed dealers posing as private sellers (“curbstoners”) and individual owners. Be wary of a fleet car that changes hands quickly and is retitled in another state.

Title washing makes rollbacks stick

Titles are issued state by state. Moving a car to a state that doesn't carry a prior brand forward, or never received the earlier reading, can produce a clean-looking title. National records such as NMVTIS exist to close that gap, so a VIN-based check beats one state's title. More at **carcheckervin.com/title-washing**.

ROLLBACK CHECK

See the reported readings for a VIN on one timeline, with title brands, at **carcheckervin.com/odometer-check**: preview free, full report $14.99. How rollbacks are prosecuted: **carcheckervin.com/odometer-fraud**.

CHAPTER 3

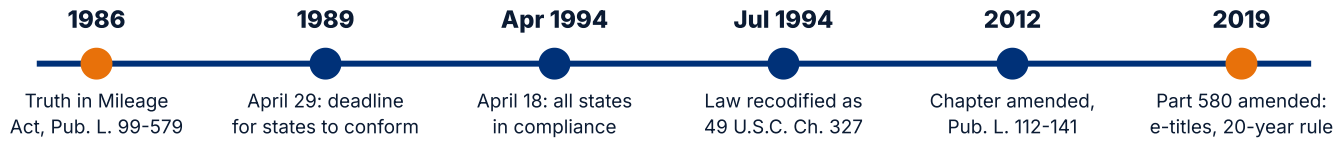
THE FEDERAL ODOMETER LAW: 49 U.S.C. CHAPTER 327

Rolling back an odometer is a federal offense. The prohibitions and remedies sit in Chapter 327 of Title 49 of the U.S. Code; the paperwork rules sit in NHTSA's regulation, 49 CFR Part 580.

What Chapter 327 says, section by section

Section	The rule, in plain English
§ 32702	Definitions. An "odometer" measures and records the distance driven, but not a trip meter the driver can reset.
§ 32703	No selling, using or installing a device that makes an odometer misread; no disconnecting, resetting or altering an odometer to change the mileage; no driving with intent to defraud on an odometer you know is disconnected or broken; no conspiring to break these rules.
§ 32704	Repairs and replacements must keep the same reading. If that's impossible, the odometer is set to zero and a written notice of the earlier mileage and the date is attached to the left door frame. Removing or altering that notice with intent to defraud is illegal.
§ 32705	Every transfer needs a written disclosure of the mileage, or a statement that the actual mileage is unknown if the seller knows the reading is wrong. A buyer acquiring for resale may not accept an incomplete disclosure, and a title application must carry the seller's signed mileage statement.
§ 32709	Civil penalties, criminal penalties, and lawsuits by the U.S. Attorney General and by state attorneys general.
§ 32710	A private lawsuit for anyone defrauded.

How the odometer rules grew



Sources: NHTSA DOT HS 809 441; statute source credits (law.cornell.edu); 2019 amendments cited in 49 CFR Part 580 (84 FR, Oct. 2, 2019)

Where the paper trail came from

The Truth in Mileage Act of 1986 made the seller disclose mileage on the title itself and required titles to be printed by a secure process, so alterations show. NHTSA's 2002 study records that most states needed extensions past the 1989 deadline. Today, 49 CFR 580.4 requires every paper title to be securely printed and every electronic title to be kept where it is protected from alteration, with a log of when it was accessed and signed.

Definitions that matter to buyers

- **Dealer:** sold at least 5 vehicles in the prior 12 months to buyers who weren't reselling them.
- **Distributor:** sold at least 5 vehicles in the prior 12 months for resale.
- **Leased motor vehicle:** leased for at least 4 months by a lessor that leased at least 5 vehicles in the prior 12 months.
- **Transfer:** a change of ownership by sale, gift or any other means.

CHAPTER 3 CONT.

ODOMETER FRAUD PENALTIES AND WHO ENFORCES THEM

Odometer fraud carries civil fines, prison time and a private right to sue for multiplied damages.

Remedy	When it applies	Amount
Federal civil penalty (§ 32709(a))	Any violation; each vehicle or device counts as a separate violation	Statute: up to $10,000 per violation and $1,000,000 for a related series. After inflation adjustment, 49 CFR 578.6 lists $13,676 and $1,364,624.
Criminal penalty (§ 32709(b))	Knowing and willful violations	A fine under Title 18, up to 3 years in prison, or both. Directors, officers and agents who authorize or carry out the act are covered too.
Your own lawsuit (§ 32710)	A violation committed with intent to defraud	3 times actual damages or $10,000, whichever is greater (49 CFR 578.6 lists the adjusted figure as $13,676), plus costs and a reasonable attorney's fee. File within 2 years after the claim accrues.
State attorney general (§ 32709(d))	Violations in that state	Can sue to stop the violation or to recover the § 32710 amounts for each person it acts for; also within 2 years

Who enforces odometer law

NHTSA

NHTSA has run an Odometer Fraud Enforcement Program since 1978. Its 2002 study says the program investigates cases, refers substantiated ones to the U.S. Department of Justice, trains state titling staff, and writes to victims explaining how to recover losses and that they must disclose when they sell.

States

A state's chief law enforcement officer can sue on behalf of the people harmed (§ 32709(d)); DMV investigators take buyers' complaints (contacts in Chapter 10).

You

Under § 32710 a defrauded buyer can sue in federal or state court, and a buyer who wins is awarded costs and a reasonable attorney's fee.

States add their own rules

Texas: a sale that breaks its title chapter is void and title may not pass until the requirements are met (Tex. Transp. Code § 501.073). **Colorado:** a private action for three times actual damages or $3,000, whichever is greater, on proof of intent to defraud. **New York:** its odometer statute, Gen. Bus. Law § 392-e, has no age cutoff at all.

Intent is proved with paper. Triple damages need proof the seller meant to defraud. Useful evidence: a disclosure signed “actual mileage” that contradicts an earlier title, an auction's intake reading (kept five years, 49 CFR 580.9), a dealer's retained copies (580.8), visible alterations on a secure title, and the ad that promised low miles.

CHAPTER 4

THE ODOMETER DISCLOSURE STATEMENT (49 CFR PART 580)

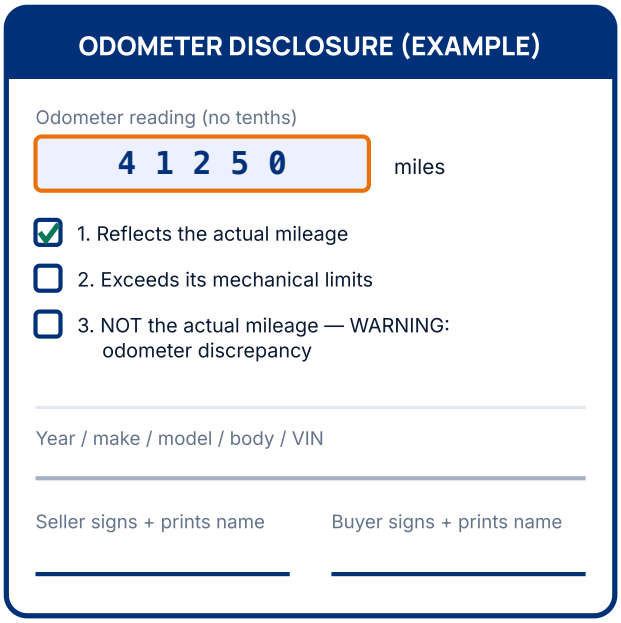
Every time a non-exempt vehicle changes owners, the seller must put the mileage in writing and sign it. That signed figure is the reading with legal weight.

What the disclosure must contain

Under 49 CFR 580.5(c), the seller (the "transferor") signs a disclosure that includes:

1. The **odometer reading** at the time of transfer, without tenths of a mile
2. The **date** of transfer
3. The seller's **printed name and current address**
4. The buyer's **printed name and current address**
5. The **vehicle's identity**: make, model, year, body type and VIN

The buyer then signs with a printed name and gives the seller a copy (580.5(f)). A paper form must reference federal law and warn that an incomplete or false disclosure may result in fines and/or imprisonment (580.5(d)).



A simplified illustration, not a real state form.

The three statements a seller can make (580.5(e))

Actual mileage
To the best of the seller's knowledge, the reading reflects the actual distance traveled. This is the normal case.

Exceeds mechanical limits
The seller knows the mileage has gone past the odometer's designed mechanical limit, so the true figure is higher than shown.

Not actual mileage
The seller knows the reading is invalid or off by more than calibration error. It carries a warning not to rely on it.

Rules that block common tricks

- **Written on the title.** An owner in whose name the car is titled discloses on the title itself, paper or electronic, not on a separate reassignment form (580.5(c)).
- **No signing both sides.** Nobody may sign as both seller and buyer in one transaction, except under the secure power-of-attorney rules (580.5(h)).
- **Dealers keep copies.** Dealers and distributors retain each disclosure they issue and receive for five years (580.8).
- **Lienholder has the title?** The seller may use a state-issued secure power of attorney (49 U.S.C. § 32705(b)(2); 580.13).

Read the form-by-form guide at **carcheckervin.com/odometer-disclosure-statement**.

WHO IS EXEMPT FROM ODOMETER DISCLOSURE

Not every sale needs a signed mileage statement. NHTSA changed the age exemption in 2019, and it matters to buyers because an exempt car's mileage is a number nobody had to vouch for.

The exemptions in 49 CFR 580.17

Vehicle	When no disclosure is required
Model year 2010 or older	Exempt once 10 years have passed from January 1 of its model year. Every 2010 and older vehicle has been exempt since 2020.
Model year 2011 or newer	Exempt only once 20 years have passed from January 1 of its model year. The first 2011 models become exempt in 2031.
GVWR over 16,000 pounds	Always exempt (gross vehicle weight rating, as defined in 49 CFR 571.3)
Not self-propelled	Always exempt, which covers trailers
Sold by the maker to a U.S. agency	Exempt when sold directly to contract specifications
A new vehicle	No disclosure before its first transfer for a purpose other than resale

When does my car stop needing one?

Model year	Disclosure needed through	Exempt from
2010 & older	—	already exempt
2011	2030	2031
2013	2032	2033
2015	2034	2035
2018	2037	2038
2020	2039	2040
2024	2043	2044

Rule: exempt once the transfer is at least 20 years after January 1 of the calendar year matching the model year (580.17(a)(4)).

What “exempt” means for a buyer

Exempt is not an accusation. It simply means the law stopped requiring anyone to certify the reading, so the number on an exempt title carries less weight. States treat it differently:

- **Florida:** once a vehicle is recorded as exempt, its procedure says later readings won't reflect actual mileage.
- **Pennsylvania:** electing exempt can't be reversed, and PennDOT won't carry another state's exempt brand on a 2011-or-newer car; it applies status code 2, not actual mileage.
- **Texas:** the buyer's title application (Form 130-U) still has to be marked “Exempt” for an exempt car.

Older cars still deserve an odometer check

A 2009 pickup or a 2005 sedan changes hands today with no federal mileage statement at all, and some states write nothing down either. For those vehicles a **mileage history report** built from earlier titles, inspections and service visits is often the only independent evidence. Run the VIN, compare the last recorded readings with the dashboard, and lean harder on the physical inspection in Chapter 8.

CHAPTER 5

ODOMETER BRANDS: WHAT THE TITLE IS TELLING YOU

When a state knows or suspects a reading isn't true, it brands the title. The national title system, NMVTIS, records each brand under a numbered code.

The national odometer codes, and what Texas prints for each

Code	National brand	What it means (TxDMV definitions, paraphrased)	Texas title shows
68	**Actual**	The mileage is the vehicle's true mileage	Actual Mileage
69	**Not Actual**	The reading is known to differ from the true mileage	Not Actual Mileage
70	**Not Actual – Tampering Verified**	The reading differs from the true mileage because of tampering	Not Actual Mileage
71	**Exempt**	The vehicle can change owners without an odometer disclosure	Exempt
72	**Exceeds Mechanical Limits**	The reading is lower than the true mileage because the odometer can't display it all	Mileage Exceeds Mechanical Limits
73	**Odometer May Be Altered**	The titling authority has reason to believe the odometer was altered	Not Actual Mileage
74	**Odometer Replaced**	The odometer isn't the one fitted at the factory	Not Actual Mileage
76	**Odometer Discrepancy**	Earlier recorded readings give the authority reason to doubt this one	Not Actual Mileage
77	**Call Title Division**	The authority knows of a problem it can't print on a title	Contact a TxDMV Regional Service Center

Five reasons, one brand

Texas prints five national codes as the same words, “Not Actual Mileage”, so a Texas brand might record verified tampering or just a cluster replaced under warranty; the national code behind it can tell you which. Texas also writes Not Actual Mileage when no properly completed disclosure reaches the title office, so missing paperwork and real fraud can end in the same brand.

A not actual mileage title: how worried should you be?

Cause behind the brand	Risk	What to ask for before buying
Tampering verified (70) or may be altered (73)	**High**	Walk away, or price it as unknown mileage
Odometer discrepancy (76)	**High**	The conflicting readings and an explanation
Odometer replaced (74)	**Medium**	The repair invoice and the door-frame notice
Paperwork missing at titling	**Unknown**	Service and inspection readings that bracket it

More on each brand at **carcheckervin.com/not-actual-mileage-title**.

HOW STATES WORD AN ODOMETER BRAND

There's no national wording on the paper: each state prints its own legend. Eight examples, each from that state's own DMV material or statute:

State	What to look for on the title	Worth knowing
Texas	Not Actual Mileage; Mileage Exceeds Mechanical Limits; Exempt	No separate discrepancy brand; five national codes become “Not Actual Mileage”
California	A single letter by the mileage: **N** (not actual), **E** (exceeds mechanical limits), **A** (actual)	N also covers a broken or replaced odometer or an unsure owner; codes apply to titles issued from April 18, 1994
Florida	WARNING: NOT ACTUAL MILEAGE; EXCEEDS MECHANICAL LIMITS	Florida rejects the abbreviations “TMU” and “ETM” on a disclosure
New York	NOT ACTUAL MILEAGE, WARNING ODOMETER DISCREPANCY; EXCEEDS MECHANICAL LIMITS	Printed on the title's front; not a formal NY brand, so a brand-box check misses it
Pennsylvania	An odometer status code by the mileage: 1, 2, 3 or 4	3 means PennDOT verified tampering; a reading of exactly 999,999 usually means no reading could be taken
Connecticut	True mileage unknown; Warning odometer discrepancy; Not actual mileage; Odometer exceeds mechanical limits	Here “not actual mileage” means the reading can't be determined
Colorado	Odometer tampered with	A permanent brand; sellers must disclose title brands on form DR 2710
Alaska	Unknown	Recorded when a disclosure is missing or wrong; it can't return to a numbered reading unless DMV erred

Exceeds mechanical limits, explained

A five-digit mechanical odometer tops out at 99,999.9 miles and starts again from zero; a six-digit one at 999,999.9, as Florida's title procedure puts it. **Exceeds mechanical limits** means the car has traveled more than the dash shows: Florida's example is a five-digit odometer showing 24,000 on a car that has covered 124,000. Not fraud, but a high-mileage car, priced as one.

True mileage unknown (TMU)

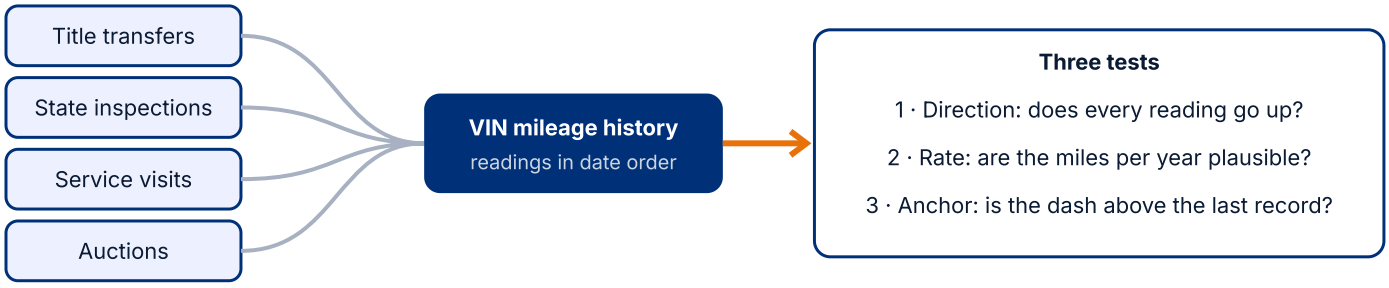
“TMU” is trade shorthand for a car whose real mileage can't be established; federal law's phrase is that “the actual mileage is unknown” (§ 32705). Connecticut prints “True mileage unknown” as a legend; Florida rejects the abbreviation on a disclosure. Value a TMU car as if the reading were missing.

Don't read only one title. A brand printed in one state can be missing from a later title issued in another, so run the VIN too. State pages: **Texas**, **California**, **Florida** and **New York**.

CHAPTER 6

HOW A VIN MILEAGE HISTORY EXPOSES ODOMETER FRAUD

One reading proves nothing. A dozen dated readings from independent sources prove a great deal, because a fraudster can change the dashboard but not records already filed.



Where the readings in a mileage history report come from

Source	When a reading is captured	Weight
Title transfers	At each sale, from the signed disclosure. An NMVTIS report shows the last odometer reading recorded at titling.	Highest: a signed legal statement
State inspections	Safety or emissions inspections, in states that run them and record mileage	High: third-party and dated
Service and repair	Oil changes, repairs and warranty work at shops that report	Medium to high: frequent, varies by shop
Auctions	Auction companies must keep the reading on the day they took possession (49 CFR 580.9)	High: recorded by a third party
Insurance events	Claims and total-loss records, when the insurer noted mileage	Medium

The three tests, in practice

1. **Direction.** Put the readings in date order. Does the line only rise? A later reading below an earlier one is the classic **odometer rollback check** hit.
2. **Rate.** Work out miles per year between readings and compare with FHWA's 2023 average of 11,106 per light-duty vehicle. Years at a tiny fraction of that, then normal driving, need an explanation.
3. **Anchor.** The newest record is your floor. The dash should sit above it by a sensible amount for the time passed; below it, or barely above it after a year, is the question for the seller.

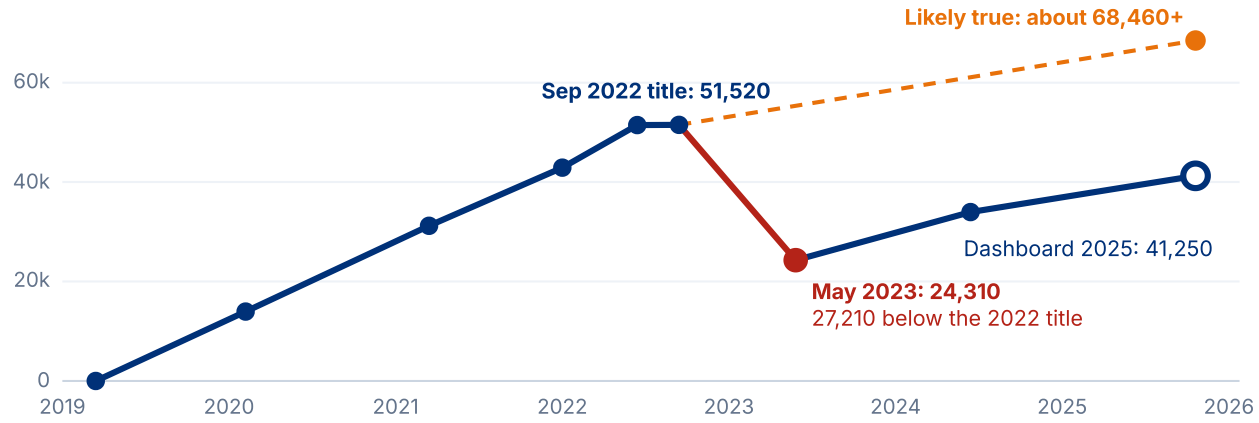
YOUR TURN

Run the same three tests on any car: enter the VIN at **carcheckervin.com/odometer-check** for a free preview, then open the full timeline in the $14.99 **vehicle history report**.

EXAMPLE: READING A MILEAGE TIMELINE

ILLUSTRATIVE EXAMPLE. The vehicle, dates, places and readings on this page are invented to show how a rollback appears in a mileage history report. They do not describe a real vehicle, a real person or a real report.

The car: a 2019 midsize sedan, offered privately in 2025 with **41,250 miles** on a digital dash, described as "a one-owner commuter car". A VIN check returned these readings.



Date	Source	Reading	Change	How to read it
Mar 2019	First title, State A	18	—	Delivery miles
Feb 2020	Service visit (oil change)	13,950	+13,932	About 15,000 a year: heavy use
Mar 2021	State emissions inspection	31,200	+17,250	Still heavy use
Jan 2022	Service visit	42,880	+11,680	Consistent
Jun 2022	Wholesale auction	51,460	+8,580	Reading recorded at intake
Sep 2022	Title issued to a buyer, State A	51,520	+60	Signed disclosure: actual mileage
May 2023	**Title issued, State B, private sale**	**24,310**	**−27,210**	**A reading below an earlier one: the rollback**
Jun 2024	Service visit	33,980	+9,670	Rises normally from the false base
Oct 2025	Dashboard at viewing	41,250	+7,270	Looks plausible on its own

What the timeline says

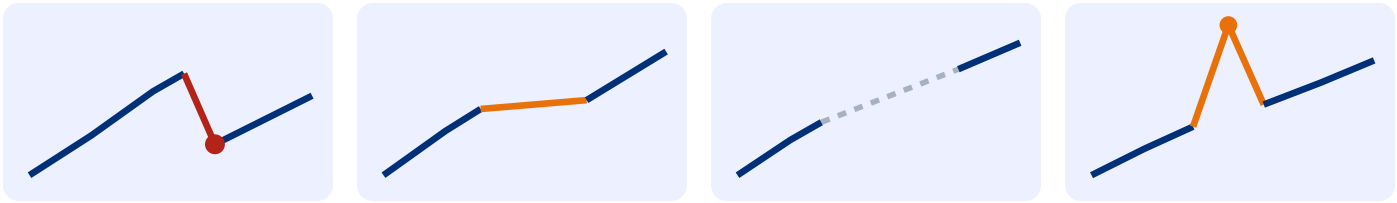
The direction test fails in May 2023. Since then the car has added 16,940 miles (41,250 − 24,310). Added to the last trustworthy figure, 51,520, that puts the **true mileage** at roughly **68,460 or more**. Heavy early use, an auction sale and a new state just before the drop fit the classic pattern.

What a buyer should do

Ask the seller to explain the readings in writing. Check the State B title for a brand; there may be none if that state never saw the earlier reading. Don't negotiate from the dash figure: walk away, or value the car as unknown, higher mileage. Already bought it? See Chapter 10.

ROLLBACK PATTERNS, AND THE INNOCENT LOOK-ALIKES

Not every odd-looking timeline is fraud, and not every fraud leaves a drop. Learn the four shapes below and you'll read any mileage history report in a minute.



The drop
A reading below an earlier one

The flatline
Years of almost no miles

The gap
No readings for years

The spike
One reading far too high

Pattern	Likely causes	What to check
The drop	Rollback; used cluster fitted; a typo in the earlier reading	Title brand; door-frame notice; whether the readings either side of the "bad" one agree. Two consistent readings above the current one point to fraud.
The flatline	A rollback kept above the last record; a car that genuinely sat; a broken odometer	Rate against the FHWA average; whether registration and inspections continued; storage or repair receipts; wear
The gap	Nothing reported: private servicing, a state without inspections, a car in storage	Not evidence by itself. Ask for records that cover the gap, and judge wear more carefully.
The spike	A keying error (an extra or transposed digit); kilometers recorded as miles	If later readings return to the old trend, it's almost always clerical. If they don't, the low readings are the suspect ones.

The hidden rollback

A careful fraudster stays above the last recorded reading; NHTSA's study described this as the way rollbacks most often escape history databases. Picture a three-year-old ex-rental titled at 45,000 miles, rolled back to 47,000 and resold two years later: the record shows 2,000 miles in two years, about a tenth of the FHWA average, from a car that had averaged 15,000 a year. The direction test passes; the **rate test** catches it. When miles per year collapse right after a change of owner or state, treat the reading as suspect until records explain it.

Odometer red flags in the paperwork

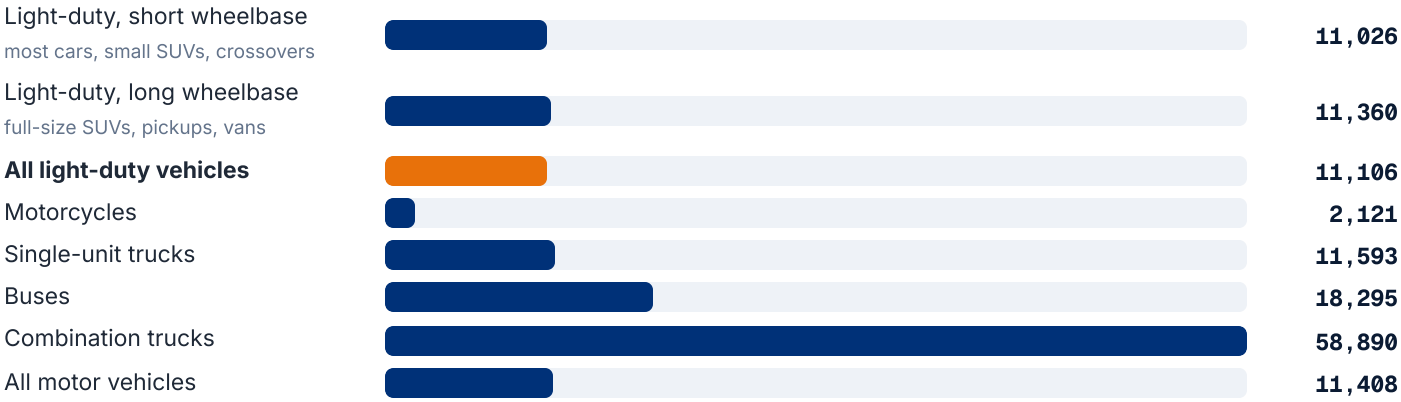
- [ ] Mileage on the title is smudged, overwritten or hard to read
- [ ] The odometer block on the title is blank and the seller offers to "fill it in later"
- [ ] The seller isn't the person named on the title
- [ ] A recent title from a different state than the car's history
- [ ] Service stickers or invoices showing more miles than the dash
- [ ] A low reading on a former fleet, rental or rideshare car

CHAPTER 7

TRUE MILEAGE BENCHMARKS: AVERAGE MILES PER YEAR

To judge whether a reading is believable you need a yardstick. The best public one is the Federal Highway Administration's *Highway Statistics* table VM-1, which divides total travel by the number of registered vehicles.

Average miles traveled per vehicle, 2023 (FHWA table VM-1)



Source: FHWA, Highway Statistics 2023, Table VM-1 (fhwa.dot.gov). The 2022 light-duty figure was 10,952.

Quick benchmark by age

Vehicle age	At the 11,106 average
1 year	11,106
2 years	22,212
3 years	33,318
5 years	55,530
7 years	77,742
10 years	111,060
12 years	133,272
15 years	166,590

Simple multiplication of the FHWA average. A yardstick, not a rule.

How to use the benchmark

- **Below average isn't proof of fraud.** Second cars, short commutes and retirees' cars run low. Well below average is a reason to ask for records, not to accuse.
- **Know the car's job.** If it was a rental, fleet or rideshare car (ask, and read the title chain), a very low reading deserves extra scrutiny.
- **Use rates between records,** not just the total. Steady use that suddenly stalls after a sale is the pattern that matters.
- **Per vehicle, not per driver.** FHWA's figure is miles per registered vehicle. Numbers quoted per licensed driver answer a different question; for judging one car's odometer, per vehicle is the right yardstick.

MORE BENCHMARKS

State-by-state figures and the caveats behind them are at **carcheckervin.com/average-miles-per-year**; when high mileage is still fine to buy, see **how many miles is too many for a used car**.

CHAPTER 8

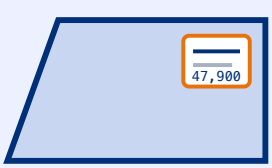
PHYSICAL CLUES: CHECK THE CAR, NOT JUST THE PAPERWORK

Records show what was written down; the car shows how it was used. The Texas DMV's own buyer advice combines both. Here are nine places to look, the first five drawn from TxDMV's checklist.



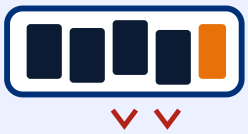
Title vs dashboard

Compare the title mileage with the odometer; inspect closely if the figure looks obscured.



Oil-change stickers

Check windows, door frames, the glove box and under the hood for dated readings.



Crooked digits

On a mechanical odometer: misaligned numbers, gaps, or digits that jiggle when the dash is tapped.



Tires and tread

TxDMV: at 20,000 miles or less, the car should still have its original tires.



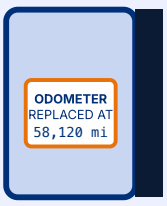
Pedal wear

Worn gas, brake or clutch pads should match the miles shown.



Wheel and seat

A shiny, worn steering wheel or a crushed seat bolster on a “low-mile” car is a mismatch.



Door-frame notice

A replaced odometer reset to zero must carry a notice of the old mileage and date on the left door frame.



Invoices and manual log

Repair invoices and the maintenance book list mileage with dates; check they climb in order.



Scan-tool comparison

On some vehicles a technician can read mileage stored in other modules and compare.

No single clue settles the question. Wear depends on how a car was driven as much as how far, and parts get replaced. What you're looking for is a **consistent story**: records, wear and the dashboard all pointing at roughly the same mileage. When two of the three disagree with the dash, believe the two.

YOUR ODOMETER CHECK, STEP BY STEP

Use this sequence for every used car you're serious about. The free steps come first, so you only pay once a car has earned it.

1. **Read the VIN off the car.** Use the windshield plate and the driver's door-jamb label, not the ad. Both must match each other and the title.
2. **Run the free odometer check.** Enter the VIN at **carcheckervin.com/odometer-check** to preview the records on file. If readings or title brands show up, the report is worth buying.
3. **Photograph the title.** Note its mileage, any odometer legend, the issuing state and date, and any erasures in the odometer area.
4. **Buy the full report if the price depends on mileage.** Put the readings in order and run the three tests from Chapter 6: direction, rate and anchor.
5. **Compare with the benchmark.** Divide the dashboard figure by the car's age and set it against FHWA's 11,106 miles a year. Far below average means: ask for records.
6. **Do the walk-around.** Work through the nine clues on page 17, and photograph anything that looks inconsistent.
7. **Get a pre-purchase inspection.** An independent shop can judge wear and, where supported, compare mileage stored in other modules.
8. **Check the disclosure at signing.** The reading matches the dash (no tenths), the right box is ticked, the seller is the person on the title, and both of you sign. No blank or corrected odometer blocks.

Questions to ask the seller

- How long have you owned it, and how many miles did it have when you bought it?
- Do you have the service records or the maintenance book?
- Was it ever a rental, lease, company or rideshare car?
- Has the instrument cluster ever been replaced or repaired?
- Why was it titled in another state recently? (if the title is new)

Stop the sale if…

- ☐ Any recorded reading is higher than the dashboard, with no paperwork explaining it
- ☐ The title carries a tampering or odometer-discrepancy brand you weren't told about
- ☐ The seller wants the odometer block left blank, or offers a separate “corrected” statement
- ☐ The name on the title isn't the seller's, and there's no dealer reassignment
- ☐ Wear on pedals, seat and wheel clearly exceeds the miles shown

SHORTLIST

Checking several cars? Preview each free, then buy a 3-pack ($35.99, $12 a report) or 5-pack ($54.99, $11 a report) at **carcheckervin.com/pricing**.

CHAPTER 9

CARFAX ODOMETER CHECK VS CARCHECKERVIN ODOMETER READINGS

A **Carfax odometer check** means reading Carfax's paid vehicle history report for its mileage entries. Here's how it compares.

CARFAX ODOMETER CHECK

Carfax vehicle history report

Carfax, Inc. (founded 1984, Virginia; part of S&P Global Mobility) sells a single report widely quoted at **$44.99**. Its strength is **service and maintenance records** from a large shop network, which can add dated readings between title transfers: just what the rate test needs. NHTSA's 2002 odometer fraud study used the Carfax database to find vehicles whose later reading was lower than an earlier one. Many dealers include a free Carfax (the dealer pays); AAA Premier members get one free a year by phone, and Classic and Plus members a discount that varies by club.

CARFAX BUYBACK GUARANTEE

What the guarantee does and doesn't cover

It pays when a report missed a DMV-issued title brand, and odometer brands such as Not Actual Mileage are DMV-issued. It doesn't cover accidents, has deadlines and caps the payout. It is not a promise that the odometer is honest: a rollback no state ever branded is outside it. Details at **carcheckervin.com/carfax-buyback-guarantee**.

CARCHECKERVIN.COM

CarCheckerVIN odometer readings

A free preview for any VIN, then a **$14.99** report with reported odometer readings on one timeline, title brands, NMVTIS title records, owner count, total-loss records, auction sales with photos and service records. Packs from $9 a report. Compare at **carcheckervin.com/carfax-odometer-check**.

For a mileage check	CarCheckerVIN	Carfax
Price of one report	$14.99; packs from $9 a report	$44.99 (widely quoted)
Free option	Free history preview for any VIN	Free when a dealer includes it
Odometer readings	Yes, reported readings on a timeline	Yes
Service-record readings	Yes, service records included	Its main strength: a large shop network
NMVTIS title records	Included	DOJ says consumers can't get NMVTIS reports from Carfax (dealers only)
Search options	VIN, plate, or a pasted list of VINs	VIN or license plate

For most buyers: use CarCheckerVIN for the timeline and NMVTIS title records at $14.99, and read a Carfax too when a dealer hands you one free or service detail matters. Two sources agreeing beat either alone. Prices: **how much is a Carfax report**.

CHAPTER 9 CONT.

FREE ODOMETER CHECKS AND THE LIMITS OF EVERY REPORT

A free odometer check can tell you whether a problem exists, rarely how big it is. Here's what each free source covers, and what no report can see.

FREE · CARCHECKERVIN.COM

CarCheckerVIN history preview

Enter a VIN at **carcheckervin.com/odometer-check** or **/free-vin-check** to see which records exist (odometer readings, title brands, liens, auction sales) before you pay. The detail is in the $14.99 report.

FREE · FROM THE SELLER

The title and the disclosure statement

The mileage disclosed at the last transfer and any brand the issuing state printed: one state's snapshot, with no readings from between sales.

LOW COST · STATE DMVS

State title and odometer records

Some DMVs supply record copies on request; Connecticut's form J-23T has an odometer-history option. Rules and fees vary, and owner personal information is released only for permitted uses under the Driver's Privacy Protection Act (18 U.S.C. § 2721 et seq.).

GOVERNMENT SYSTEM · VIA APPROVED PROVIDERS

NMVTIS

Run by the U.S. Department of Justice's Bureau of Justice Assistance, NMVTIS shows the current title state and brand, brand history, the last odometer reading at titling, and total-loss, junk and salvage records. Approved providers are listed at vehiclehistory.bja.ojp.gov. CarCheckerVIN's report includes NMVTIS title records: **carcheckervin.com/nmvtis-vin-check**.

FREE · NOT A MILEAGE TOOL

NICB VINCheck

The National Insurance Crime Bureau's free VINCheck (5 searches per 24 hours) shows stolen-not-recovered and salvage or flood total-loss records from participating insurers. No odometer readings, and NICB says it isn't a full history report.

What no report can see

- Miles driven between two recorded events
- Owner servicing, or shops that don't report
- A rollback before the first record existed

Why two reports can disagree

- Different service and inspection sources
- One received a record before the other
- A keying error in one source only

CHAPTER 10

DEFRAUDED? WHAT TO DO ABOUT ODOMETER FRAUD

If you bought a car and the mileage turns out to be false, act quickly. The federal deadline for your own lawsuit is two years after the claim accrues (49 U.S.C. § 32710).

1. **Preserve the evidence.** The title, disclosure statement, bill of sale, a screenshot of the ad, messages with the seller, and dated photos of the dash.
2. **Get the readings in writing.** A full history report and, if your state offers one, a certified title history. The dated reading above your dash is the core of your case.
3. **Document the car.** Have an independent shop record wear and, where possible, mileage stored in other modules, in writing.
4. **Put it to the seller in writing.** Dealers must keep copies of the disclosures they issue and receive for five years (49 CFR 580.8), so ask for theirs. A written complaint also fixes the date you discovered the problem.
5. **Report it.** Contact your state's DMV investigators, consumer protection office or attorney general. NHTSA has run an Odometer Fraud Enforcement Program since 1978 and refers substantiated cases to the U.S. Department of Justice for prosecution.
6. **Talk to a consumer lawyer.** Under § 32710 a seller who violated the law with intent to defraud owes 3 times your actual damages or $10,000, whichever is greater (49 CFR 578.6 lists the inflation-adjusted figure as $13,676), plus costs and a reasonable attorney's fee. State law may add remedies (Chapter 3).
7. **When you resell, disclose.** If you know the reading is wrong, you must tell the next buyer the actual mileage is unknown (§ 32705).

Where to report: state examples

State	Agency	Contact
Florida	FLHSMV Motorist Services Support, Motor Vehicle Fraud Unit	850-617-2907
California	DMV Investigations Division	dmv.ca.gov complaint form
Colorado	Auto Industry Division, Colorado Department of Revenue	303-866-2532
Pennsylvania	PennDOT Risk Management Office	717-705-9913
Connecticut	DMV Consumer Complaint Center	860-263-5405
Alaska	Department of Law, Consumer Protection Unit	907-269-5200

Contacts as published on each state's own website. Elsewhere, start with your state attorney general's consumer protection office.

Bought from a dealer? Licensed dealers answer to state regulators as well as courts, so complain to the dealer licensing agency too. If the car went through an auction, its intake reading, kept five years under 49 CFR 580.9, can pin down when the rollback happened.

CHAPTER 11

SPECIAL CASES: LEASES, FLEETS, IMPORTS, TRUCKS AND SELLERS

The basic odometer check works for every vehicle, but some kinds of car come with their own traps, and sellers have duties of their own.

Lease returns

At the end of a lease the lessee signs a mileage statement for the lessor, with the reading (no tenths), the date, both parties' names and addresses and the vehicle's identity, plus the same three certifications a seller makes (49 CFR 580.7). The lessor may carry that figure onto the title without seeing the car, unless it has reason to doubt it. A lease-end reading is a strong anchor if it reached a history database.

Fleet, rental and rideshare cars

These are the high-mileage, late-model cars NHTSA's study identified as the main targets. Ask the seller directly, look for a business or rental company in the title chain, and apply the rate test strictly. A two-year-old ex-rental showing far below the FHWA average deserves documents, not trust.

Imported and grey-market cars

Cars from Canada, Europe or elsewhere may show kilometers. One kilometer is about 0.62 miles, so a km reading mistaken for miles makes the car look more used; miles mistaken for km, less used. Check the cluster's units and the import paperwork before reading the history.

Replaced instrument clusters

Federal law allows a replacement only if the reading stays the same, or is set to zero with a written notice on the left door frame giving the old mileage and date (§ 32704). New York adds the same door-frame notice requirement in its own statute. Ask for the repair invoice.

Heavy trucks

Vehicles over 16,000 pounds GVWR are exempt from federal disclosure at any age. FHWA puts combination trucks at 58,890 miles a year on average, so readings on a used tractor need records, engine-hour data and an inspection behind them.

Motorcycles

FHWA's 2023 average for motorcycles is just 2,121 miles a year, so a low reading is normal. Judge a bike by condition, records and the title, and expect mileage gaps.

Classic and older cars

All model year 2010 and older vehicles are exempt from federal disclosure, and many older cars had five-digit odometers that may have rolled over. On a classic, mileage claims need documentation: service history, registration records and ownership chain.

Selling your car honestly

- Write the reading exactly as the dash shows it, without tenths
- Tick the box that is true; if you know the reading is wrong, say so
- Sign and print your name as it appears on the title; never sign the buyer's side
- Don't erase or overwrite: California voids an altered disclosure, and North Carolina's form warns that alterations or erasures void it
- Keep a copy; Alaska requires both parties to keep one for at least four years

BEFORE YOU LIST

Selling privately? Run your own VIN at **carcheckervin.com/vin-lookup** first. If an old typo shows a reading higher than your dash, you can gather the paperwork that explains it before a buyer asks.

CHAPTER 12

ODOMETER CHECK BY STATE, AND AT SCALE

Mileage records are national, but each state takes the disclosure on its own paperwork. Know which document to inspect before you pay.

State	Where the disclosure is made	Fallback form	State provision
Texas	On the title; the buyer copies reading and brand into Form 130-U, boxes 9 and 10	None; a lost title needs a certified copy (VTR-34)	Tex. Transp. Code § 501.072
California	On a complying title	REG 262 Vehicle/Vessel Transfer and Reassignment Form	Cal. Veh. Code § 5900(b)
Florida	On the title, including dealer reassignment blocks	HSMV 82993 separate odometer disclosure	Fla. Stat. § 319.225
New York	On the back of the title, under "Transfer by Owner"	MV-103 Odometer and Damage Disclosure Statement	N.Y. Gen. Bus. Law § 392-e
Pennsylvania	On the title, with an odometer status code	—	75 Pa.C.S. § 7134(a)
Alaska	On the title	Form V6 Odometer Disclosure Statement	2 AAC 92.220

New York's front-of-title check

The mileage on the front of a New York title is the reading from the previous transfer. If it is higher than the dash, that is the clearest rollback signal the title gives you.

Texas fills the gap with a default

If no properly completed disclosure reaches the county tax office with the application, Texas records Not Actual Mileage. Never accept a blank odometer block.

California's two strict rules

Original handwritten signatures only, none under a power of attorney on the odometer line; any erasure or alteration voids the disclosure and forces a new REG 262 plus a Statement of Facts.

Every state has a page

Pick yours at **carcheckervin.com/odometer-check**, e.g. **/odometer-check/texas**.

Odometer checks for dealers, fleets and multi-car shoppers

Paste a list

Check a whole auction run list or trade-in queue at once: paste the VINs into **carcheckervin.com/bulk-vin-check**.

Packs

3 for $35.99, 5 for $54.99 or 10 for $89.99 ($9 a report). No subscription.

Dealer tools

Wholesale pricing, bulk API access and white-label reports at **carcheckervin.com/dealers**.

A dealer that buys a rolled-back car inherits the problem: it may not accept an incomplete disclosure (§ 32705(a)(3)) and must sign its own statement to the next buyer. Refer a friend and get a free report at **carcheckervin.com/refer**.

REFERENCE

ODOMETER & MILEAGE GLOSSARY

Actual mileage
The distance a vehicle has really traveled; the normal certification on a disclosure statement.

Calibration error
Small, innocent drift in a reading, for example after a tire-size change; not grounds for a not-actual statement.

Curbstoner
An unlicensed dealer posing as a private seller, often moving cars with hidden problems.

Digital odometer
An odometer that stores the reading in electronic memory and shows it on a screen.

Disclosure statement
The seller's signed mileage statement at transfer, required by 49 CFR 580.5.

Exceeds mechanical limits (EML)
The vehicle has traveled past the highest number its odometer can display.

Exempt
A vehicle that can change owners without an odometer disclosure (49 CFR 580.17).

GVWR
Gross vehicle weight rating; vehicles over 16,000 lb are exempt from disclosure.

Hidden rollback
A rollback kept above the last recorded reading, so no drop appears; caught by the rate test.

Instrument cluster
The dashboard unit holding the speedometer and odometer display.

Mileage blocker
A device that stops an odometer counting; illegal to sell or install under 49 U.S.C. § 32703.

Mileage history report
The dated list of odometer readings in a vehicle history report.

NAM
Not actual mileage: the reading is known not to be the true distance traveled.

NMVTIS
National Motor Vehicle Title Information System, run by the U.S. Department of Justice.

Odometer
An instrument or system that measures and records distance driven; excludes a resettable trip meter (49 U.S.C. § 32702).

Odometer brand
A legend on a title, such as Not Actual Mileage or Exceeds Mechanical Limits, warning about the reading.

Odometer discrepancy
Earlier recorded readings contradict the current one (national code 76).

Odometer fraud
Rolling back, disconnecting or misstating mileage to deceive a buyer.

Odometer status code
Pennsylvania's single-digit mileage brand (1–4) printed beside the reading.

Rollback
Making an odometer show fewer miles than the vehicle has traveled.

Rollover
A mechanical odometer passing its last digit and starting again from zero.

Secure power of attorney
A state-issued, securely printed form used to disclose mileage when a lienholder holds the title.

Secure printing
Printing that deters counterfeiting and makes alterations visible; required for titles under Part 580.

Title washing
Retitling a vehicle through another state to shed a brand.

TMU
True mileage unknown; Connecticut prints it as a legend, Florida rejects it on disclosures.

Transferor / transferee
Part 580's terms for the seller and the buyer.

True mileage
The real distance traveled, which may differ from the reading shown.

VIN
Vehicle identification number: the 17-character code (since model year 1981) that a mileage check is run against.

ANSWERS

ODOMETER CHECK FAQ

How do I do an odometer check by VIN?

Enter the 17-character VIN at carcheckervin.com/odometer-check, put the reported readings in date order, and check that each one is higher than the last and grows at a believable rate.

Is there a free odometer check?

Yes. CarCheckerVIN's free preview shows which records exist for a VIN; the title shows the last certified reading. The full dated timeline is in the $14.99 report.

Can a VIN check show odometer rollback?

Yes, when a later recorded reading is lower than an earlier one, or when mileage stalls for years. It can't see miles driven between records.

Can you roll back a digital odometer?

Yes. Tools can rewrite the stored reading, and the display then looks perfect, which is why records and inspection matter more on digital cars.

How do I spot digital odometer tampering?

Compare the dash with the mileage history, service stickers and wear, and ask a technician to compare values stored in other modules where the car supports it.

What does not actual mileage mean on a title?

The state knows or suspects the reading isn't the true mileage. Causes range from verified tampering to a replaced odometer or missing paperwork.

What does exceeds mechanical limits mean?

The car has traveled past the highest number its odometer can show, so true mileage is higher than displayed. It isn't fraud.

Is odometer rollback illegal?

Yes. 49 U.S.C. § 32703 bans it, with civil penalties, up to 3 years in prison for willful violations, and private lawsuits.

How long do I have to sue for odometer fraud?

Under federal law, 2 years after the claim accrues (49 U.S.C. § 32710).

What can I recover?

3 times actual damages or $10,000, whichever is greater, plus costs and attorney's fees, when intent to defraud is proven. NHTSA's inflation table (49 CFR 578.6) lists $13,676.

Does a 2010 car need an odometer disclosure statement?

No. All model year 2010 and older vehicles are exempt from the federal requirement.

When does a 2015 car become exempt?

In 2035, 20 years after January 1 of its model year.

Does Carfax do an odometer check?

A Carfax report, widely quoted at $44.99, lists reported readings and is strong on service records. CarCheckerVIN's report with odometer readings is $14.99.

How many miles a year is normal?

FHWA's 2023 average is 11,106 miles per light-duty vehicle.

Is it legal to replace an odometer?

Yes, if the reading stays the same, or is set to zero with a door-frame notice of the old mileage and date.

Can a mechanic tell the true mileage?

Not exactly, but wear and, on some vehicles, mileage stored in other modules can show the dash is wrong.

Who should I report odometer fraud to?

Your state DMV investigators or attorney general; NHTSA's odometer fraud program refers cases to the Justice Department.

Does a mileage history report show every mile?

No. It shows readings someone recorded. Gaps between them are unobserved, not proof of anything.

FREE ODOMETER CHECK

Check the mileage before you pay.

A free history preview for any VIN, then the reported odometer readings on one timeline in the full report. $14.99, no subscription.

carcheckervin.com/odometer-check →

Scan for a free odometer check

Sources

- 49 U.S.C. Chapter 327, §§ 32702–32710 (law.cornell.edu)
- 49 CFR Part 580, Odometer disclosure requirements (ecfr.gov)
- 49 CFR 578.6, civil penalty inflation adjustments (ecfr.gov)
- NHTSA, The Incidence Rate of Odometer Fraud, DOT HS 809 441, 2002 (crashstats.nhtsa.dot.gov)
- NHTSA odometer fraud estimate (nhtsa.gov)
- FHWA, Highway Statistics 2023, Table VM-1 (fhwa.dot.gov)
- TxDMV, Odometer Brands; NMVTIS to Texas Conversion Chart (txdmv.gov)
- State statutes, DMV procedures and forms: TX, CA, FL, NY, PA, CT, CO, AK, NC (state .gov sites)
- U.S. DOJ / BJA, NMVTIS (vehiclehistory.bja.ojp.gov); NICB VINCheck (nicb.org)
- Carfax price: independent pricing listings, 2026
- CarCheckerVIN prices: carcheckervin.com/pricing, Nov 2026

How we made this guide: written by CarCheckerVIN with AI assistance, from the public sources listed above; figures, prices and links checked November 2026.

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