



DEPARTMENT OF TRANSPORTATION
DRIVER AND MOTOR VEHICLE SERVICES
1905 LANA AVE NE, SALEM OREGON 97314

ASSEMBLED, RECONSTRUCTED OR REPLICA VEHICLE CERTIFICATION

Clear Form

VEHICLE IDENTIFICATION NUMBER	If the VIN begins with OR, check this box: ☐	YEAR	MAKE	STYLE
1FMCU9GD7FUB47251		2015	Ford	Utility

Certify below if this is the first time the vehicle is being titled as assembled, reconstructed or replica (not on current title) or you are certifying to a new incident. (For accurate vehicle records, DMV may disregard this certification and follow procedures for branding.)

I certify this vehicle is (must check one box):

☐ **ASSEMBLED**

- Has a body that does not resemble any particular year model or make of vehicle; and
- Is not rebuilt by a manufacturer or built in a factory where the year model and make are assigned at the factory; and
- Is not an antique, special interest, reconstructed, or replica vehicle; and
- Meets the NFPA 1192, NFPA 501C or ANSI A119.2 standard in effect at the time of manufacture, if a recreational vehicle; or
- Meets the ANSI A119.5 standard in effect at the time of manufacture, if a park model recreational vehicle.

☒ **RECONSTRUCTED**

- Has a body that resembles and primarily is a particular year model or make of vehicle; and
- Is not rebuilt by a manufacturer or built in a factory where the year model and make are assigned at the factory; and
- Is not a replica; or
- Is a motor truck rebuilt using a component kit, if the manufacturer of the kit assigned a VIN and provided a Manufacturer's Certificate of Origin for the kit.

☐ **REPLICA**

- Has a body built to resemble and be a reproduction of another vehicle of a particular year model and manufacturer. Includes vehicles:
 - o Built as replicas from new, reconditioned, or original parts; or
 - o Reconstructed from existing vehicles or parts of vehicles, and the vehicle would otherwise meet the definition of a replica.

OTHER INFORMATION

TOTALED VEHICLE:

- Declared a total loss by an insurer obligated to cover the loss, or insurer takes possession of or title to the vehicle.
- Sustained damage not covered by an insurer, estimated repair cost is at least 80% of the retail market value prior to the damage.
- Stolen vehicle, loss not covered by an insurer, not recovered within 30 days of loss.
- Must be titled as assembled, reconstructed or replica even if no repairs completed.

MAJOR PARTS (other than frame or unibody):

- Buses: Body (if not unibody), engine, kit
- Campers: Body
- Trailers: Axle, body
- Motor Homes: Body (if not unibody), engine, kit
- Motorcycles: Engine, transmission
- Passenger Vehicles: Body (if not unibody), engine, kit
- Trucks: Engine, cab, kit (must have MCO if kit)

Major parts used:

☐ NONE

☒ Major parts used (see list of major parts above, depending on the type of vehicle):

Body shell, VIN 1FMCU9GD1FUB02914. Engine, serial 2.5L-FR-778341.

PART NAME AND VIN OR SERIAL NUMBER

Rear body section - 1FMCU9GD1FUB02914

PART NAME AND VIN OR SERIAL NUMBER

Engine - 2.5L-FR-778341

I understand it is a crime, under ORS 803.070 and 803.075, to knowingly make any false statement relating to the application or assignment of a title to a vehicle. This offense is a Class A misdemeanor and is punishable by a jail sentence of up to one year, a fine of up to \$6,250, or both.

PRINTED NAME

Thaddeus R. Kolbeck

TELEPHONE

(541) 555-0148

SIGNATURE

X

DATE

How to fill out 735-6511 — Assembled, Reconstructed or Replica Vehicle Certification

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Oregon · written against 735-6511 (6-25), issued under ORS 801.135, ORS 803.070 and ORS 803.075

</forms/oregon/735-6511-assembled-reconstructed-or-replica-vehicle-certification/>

The form that decides which of three words gets printed on the next title. Assembled, reconstructed and replica are defined side by side on this sheet, and the definitions are narrower than the words suggest — the difference between assembled and reconstructed comes down to whether the body resembles a particular year model and make. Underneath sits the other half of it: the Oregon definition of a totalled vehicle, including the 80% repair-cost test and the thirty-day rule for a stolen vehicle nobody insured.

This sheet is not the form. Download the blank 735-6511 from the Oregon Department of Transportation, Driver and Motor Vehicle Services Division at <https://www.oregon.gov/odot/Forms/DMV/6511fill.pdf> — always take the current revision from the agency rather than a copy. Print this and keep it beside you while you complete theirs.

Every line, in the order you meet it

1	YOU	Vehicle identification number, year, make, style	The description band, with the OR tick box for a DMV-assigned number. Watch out: An assembled vehicle often has no factory VIN at all. That is what the OR box and the VIN inspection form are for, and the number DMV assigns starts with those two letters.
2	YOU	ASSEMBLED	The first of the three boxes, for a body that does not resemble any particular year model or make. Watch out: Every bullet under it has to be true, including the negatives: not factory built, and not an antique, special interest, reconstructed or replica vehicle.
3	YOU	RECONSTRUCTED	The second box, for a body that resembles and primarily is a particular year model or make. Watch out: This is where a rebuilt total loss usually lands. If the car still looks like the car it was, it is reconstructed rather than assembled.
4	YOU	REPLICA	The third box, for a body built to resemble and be a reproduction of another vehicle of a particular year model and manufacturer. Watch out: It covers both a replica built from new parts and one reconstructed from existing vehicles, so long as the finished thing would otherwise meet the replica definition.
5	OTHER	TOTALED VEHICLE	A definitions block rather than a field: an insurer's declaration, the 80% repair-cost test where no insurer is involved, and a stolen vehicle not recovered within 30 days. Watch out: Read it even though there is nothing to fill in. It is the clearest statement Oregon publishes of when a car stops being an ordinary car.
6	YOU	Major parts used	Two columns of part name and VIN or serial number, with a NONE option, drawn from the MAJOR PARTS list beside it. Watch out: What counts as a major part differs by vehicle type. On a passenger car it is the body if it is not unibody, the engine, and the kit; on a motorcycle it is the engine and transmission.
7	YOU	Printed name, telephone, signature and date	The certification block at the foot. Watch out: Above it: knowingly making any false statement relating to the application or assignment of a title is a Class A misdemeanor, punishable by a jail sentence of up to one year, a fine of up to \$6,250, or both.

What gets this one rejected

- More than one of the three boxes ticked. The form says must check one box, in brackets, in its own opening line.
- A certification made where the brand is already on the current title. It is for the first time the vehicle is being titled as assembled, reconstructed or replica, or for a certification to a new incident.
- A truck built from a component kit with no Manufacturer's Certificate of Origin for the kit. The reconstructed definition requires the kit manufacturer to have assigned a VIN and provided one.
- Major parts left blank. The form expects either the parts and their identifying numbers or the word NONE — an empty block answers nothing.
- Inaccurate description. The form warns that for accurate vehicle records, DMV may disregard the certification and follow its own procedures for branding.

☒ Amber is what you write ☐ Grey is a block somebody else completes The filled-in example is at the start of this sheet.

Read off 735-6511 (6-25) and the Oregon Department of Transportation, Driver and Motor Vehicle Services Division's own pages, current as of 2026-08-23. Plain-language help with a form, not legal advice — where this and the agency differ, the agency governs.

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