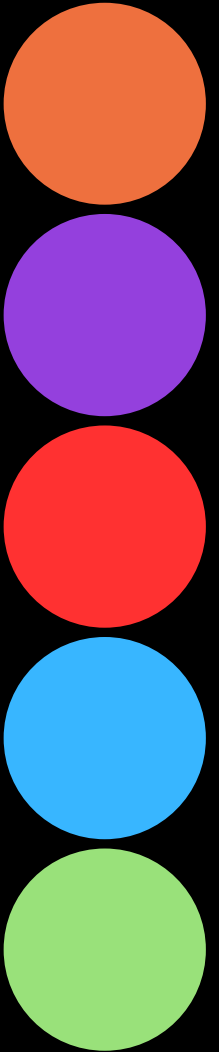




VRA Members meeting 22nd Jan 2026

Baz Slatter
Non-Executive Director
Clear Vehicle Data



We unlock the complete lifetime story behind every vehicle for every sector

VEHICLE DNA



Some data exists but does need some caution as this area has not been tracked in depth historically and we know there are more to find through more robust checks. We have included some reported stats. According to data compiled from vehicle history checks, MOT records, and Trading Standards investigations:

Over 600,000 used cars are sold with fraudulent mileage in the UK every year

1 in every 16 cars on the second-hand market (6.25%)

Average mileage reduced: 45,000-80,000 miles

Total annual losses: £500 million+

Conviction rate: Less than 1% of cases prosecuted

According to data analysis by in-car computer diagnostics firm Carly

Of 2.5 million UK cars checked using its plug-in tool and app, **16.25 %** displayed discrepancies with the displayed mileage and/or VIN

Note:

This includes VIN discrepancies so not mileage alone, but a strong OBD & telematics data sample

Key findings included:

- Record mismatches between MOT history and In Life dealer records
- Sudden drops in mileage between yearly tests
- Missing service stamps during years with driving activity
- Plate changes followed by mileage resets
- Mileage jumps after import registration

2024 reports state 160,000 vehicles

2025 reports state 600,000 vehicles

Caution required on actual stats, but overall impressions are it's a growing problem

Our own experience...

- 4% via OBD checks carried out in 2019
- 6% via OBD checks carried out in 2022

We believe reality is 10% to 20% as many vehicles are not checked and fraud tech is getting more sophisticated

Are mileage correction and mileage blockers the same? **No**

Mileage Correction / Clocking

- OBD tools that adjust the vehicles ECU data
- Cheaper tools adjust odometer only and can be detected via OBD tools
- However, more sophisticated tools change all ECU CAN BUS etc parameters. Eg airbag, Headlights, etc and are harder to catch via OBD tools
- Simply to use and buy, range from £150 to £500+ and takes 3 minutes to adjust
- Not illegal to buy. Only illegal to use for fraudulent purposes
- Predicted to increase, cost of living, higher servicing costs etc and now easier than ever to do as vehicles use tech that's easy to 'hack'

Mileage Blockers

- Plugs into vehicles main ECU BUS ETC framework
- Constantly adjusts actual mile travelled to % of a mile a covered. Eg 1 mile becomes 3rd of a mile
- Adjusts ALL signals to the main ECU and ALL mileage capture points
- Cannot be seen by OBD tools
- Simple to buy, install and use. £35 to £300
- Not illegal to buy. Only illegal to use for fraudulent purposes
- Predicted to become the new 'norm' for mileage adjustment activity

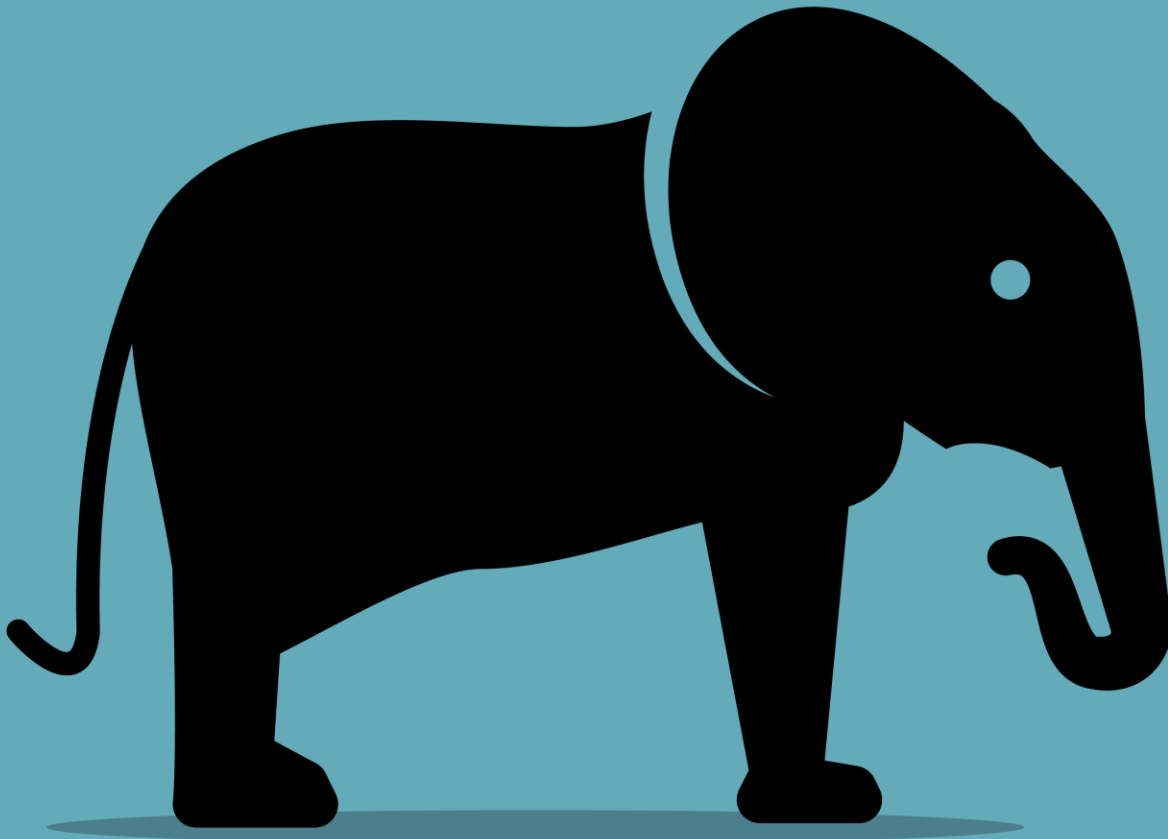
Where we are:

- Technology for fraudulent use will typically always be ahead of the tech used to capture it
- Vehicles use tech that is easy to 'hack' and that will not change significantly
- Use of OBD checking tools is not industry wide, this will help catch less sophisticated fraud but still misses the more advanced tools and Blockers
- Non OBD checks (e.g. usage and In Life data) are typically done at transaction and end of term stage and are not using all available data and often too late in the process
- Mileage adjustment is predicated to increase, the 'reward' of doing it is gaining in £ value

What we can do to help:

- Increase focus to In Life data and increase checking frequency
- Build risk profiles and the ability to create alerts from data and insight
- Share data. The more we share the greater the insights. Greater insight drives higher % of fraud capture (we will know what to look for)
- Data exists now, we do not have to wait for new tech etc. More can be done right now
- Break down the historic barriers of nonaligned objectives. The elephant in the room not wanting to look and passing the problem to next owner needs addressing

..do you **all**
really want
to know?



If we find an issue, we must declare the issue. That impacts asset values and historically has meant not all of us really want to find the issues

Vendors want to
know?

Not always

Buyers want to
know?

Always



Remarketing channels stuck in the middle

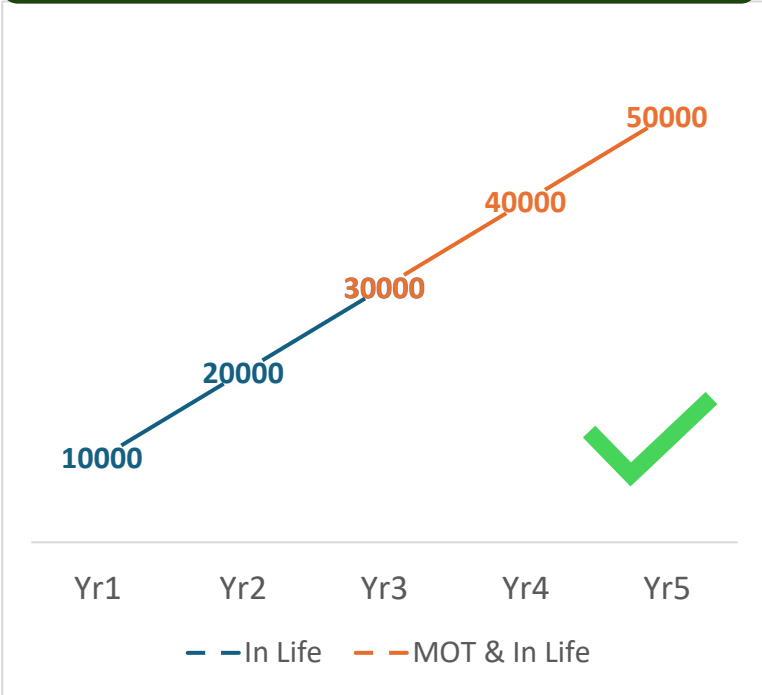
We all need to want to find the issues and deal with them sooner, kicking the can down the road is not sustainable

There are existing ways to help catch fraud using In Life and MOT data

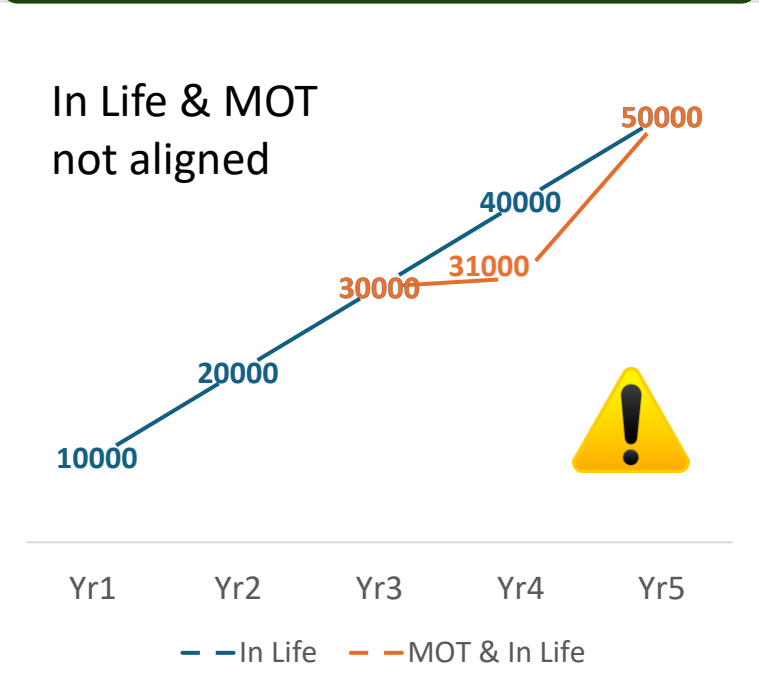
We use existing available data across In Life and MOT data capture points are used to create alerts for suspect mileage

- These are automated ways to spot issues without the physical need to use OBD tools. Can catch Clocking but not Blockers
- The combination of In Life and MOT is minimal requirement where vehicles are over 3 years old to spot patterns
- Under 3 years old vehicles use In Life data but need more insights (more on that later)

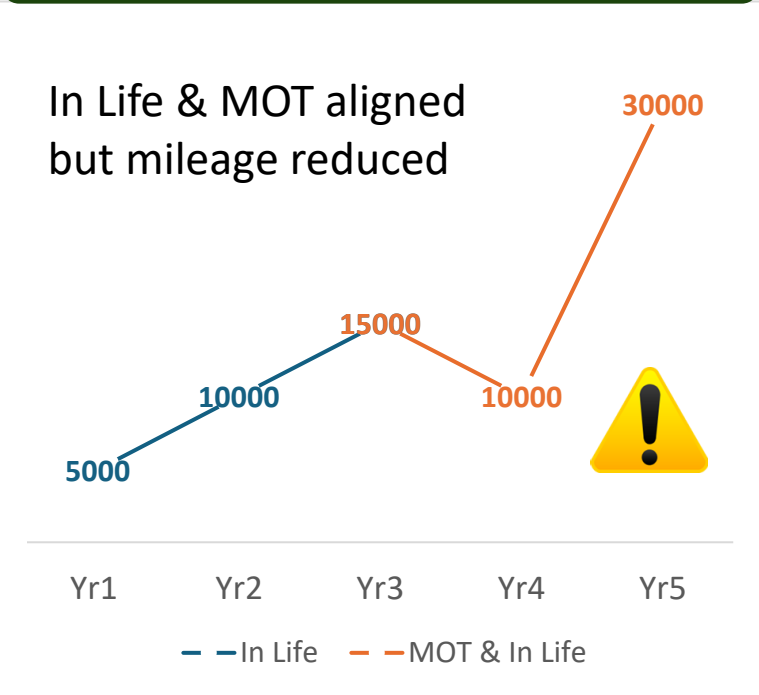
All good, normal pattern



Alert, likely MOT entry error



Alert, Clocked vehicle

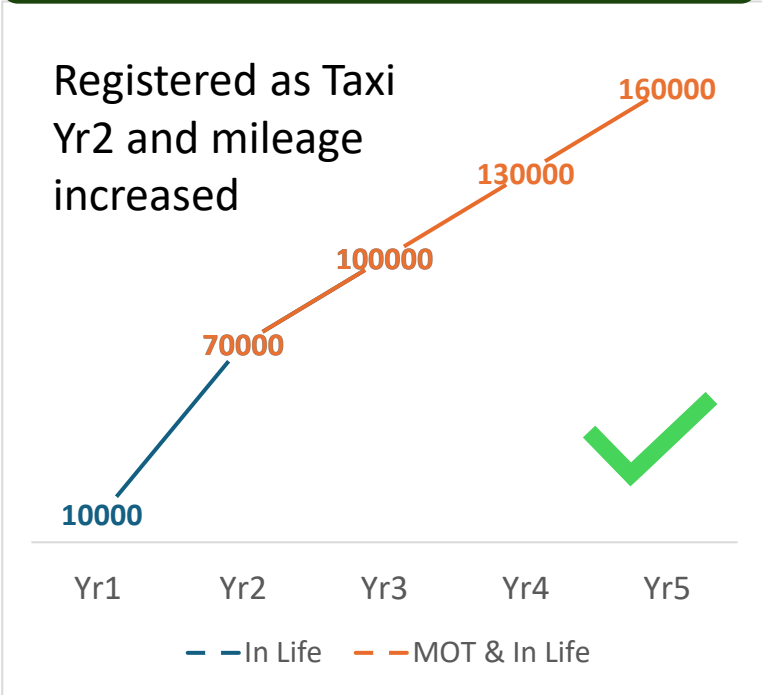


This can (and should) be further enhanced using registered Taxi checks

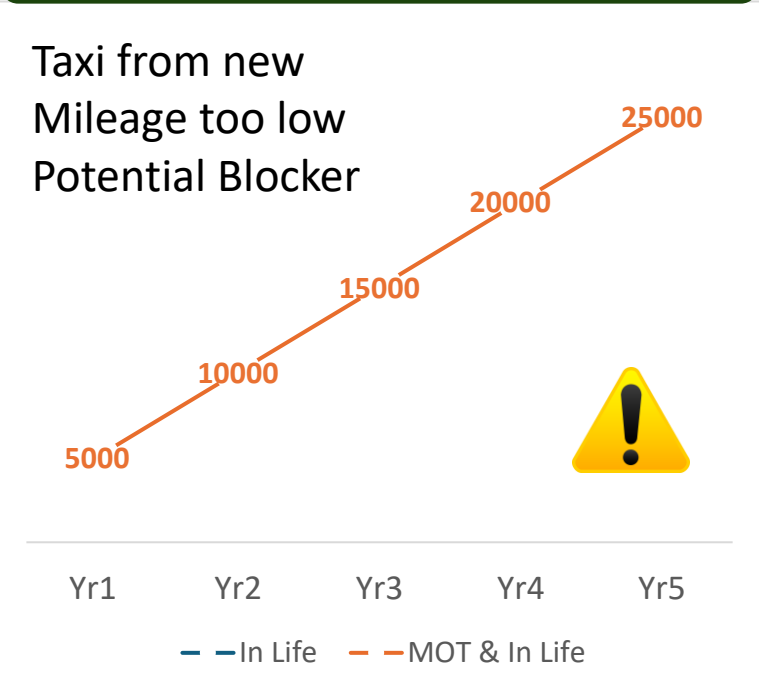
Adding Taxi checks creates additional catch points in a high fraud risk area including the use of Blockers

- MOT requirements for Taxi's is minimum yearly from point of registration irrespective of vehicle age (e.g. under 3 years needs MOT)
- Combining searches across In Life, MOT and Taxi registers creates increased volume of alert vehicles to investigate
- We hold existing and previous registered Taxi's for the past 10 years, 2m+ vehicles
- Finding a Taxi on the register creates an alert on its own, but mileage checking is shown here

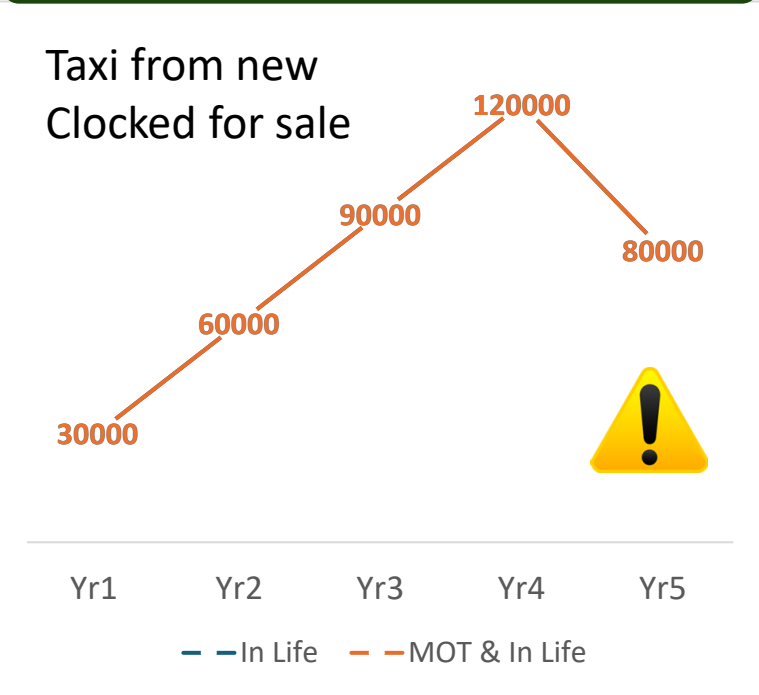
All good, normal pattern



Alert, likely Blocker



Alert, Clocked vehicle

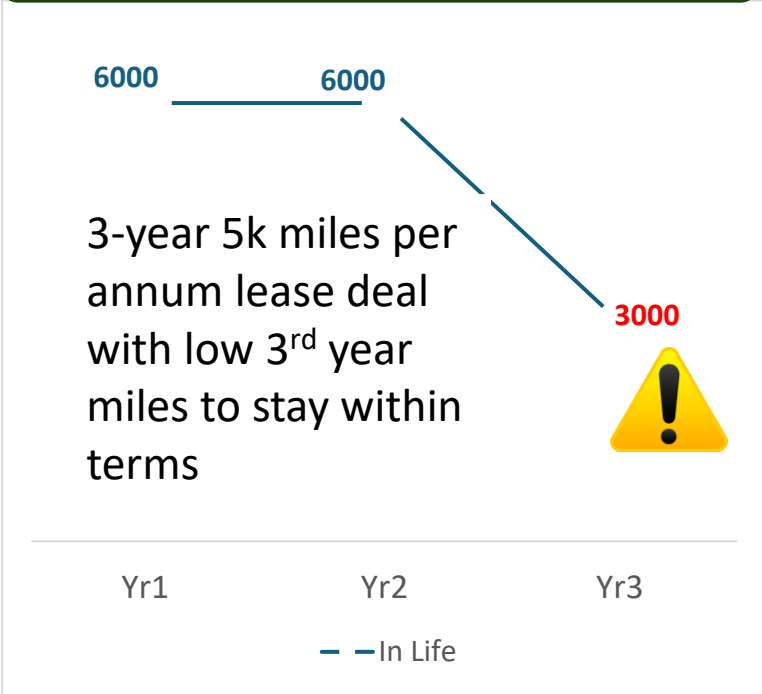


There are multiple ways to use the data to identify risk patterns sooner

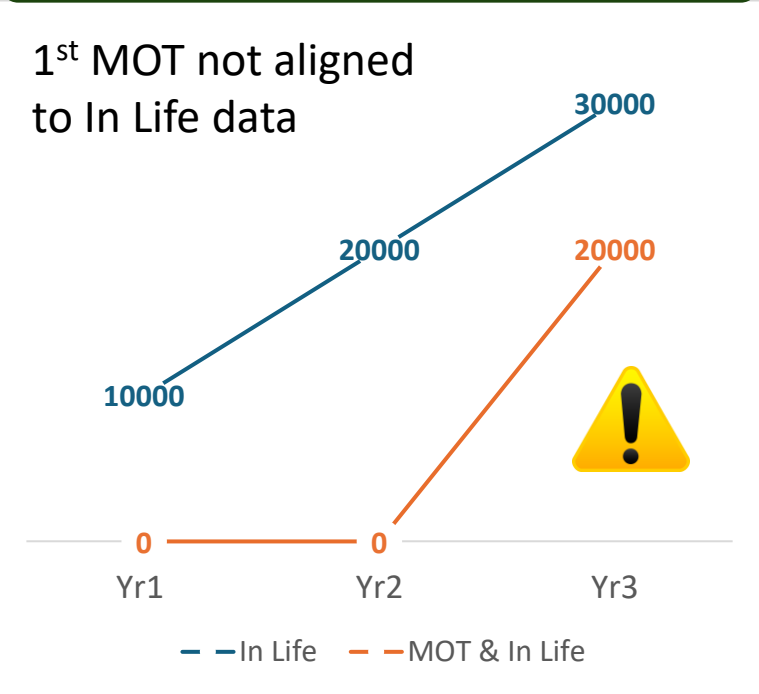
Obviously, there are many more ‘patterns’ that can create an alert for suspicious activity

- The use of additional and multiple available data points create a matrix of alerts to investigate
- The key requirement to improve is to increase frequency of checks for In Life, we are often doing too little too late
- Additional ‘profile’ can be added such as type of owner, usage patterns, private plates, imports etc

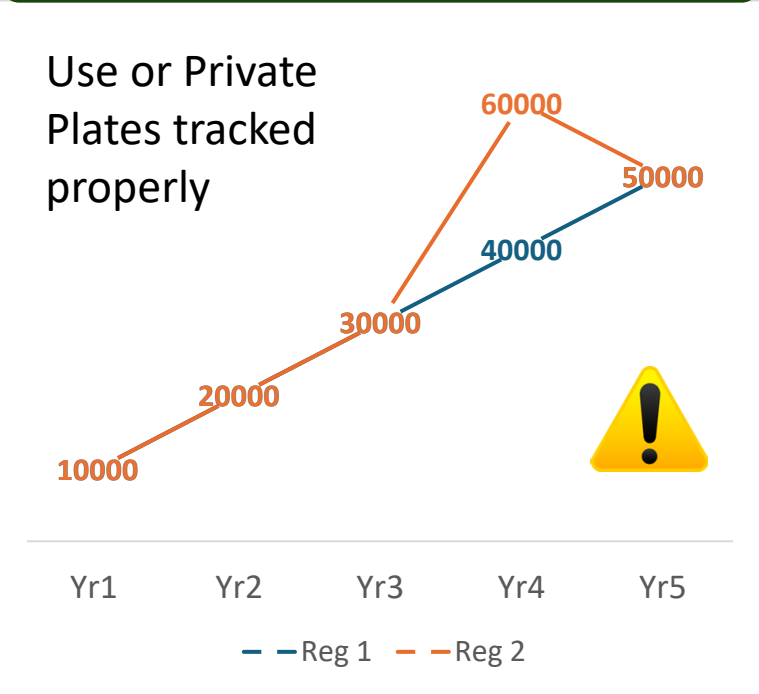
Alert. Likely Blocker or Clocked



Alert. Likely Clocked for MOT

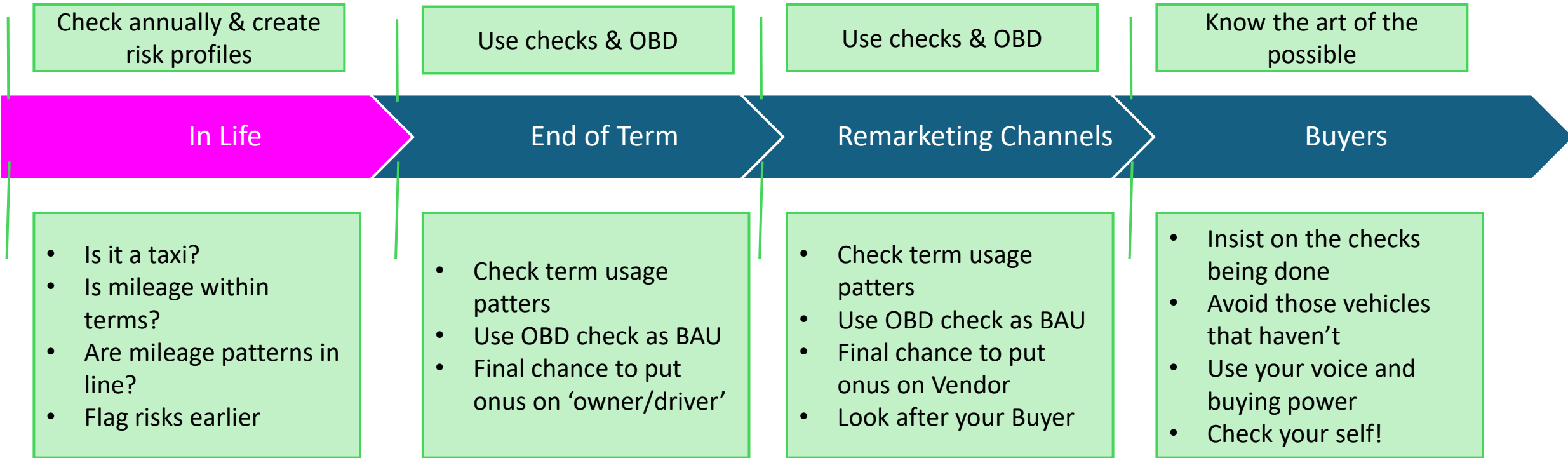


Alert. Likely Clocked



What actions should remarketing companies take?

Use the data that's available and check more often, the more we find the better the insight, and better insight will drive solutions



Move more to In Life and existing ownership stage

- **It is not illegal to use the Blocker and Clocking technology, but it is illegal to use them for fraudulent use, and we can be more robust in making the 'owner/driver' legally responsible**
- **Conviction rates are low at 1%. We cannot rely on the legal system, but we can make contracts tighter and penalties higher. You do not have to carry the weight of asset depreciation on your own all the time**
- **OBD and Telematics alone will not be enough; the fraudsters technology will typically be ahead of those. They will always find a way**
- **Shift focus to more regular In life checks, the data exists now and will only get stronger. We use it well now with our existing customers, more frequent checking of this will spot risks much sooner**
- **Share more data and insights between us, the insights will improve and our ability to build risk profiles we can all use**
- **Align objectives with Vendors, Remarketing and Buyers (I know this is hard!)**
- **We are here to help, please reach out us with any questions on how we can help you**

Thank you!

Q&A

VEHICLE  DNA



VRA Members meeting 22nd Jan 2025

Baz Slatter
Non-Executive Director
Clear Vehicle Data

