

Security Marking of Motorcycles Usage Guide and Good Practice Tips

General – Ultra-destruct material

- The “self etch” and UV fluid labels are made from a laser cut ultra-destruct material. When removed from the backing paper, the label is flexible and can be applied to curved surfaces but it will not bend round sharp corners without breaking.
- It has a powerful adhesive and once applied cannot be removed and re-positioned - choose marking locations with care.
- Full strength is achieved after 24 hours.



UV Fluid

- The fluid has a virtually unlimited shelf-life.
- It may discolour over time (yellow) especially if left in daylight.
- It will evaporate if left unsealed.



Self Etch Labels

- These are designed to be used on painted metal surfaces – such as the frame of the motorcycle.
- 2 are supplied and one should be placed near the front of the motorcycle and one near the rear.



- The front label is best placed near the VIN plate or headstock.
- You should avoid sections of frame which can be unbolted such as rear rack/carrier supports - near a suspension mount is best.
- The “self etching” (UV footprint) takes around 7 days to transfer the code and 24/7 ISR telephone number into a painted metal surface.



Ultra-destruct labels with UV fluid

- These labels are designed to be used on plastic and painted metal components.
- Examples include mudguards, electronic control units (ECUs), underseat areas, dash panels, body panels, airboxes, chainguards, swinging arms etc.
- Sufficient labels are supplied to apply some in covert locations and others left visible to reinforce the deterrent effect of marking and registration.
- The fluid is applied directly over the label and should be left to dry. There is no need to wipe off any excess.

Note: These labels can also be used on bare metal surfaces such as engine casings without using the UV fluid.



Vinyl stencils with UV fluid

- These are used on body panels and other areas where a more overt mark is not desirable.
- Each stencil should be used only once and discarded after use.
- Stencils should be pressed down firmly using the backing paper and left for about one minute before fluid is applied. This prevents the fluid “bleeding” under the stencil when applied and ensures a neat mark is achieved. The stencil should be removed after 1 minute.
- Under normal circumstances, the mark is not visible in daylight. Under some lighting conditions, and on some colours of bike, the mark may be visible. On some surfaces, the mark may leave a faintly visible “etch” in the material. Marks should be applied to lower edges of belly pans, insides of fairing panels or other discrete areas.
- When first applied, the mark may be visible. This surface residue should be removed with the supplied alcohol wipe or a light solvent cleaner.
- Although robust, the mark is subtle and may not be readily viewable with inexpensive UV lamps/torches. Reducing ambient light aids readability.



Warning Label

- The warning label is also made from ultra-destruct material.
- The warning label should be placed in an obvious location where it will deter a potential thief by making it clear that the motorcycle is marked and registered.
- Examples include, near the ignition key, fairing dash panels, top yoke or on the frame near the headstock.



Registration

- **It is of paramount importance that once a motorcycle is marked, details of the machine and owner are registered on the International Security Register (ISR).**