

1985

## Session Law 85-158

Florida Senate & House of Representatives

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LEGISLATIVE SUPPLEMENT "B" - SESSION LAW ABSTRACT

Year 1985	Session Law No. 85-158	LOF Cite I, ii, 1079-1080	#pp 2
Prime Bill# HB. 633	Sponsor	Comp./Sim. Bills SB-1138	
JIMC Hist. Leq. Cites	Senate pp.#s	House pp.#s	#pp
Committee of Ref.	Senate <i>Transportation</i> House <i>Transportation (Sub HSMV)</i>	Previous versions?	

Committee Records

H/S	Committee	Year	Record Series: Folder Title, etc.	Location Cite	#pp
H	Transp	1985	11-633	19/1432	
"	"	"	(1138)	19/1440	
"	"	"	Subcommittee	19/1409	X
S	Transp	1985	11-633	18/1452	X
"	"	"	11-633	12/1425	
"	"	"	11-633	18/1476	
				"	

Senate/House Journals

Page	?	Date	#pp	Page	?	Date	#pp

Tape Recordings

H/S	Floor	Committee/subcommittee	Date	# Tapes	Location Cite

Other Documentation

Record series title, folder title, etc.	Location Cite	#pp

1 (2) "Antique cars" as defined in s. 320.08, "horseless  
 2 carriages" as defined in s. 320.086, and "street rod" as  
 3 defined in s. 320.0863, shall be excluded from the  
 4 requirements of this section

5 (3)(a) The owner of a motor vehicle governed by the  
 6 provisions of this section shall provide proof to the  
 7 department at the time of registration or reregistration of  
 8 the vehicle that it complies with this section.

9 (b) The registration of any motor vehicle not in  
 10 compliance with the provisions of this section shall be  
 11 revoked unless the owner brings the motor vehicle into  
 12 compliance within 10 days after notice of violation, issued by  
 13 the department.

14 Section 2. This act shall take effect October 1, 1985.

15  
 16 \*\*\*\*\*

17 HOUSE SUMMARY

18 Provides height requirements for front and rear bumpers  
 19 on motor vehicles of net weight of not more than 5,000  
 20 pounds. Exempts antique cars, horseless carriages, and  
 21 street rods from the act. Requires proof of compliance  
 upon registration of the motor vehicle. Provides for  
 revocation of registration for violations.

By: Senators Frank and Vogt-

23-1473-85

See HB 633

This publication was prepared at an average cost of 1.5 cents per page for the information of members of the Legislature and the public.

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A bill to be entitled  
An act relating to state uniform traffic control; creating s. 316.251, F.S., requiring front and rear bumpers on motor vehicles 5,000 pounds and less; providing maximum heights of bumpers; providing exceptions; providing for revocation of registration under certain circumstances; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 316.251, Florida Statutes, is created to read:

316.251 Maximum bumper heights.--

(1) Every motor vehicle of net weight of not more than 5,000 pounds shall be equipped with a front and a rear bumper such that when measured from the ground to the bottom of the bumper the maximum height shall be as follows:

NET WEIGHT	FRONT	REAR
Automobiles for private use:		
Net weight of less than 2,500 pounds	22"	22"
Net weight of 2,500 pounds or more, but less than 3,500 pounds	24"	26"
Net weight of 3,500 pounds or more	27"	29"
Trucks:		
Net weight of less than 2,000 pounds	24"	26"
Net weight of 2,000 or more, but not more than 3,000 pounds	27"	29"
Net weight of 3,000 pounds, but not more than 5,000 pounds	28"	30"

MARY KAY CALISED  
8-1993

May 30, 1984

Mrs. Joan Crow  
4620 S. 37 E. Avenue  
Tulsa, Oklahoma 74145

Dear Mrs. Crow:

Thank you for your letter of May 23, 1984, and I extend my sincere condolences on the tragic loss of your son.

I agree with you that vehicles such as the one which was involved in your son's death present a serious problem, a problem which has not been addressed in Florida Statutes. I have turned your letter over to the House Transportation Committee for review and study to see what possible legislation can be presented to the 1985 session to regulate these vehicles. I regret that anything that may be done will not help your son, but by drawing this problem to our attention, perhaps others may be protected from further instances like his.

I appreciate your writing to present this problem to us and we will do our best to see that laws are written to prevent this type of accident in the future.

Sincerely,

Bruce McLwan

BMc/s

23 May, 1984

Dear Representative:

In Tallahassee, in April, 1984, my son was a passenger in a car which was hit by a modified 4-wheel drive truck. My son was killed. The only thing between his head and the bumper of the truck was the window post.

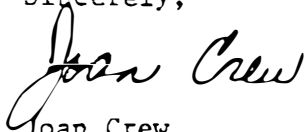
The truck had, what is locally called, sand spreaders tires on all four wheels, but the brakes had not been modified from the original two wheel drive brakes. The bumper started approximately 34 inches above the ground and was 12 inches high - making the bumper 46 inches above the ground. A bumper this high would go right over the top of some cars. What good is a bumper like this if it won't bump anything but a roof?

I understand these vehicles are useful and fun for the beaches and scrub, but they should NOT be allowed to be driven on a road. They are killers for themselves as well as other people.

These modified trucks are outlawed in some states, regulated in others by tire size and bumper height. Florida has to regulate these trucks.

I am requesting legislation on this problem, and pray you never lose an innocent child because of the lack of laws governing these vehicles.

Sincerely,



Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

MAY 28 1984



# Florida House of Representatives

Tallahassee

**Bruce McEwan**  
Representative, 38th District

Reply to

- 96 East Park Lake Street  
Post Office Box 2386  
Orlando, Florida 32802  
(305) 841-1982  
Suncom 344-6590
- 221 The Capitol  
Tallahassee, Florida 32301  
(904) 488-0660

## Committees

Commerce  
Criminal Justice  
Ethics & Elections

DATE: May 30, 1984

TO: Robert W. Coggins  
Director, Transportation Committee

FROM: Bruce McEwan

Mr. Coggins:

I have discussed the attached letter from Mrs. Crew with Chairman Gustafson and he agrees with me that this is an area that needs to be addressed in the next session. He suggested that I get a copy of the letter to you for your review and comments with an eye to legislation for the 1985 session, either introduced by myself or as a part of a Committee bill.

I would appreciate your letting me know your thoughts on this issue.

Alabama Department of  
**Public Safety**

Colonel Byron Prescott, Director  
Lt Colonel Meady L. Hilver, Assistant Director

REPLY MAY BE MADE TO

Sergeant W. R. Applin  
Alabama State Troopers  
P.O. Box 1511  
Montgomery, Al. 36192

October 1, 1984

Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, OK. 74145

Dear Ms. Crew;

This is to acknowledge receipt of your letter of September 25, 1984 regarding motor vehicle bumper heights. I am very sorry that your son was killed in an accident this year. I lost both of my sons (one was 4 and one was 12 years of age) in a traffic accident wherein they were in a very small car and were struck in the side by a full sized, older car. I fully sympathize with you, and at the same time, I applaud you for your efforts in trying to establish some workable bumper height standardization.

At the present time Alabama has no law regulating tire or bumper heights. Hardly a day goes by that the subject of those 'hi-rise' pickups are not brought up in discussions here. In attempting to gather some data from our files, I find that thus far this year we have had more than 17,000 pickups involved in traffic accidents. There is no entry on the reports for data concerning the bumper heights. Therefore I will be unable to furnish any information as to deaths and injuries caused by the mismatched bumpers in a collision. However, common sense should prevail. The officials at NHTSA, as well as everyone else, should realize there is no practical purpose for a highway-use vehicle to have such an exaggerated bumper height. Not only in side-impact collisions, but frontal and rear-end collisions as well. The smaller compact cars of today are easily overrun by these jacked-up pickups, trapping the cars occupants under the truck with a gas tank over their head if not already ruptured and spilled on them.

Another thing that should be considered by the rulemakers of NHTSA is the loss of the drivers ground view. Whenever you lift a vehicle, the driver loses the ability to see a substantial area around his vehicle. Further, because of the raising of the center of gravity on the vehicles, they become somewhat unstable, top heavy, and have a greater tendency to overturn. Much more so than a pick-up equipped within the limits of its manufacturers designs.

In my opinion, the legislators of every state should take up this cause for the safety of everyone. The safety benefits from restricted bumper heights far outweigh the personal satisfaction of the individual owners of the "fad" machines.

I am sorry that I cannot furnish the data you need. I hope to see a bill introduced in the upcoming session of our legislature to limit the height of these type vehicles, and I wish you the best in your endeavors.

Sincerely,



W. R. Applin, Sergeant  
Highway Patrol Division

His quarters

Driver License  
Post Office Box 1511  
Montgomery, Alabama 36192





# North Dakota Highway Patrol

SERVICE and PROTECTION

Bismarck, North Dakota  
58505



NORMAN D EVANS  
SUPERINTENDENT

RICHARD J ANAGNOST  
ASSISTANT SUPERINTENDENT

8 October 1984

Mrs. Joan Crew  
4620 S 87 E Avenue  
Tulsa, OK 74145

Dear Mrs. Crew:

I received your letter concerning altered vehicles with high bumper heights and oversize tires.

At the present time North Dakota is experiencing problems with this type of vehicle and we expect some legislation to be drafted to settle the disputes one way or another.

Currently North Dakota has the following law which applies to the modification of motor vehicles:

**39-21-45.1 Modification of motor vehicle.** It shall be unlawful for any person to operate upon a public highway a motor vehicle of a type required to be registered under the laws of this state with an unloaded weight of six thousand pounds [2721.55 kilograms] or less with alterations or changes from the manufacturer's original design, except that nothing contained herein shall prevent a person from operating a motor vehicle on a public highway with normal wear provided that the normal wear shall not affect the control of the vehicle. The registrar shall promulgate rules and requirements which, so far as possible, shall conform to the regulations established by the vehicle equipment safety commission and the federal motor vehicle safety standards.

The Motor Vehicle Registrar promulgated rules and regulations which set the bumper heights at a minimum of fourteen inches and a maximum of twenty-two inches. These rules and regulations were adopted according to the Vehicle Equipment Safety Standards; however, at the present time, the Vehicle Equipment Safety Commission is no longer in existence.

Many insurance companies have a statement indicating that they will not insure vehicles which have modifications to their suspension systems or their engines. This is the policy of the American Family Insurance Company here in North Dakota. The problem is that many of the insurance companies are not aware that their clients have modified vehicles; therefore, they are being insured and are being driven on the streets and highways in the state.

Mrs. Joan Crew  
8 October 1984  
Page -2-

In North Dakota when we have a problem with altered vehicles, and this is the type of vehicle that has a bumper height of approximately thirty-six inches, the Motor Vehicle Registrar will suspend the registration plates of that vehicle when it is shown to him that the individual has received several citations, has been to court numerous times, and still has made no attempt to comply with what is considered safe operation.

I am unable to provide you with any type of accident statistics as our accident report does not list a separate section which relates to altered vehicles.

If you have no objections, I would like to use the letter you sent to me when informing the Legislature of what has occurred in other states as a result of these altered vehicles. Also, I would appreciate it if you would send me any information you receive from other states so that I may use this information when appearing before our Legislature.

Good luck in pursuing this matter and I send you my deepest sympathies that a member of your family had to be victim of an altered vehicle. Sometimes it seems things are not corrected until they get so serious that other people have to suffer before anything is done about them.

However, I am happy to see that you, as a private citizen, are attempting to do something about this issue; and if I can be of any assistance to you, please don't hesitate to contact me.

Very truly yours,



NORMAN D. EVANS  
Colonel, NDHP  
Superintendent

NDE/gs



**STATE OF MINNESOTA**  
**DEPARTMENT OF PUBLIC SAFETY**  
**SAINT PAUL 55155**

October 9, 1984

Ms. Joan Crew  
4620 South 87 E. Avenue  
Tulsa, OK 74145

Dear Ms. Crew:

Thank you for your letter regarding the safety problems caused by vehicles which are modified from their original height. I am very sorry to hear of your personal loss because of one of these unsafe vehicles.

While we do not have accident statistics keyed to modified vehicles, we are greatly concerned with the negative effect these vehicles have on public safety.

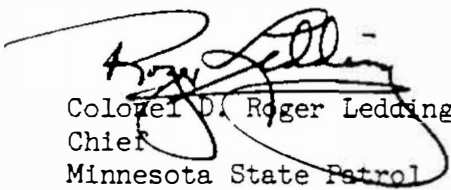
We have succeeded in passing legislation intended to at least limit the degree alteration is permitted on motor vehicles. Copies of the Minnesota law are included for your reference. The law has undergone several amendments in the last three years including a liberalization sought by four-wheeler associations last year.

The Minnesota law basically provides:

1. Vehicles may not be altered more than six inches from original.
2. Bumpers may not be higher than 20 inches on passenger cars and 25 inches on light trucks.
3. If the original bumper is not more than 30 inches in height, a rigid "drop down bumper" may be added to bring the vehicle within the 20 and 25 inch requirement.

We also were disappointed with NHTSA's reluctance to address what we perceive as a growing safety issue, and support your efforts to encourage reconsideration.

Sincerely,

  
Colonel D. Roger Ledding  
Chief  
Minnesota State Patrol

DRL:sc

AN EQUAL OPPORTUNITY EMPLOYER

984

Subd. 4. **MAXIMUM BUMPER HEIGHT.** Notwithstanding the restrictions contained in subdivision 3, bumpers required under this section shall not exceed a height of 20 inches on any passenger automobile or station wagon or 25 inches on any four-wheel drive multipurpose type vehicle or truck having a manufacturer's rated capacity of 2,000 pounds or less when the vehicle is being operated on a public highway. The height of the bumper shall be determined by measuring from the bottom of the bumper, excluding any vertical bumper attachments, to the ground. A vehicle which has an original bumper which does not exceed a height of 30 inches may be modified by attaching a full width bumper to the regular bumper to meet the height requirement. The attached bumper must be at least 4 5 inches in vertical height, be centered on the vehicle's centerline, extend at least ten inches on either side of the frame, and be attached to the frame in at least four places with angle braces at no less than 45 degrees so that it effectively transfers impact to an extent equal to or greater than the original bumper.

Competent evidence that a vehicle was originally manufactured with bumpers higher than prescribed in this subdivision shall be an affirmative defense in any action under this section.

Sec. 30. Minnesota Statutes 1982, section 169 59, subdivision 3, is amended to read:

Subd. 3. **BACK-UP LIGHTS.** Any vehicle may be equipped with not more than two back-up lamps, either separately or in combination with another lamp, and not more than two rear cornering lamps, except that ~~no such back-up lamp shall~~ the lamps must not be continuously lighted when the vehicle is in forward motion, nor shall it project a glaring light.

Sec. 31. Minnesota Statutes 1982, section 169 743, is amended to read.

**169 743 BUG DEFLECTORS.**

Bug deflectors shall be permitted but not required on motor vehicles. No bug deflector shall be sold, offered for sale, or used which is composed of other than non-illuminated material. No person shall operate any motor vehicle equipped with a bug deflector of nontransparent material having more than one inch of material extending above the highest part of the front of the hood, excluding any decorative ornament, and no person shall operate any motor vehicle equipped with a bug deflector of transparent material having more than three inches of material extending above the highest part of the front of the hood, excluding any decorative ornament; provided that trucks and truck tractors of 12,000 pounds gross vehicle weight or larger may be operated with a clear, uncolored bug deflector extending no more than six inches above the highest part of the front of the hood, excluding any decorative ornament.

Sec. 32. Minnesota Statutes 1983 Supplement, section 169 974, subdivision 2, is amended to read

Changes or additions are indicated by underline, deletions by ~~strikeout~~



# COMMONWEALTH of VIRGINIA

COLONEL R L SUTHARD  
SUPERINTENDENT

## DEPARTMENT OF STATE POLICE

P. O. Box 27472, Richmond, VA 23261-7472

October 11, 1984

Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Ms. Crew:

In connection with your letter of September 25, 1984, I am attaching an excerpt from the Code of Virginia concerning bumper height restrictions governing Virginia registered passenger vehicles while operating on Virginia highways.

Currently there are no height regulations in the Virginia code governing property carrying vehicles. I am attaching a copy of Senate Joint Resolution No. 61 concerning a study of modification to the type vehicles your request addresses. This resolution was adopted by the 1984 Virginia General Assembly.

Virginia is like many other states in that we do not have crash statistics in the categories outlined in your letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. Holcomb".

A. Holcomb, Major  
Administrative Officer

AH/jm

Att.

~~§ 46.1-281.1: Repealed by Acts 1979, c 75~~

~~§ 46.1-282. Steering gear. — Every motor vehicle being operated upon a highway shall be equipped with steering gear adequate to insure the safe control of the vehicle which shall not show signs of weakness or breaking under ordinary conditions. The Superintendent may adopt and promulgate standards of adequacy of steering gear, which shall be the current standard specifications of steering gear adopted by the United States Bureau of Standards or the Society of Automotive Engineers, or the regulations of the federal Department of Transportation, for determining whether or not any motor vehicle operated upon any highway conforms to the requirements of the Department of State Police (Code 1950, § 46-288, 1958, c 541, 1968, c. 172, 1970, c 23 )~~

~~§ 46.1-282.1. Alteration of suspension system. — (1) No person shall operate a passenger vehicle of a type required to be registered under the laws of this Commonwealth upon a public highway or street modified by reason of alteration of its altitude from the ground if its bumpers, measured to any point on the lower edge of the main horizontal bumper bar, exclusive of any bumper guards, are not within the range of fourteen inches to twenty-two inches above the ground, except that no vehicle shall be modified to cause the vehicle body or chassis to come in contact with the ground or expose the fuel tank to damage from collision or cause the wheels to come in contact with the body under normal operation and that no part of the original suspension system be disconnected to defeat the safe operation of the suspension system, provided, that nothing contained in this section shall prevent the installation of heavy duty equipment to include shock absorbers and overload springs, and provided further, that nothing contained in this section shall prevent a person from operating a motor vehicle on a public highway with normal wear of the suspension system if normal wear does not affect the control of the vehicle~~

~~(2) This section shall not apply to motor vehicles designed or modified primarily for off-highway racing purposes, and such motor vehicles may be lawfully towed on the highways of this Commonwealth~~

~~(3) Any person who violates any provision of this section shall be guilty of a traffic infraction and shall, upon conviction thereof, be punished in accordance with § 46 1-16 01 (1973, c. 498, 1978, c 605, 1980, c 342 )~~

~~The 1980 amendment substituted 'the lower edge of the main horizontal bumper bar, exclusive of any bumper guards' for 'a load bearing member on the horizontal bumper bar' near the beginning of subsection (1)~~

~~§ 46.1-283. Horns. — Every motor vehicle operated upon a highway shall be equipped with a horn in good working order, capable of emitting sound audible under normal conditions over a distance of not less than two hundred feet (Code 1950, § 46-289, 1958, c 541.)~~

~~Cross reference. — As to operation of motorcycle without horn, see § 46 1-172 01~~

~~§ 46.1-284. Illegal sirens, whistles, etc.; unlawful use of warning devices; exceptions. — (a) It shall be unlawful for any vehicle to be equipped with or for any person to use upon any vehicle any siren or exhaust, compression or spark plug whistle or horn except as may be authorized in this~~

1984 SESSION  
ENGROSSED

SP0000000

1 SENATE JOINT RESOLUTION NO. 61

2 Senate Amendments in [ ] - February 14, 1984

3 *Creating the [ ~~modified~~ Modified ] Vehicle Joint Sub-committee*

4 \_\_\_\_\_  
5 Patron—Nolen  
6 \_\_\_\_\_

7 Referred to the Committee on Rules  
8 \_\_\_\_\_

9 WHEREAS, much concern continues to be expressed over the possible safety hazards  
10 that may be created by the alternation of a motor vehicle, and

11 WHEREAS, several states are considering the adoption of vehicle equipment standards  
12 developed by the national Vehicle Equipment Safety Commission, and

13 WHEREAS, many owners of vehicles with modified steering and suspension systems  
14 have invested substantial sums of money to effect the modifications, and

15 WHEREAS, modification of vehicles often renders such vehicles unsafe for operation on  
16 the highways of the Commonwealth; and

17 WHEREAS, there does not currently exist the capability within the Commonwealth's  
18 motor vehicle inspection program to differentiate between such safe and unsafe vehicles,  
19 and

20 WHEREAS, the Commonwealth is concerned with the protection of the public using the  
21 state's highways without unduly regulating the manner in which its citizens must equip and  
22 operate their motor vehicles, and

23 WHEREAS, there is an absence of definitive information regarding the effects on  
24 vehicle safety of such modifications; now, therefore be it

25 RESOLVED by the Senate, the House of Delegates concurring, That there is hereby  
26 created the modified vehicle joint sub-committee In the course of its study the  
27 sub-committee should consider whether it is feasible to develop a special motor vehicle  
28 inspection program to inspect and certify modifications made to such vehicles, with the  
29 cost of such a special program to be borne by the owners of such modified vehicles The  
30 sub committee should also consider and recommend appropriate legislation required to  
31 protect the public from unsafe modified vehicles

32 The sub-committee shall consist of [ ~~five~~ ] members to be appointed as follows [   
33 ~~three~~ two] members of the House Committee on Roads and Internal Navigation, appointed  
34 by its Chairman, [ ~~two members~~ one member ] of the Senate Committee on Transportation,  
35 appointed by the Senate Privileges and Elections Committee; one representative of the  
36 Department of State Police Safety Division, appointed by the Superintendent of State Police.  
37 and [ ~~three citizens~~ one citizen] appointed by the Governor

38 The sub-committee shall conclude its study in time to submit any legislative  
39 recommendations to the 1985 Session of the General Assembly.

40 [ For the direct and indirect costs of this study there is hereby allocated from the  
41 general appropriation to the General Assembly the sum of \$7,000 The direct and indirect  
42 costs of this study are estimated to be \$7,000 ]



STATE OF DELAWARE  
DEPARTMENT OF PUBLIC SAFETY  
DIVISION OF STATE POLICE  
P O Box 430  
DOVER DELAWARE 19901

October 12, 1984

Mrs. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Mrs. Crew:


I am sorry to hear of the unfortunate circumstances which resulted in the death of your son.

In response to your letter of September 25, 1984, Delaware's accident statistics do not address the three areas which you requested.

I have enclosed a copy of Section 4318 of our Motor Vehicle Code, which addresses bumper heights on passenger cars and station wagons, but does not apply to pick-up trucks or other commercial vehicles.

I hope this information will be of some help to you. If we may be of any further assistance, please feel free to contact my office.

Very truly yours,

  
Colonel Daniel L. Simpson  
Superintendent

DLS:WJM:JFC:blh

Enclosure



**§ 4316. Directional Signal Lights.**

All new vehicles licensed in this State must be equipped with directional signal lights

**§ 4317. Protectors or Flaps Behind Rear Wheels of Vehicles.**

(a) No person shall operate, cause or permit to be operated any bus or commercial motor vehicle having a gross weight of 8000 pounds or more, including semitrailers and trailers, upon the highways of this State unless it is equipped with suitable metal protectors or substantial flexible flaps behind the rearmost wheels of the vehicle or combination to prevent the projection of rocks, dirt, water or other substances to the rear and to minimize side spray.

(b) The flap, shield or other device shall extend down from the vehicle's body to not more than 8 inches above the road surface, but not more than 15 inches when the vehicle is in an unloaded condition. The protector flap shall extend laterally at least the width of the tire being protected.

(c) If any bus or commercial motor vehicle, including semitrailers and trailers, is so designed or constructed that the objectives in subsection (a) of this section are accomplished by reason of fender or body construction or other means of enclosure, either permanent or temporary, then the requirements of this section have been satisfied.

(d) This section shall not apply to any farm tractor or to uncoupled truck tractors or other vehicles where the construction is such that complete freedom around the wheel area is necessary to secure the designed use of the vehicle.

(e) The Director of the Division of Motor Vehicles shall set and adopt such regulations as are necessary to implement this section.

(f) Whoever violates this section shall for the first offense be fined not less than \$5 nor more than \$25 or imprisoned for not less than 2 nor more than 10 days or both. For each subsequent like offense within 1 year, he shall be fined not less than \$25 nor more than \$50 or imprisoned for not less than 2 nor more than 15 days or both.

**§ 4318. Bumper Heights.**

(a) Except for antique motor vehicles registered under Section 2196 of this Title, no motor vehicle registered under Section 2121 of this Title, with a plate not containing a letter prefix designating a special use of registration class shall be registered or operated upon any highway of the State if the bumper height of such vehicle exceeds 22 inches from the ground to the bottom of the bumper.

(b) Any person found guilty of driving a passenger car or station wagon in violation of the provisions of this section shall for the first offense, be fined not less than \$10.00 nor more than \$100.00 or imprisoned not less than 10 nor more than 30 days, or both. For each subsequent like offense within one year, he shall be fined not less than \$50.00 nor more than \$200.00, or imprisoned not less than 15 nor more than 30 days, or both.



SCOTT M. MATHESON  
GOVERNOR

LARRY E. LUNNEN  
COMMISSIONER

# THE STATE OF UTAH

DEPARTMENT OF PUBLIC SAFETY  
UTAH HIGHWAY PATROL  
4501 South 2700 West  
Salt Lake City, Utah, 84119

Telephone (801) 965-4518



DENNIS J. NORDFELT  
SUPERINTENDENT

October 12, 1984

Joan Crew  
4620 South 87 East Ave.  
Tulsa, Oklahoma 74145

Dear Ms. Crew:

Your letter of September 25, 1984, was of concern to me. It addresses a problem which we in Utah consider a safety hazard. We currently have a statute which prohibits altering the height of a vehicle by making changes in the suspension of the vehicle. It does not however, prohibit the use of oversized tires to alter the height of a vehicle.

We are presently drafting a proposal which will be submitted in our next State Legislative session. It will expand the height law. This new law would limit the use of tires in raising the height of a vehicle. I have included a copy of the proposal for your information along with our current law.

I hope the information will be of assistance to you in your endeavor. If I can be of any further assistance feel free to contact me.

Sincerely,

Major Ivan C. Orr  
Field Bureau Chief

ICD/kb

emissions from such modified or altered vehicle are at levels which comply with existing state or federal standards for the emission of pollutants from motor vehicles.

41-6-148. Mirrors.—

(a) Every motor vehicle shall be equipped with a mirror mounted on the left side of the vehicle and so located as to reflect to the driver a view of the highway to the rear of the vehicle.

(b) Every motor vehicle except a motorcycle shall be equipped with an additional mirror mounted either inside the vehicle approximately in the center or outside the vehicle on the right side and so located as to reflect to the driver a view of the highway to the rear of the vehicle.

41-6-148.10. Seat belts—Design and installation—Specifications or requirements.—Seat belts.—

(a) Any safety belt or safety harness installed in a vehicle and large enough to accommodate an adult person shall be designed and installed in such manner as to prevent or materially reduce the movement of the person using the same in the event of collision or upset of the vehicle.

(b) The department shall establish specifications or requirements for approved-type safety belts and safety harnesses, attachments and installation, and the specifications or requirements shall not be lower in standard than those specifications or requirements for safety belts or safety harnesses established by the Society of Automotive Engineers or American Standards Association.

(c) No person shall sell, offer, or keep for sale any safety belt, safety harness, or attachments thereto for use in a vehicle unless of a type which has been approved by the department.

41-6-148.30. Vehicle modifications—Lowering body or chassis prohibited—Exceptions.—

(a) It is unlawful for any person to operate a motor vehicle on any highway or road within the State of Utah when the vehicle has been mechanically altered or changed to cause the lowest part of the body or chassis to be closer to the ground, than it was at the time the vehicle was manufactured, or to decrease the distance between the ground and the lowest part of any bumper or other similar impact-absorbing equipment to a distance less than that which existed at the time the vehicle was manufactured. It is unlawful to mechanically alter a motor vehicle so as to render, while the vehicle is equipped with OEM stock tires, the distance between the ground and the lowest part of

the bumper or other similar impact-absorbing equipment greater than, for a passenger car - 22 inches, for a truck 4,500 pounds and under GVWR - 26 inches, and for a truck 4,501 to 10,000 pounds GVWR - 30 inches; it is not unlawful to increase that distance beyond those limits by use of larger tires. The provisions of this section do not apply to the following vehicles:

- (1) Implements of husbandry.
- (2) Farm tractors.
- (3) Road machinery.
- (4) Road rollers.

(b) When any motor vehicle was originally equipped with bumpers or any other collision energy absorption or attenuation system, that system shall be maintained in good operational condition, and no person shall remove or disconnect, and no owner shall cause or knowingly permit the removal or disconnection of, any part of that system except temporarily in order to make repairs, replacements or adjustments.

**41-6-148.40. Safety chains on towed vehicles required—Exceptions.—Safety chains on trailers.—** Every towed vehicle shall be coupled by means of a safety chain, cable or equivalent device, in addition to the regular trailer hitch or coupling.

(a) Such safety chain, cable or equivalent device shall be securely connected with the chassis of the towing vehicle, the towed vehicle and the drawbar.

(b) It shall be of sufficient material and strength to prevent the two vehicles from becoming separated, and shall have no more slack than is necessary for proper turning.

(c) Such safety chain, cable or equivalent device shall be attached to the trailer drawbar [so] as to prevent it from dropping to the ground, and to assure the towed vehicle follows substantially in the course of the towing vehicle in case the vehicle[s] become separated.

(d) This requirement does not apply to a semitrailer having a connecting device composed of a fifth wheel and king pin assembly, nor to a pole trailer.

**41-6-149. Windshields and windows—Obstructions reducing visibility—Wipers.—**

(a) No person shall drive any motor vehicle with any sign, poster, or other nontransparent material upon the front windshield, sidewings, side or rear windows of such vehicle other than a certificate or other paper required to be so displayed by law, except that such other nontransparent materials may be used along the top edge of the windshield in an area not to

NEW SECTION:

41-6-148.20. Bumpers--design and installation requirements.

(a) Every motor vehicle shall be equipped with a bumper on both front and rear of the vehicle with exception of those that were not originally designed with such bumper or bumpers.

(b) Bumpers shall be a least 4.5 inches in vertical height, centered on the vehicles center line, (frame) and extend no less than the width of the respective wheel track distance. Bumpers shall be horizontal load bearing and attached to the vehicles frame to effectively transfer impact when engaged.

(c) When any motor vehicle was originally equipped with bumpers they shall be maintained in good operational condition, and no person shall remove or disconnect, and no owner shall cause or knowingly permit the removal or disconnection except temporarily in order to make repairs, replacements or adjustments.

41-6-148.30. Vehicle modifications -- Maximum heights -- exceptions.

(a) Lowering -- It is unlawful for any person to operate a motor vehicle on any highway or road within the State of Utah when the vehicle has been altered or changed to cause the lowest part of the body or chassis to be closer to the ground than it was at the time the vehicle was manufactured or to decrease the distance between the ground and the bottom of the vehicle frame where the bumper is normally attached to a distance less than that which existed at the time the vehicle was manufactured.

(b) Increasing -- It is unlawful for any person to operate a motor vehicle on any highway or road within the State of Utah on which the distance between a level surface and the bottom of the vehicle frame where the bumper normally is attached, exceed the following:

- (1) passenger car -- 20 inches both front and rear.
- (2) truck 4,500 pounds GVWR and under -- 19 inches front and 25 inches rear.
- (3) truck 4,501 pounds to 7,500 pounds GVWR -- 23 inches front and 29 inches rear.
- (4) truck 7,501 to 10,000 pounds GVWR -- 24 inches front and 30 inches rear.

The provisions of this section do not apply to the following vehicles:

- (1) Implements of husbandry.
- (2) Farm tractors.
- (3) Road machinery.
- (4) Road rollers.

(c) Maximum heights shall be determined by weight category of gross vehicle weight rating (GVWR), measured from a level surface to the bottom of the frame where the bumper is normally attached.

IOWA DEPARTMENT OF



TERRY E BRANSTAD  
GOVERNOR

GENE W SHEPARD  
COMMISSIONER

DIVISION OF

## IOWA STATE PATROL

WALLACE STATE OFFICE BUILDING  
DES MOINES IOWA 50319  
515/281-5824

October 15, 1984

Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Ms. Crew:

In response to your request for information about modification of vehicle height, I must send my regrets that we do not capture that type of information in our accident records file.

In an effort to explore other possibilities, I contacted the Patrol's Research Analyst to have him attempt to ascertain other sources of data. He too was unable to find a useful data base even after checking with the Iowa Governor's Highway Safety Representative, National Highway Traffic Safety Administration, and the Insurance Institute of Highway Safety.

I am forwarding a copy of the Iowa State Law and Administrative Rules pertaining to center of gravity. I hope this information will be of some use. This law went into effect in 1981 and serves as our guide in similar matters.

You are to be commended in your search for information that may someday help avoid pain to others. I wish I could have been of greater help. If there is anything else you may require, feel free to contact me for further assistance.

Very truly yours,

A handwritten signature in black ink, appearing to read "Frank Metzger". The signature is written in a cursive style with a large, looping initial "F".

Frank Metzger, Colonel  
Chief  
Iowa State Patrol

FM/np

**820—[07,E]1.5(321) Alteration or modification of vehicles.** A person shall not drive or operate upon a public highway a new car, used car, light delivery truck, panel delivery truck, pickup, or multipurpose vehicle which has had the front, or rear suspension altered by more than five inches from the original manufacturer's specifications when measured on a level surface on which the vehicle stands.

**1.5(1) Means of measurement.**

*a.* A vehicle with bumpers shall be measured from the lowest point in the center of the front bumper to the level surface on which the vehicle stands and from the lowest point in the center of the rear bumper to the level surface on which the vehicle stands. For American passenger cars, the manufacturers' specifications are published by the Motor Vehicle Manufacturers Association of the United States, Inc., in a booklet entitled "Parking Dimensions". For foreign passenger cars, the manufacturers' specifications are published by the Motor Vehicle Manufacturers Association, in a booklet entitled "Specifications Form Passenger Car". A copy of each booklet is on file at the Motor Vehicle Division, Inspection Section, Lucas State Office Building, Des Moines, Iowa 50319.

*b.* A vehicle without bumpers or with bumpers that have been moved from the original manufacturer's design shall be measured from the highest point of the vehicle to the level surface on which the vehicle stands. The original manufacturers' specifications on overall vehicle height are available at the Motor Vehicle Division, Inspection Section, Lucas State Office Building, Des Moines, Iowa 50319.

**1.5(2) Vehicles which are exempt.**

*a. Exempt without application.* Any new car, used car, light delivery truck, pickup, or multipurpose vehicle is exempt from the provisions of this rule if it is:

- (1) Twenty-five years old, or older.
- (2) Primarily designed for off highway use and used in the owner's occupation
- (3) Registered under the provisions of section 321.19 or subsection 321.23(1), The Code.
- (4) An authorized emergency vehicle as defined in subsection 321.1(26), The Code.
- (5) Being used to apply agricultural chemicals.

*b. Exempt with application.* Other exemptions may be authorized by the department.

(1) To obtain a special exemption the applicant shall submit form 421023, "Application for Special Exemption from Center of Gravity Restrictions". The applications may be obtained from the Motor Vehicle Division, Motor Vehicle Enforcement Office, 5268 NW Second Avenue, Des Moines, Iowa 50313.

(2) If the application is approved, the original application shall be validated by the department and returned to the applicant. The approved application must be carried in the vehicle for which the special exemption is authorized. A copy of the application shall be retained at the enforcement office.

(3) If the approval is of temporary duration, the period of time shall be specified in the department's validation of the application. If the approval is for the life of the vehicle, the word "permanent" shall be specified in the same manner.

This rule is intended to implement Iowa Code section 321.240.



## SENATE FILE 514 69TH GENERAL ASSEMBLY

Sec. 7. Chapter 321, Code 1981, is amended by adding the following new section:

**New Section.** A person shall not drive or operate a new car, used car, light delivery truck, panel delivery truck, pickup, or multipurpose vehicle upon a public highway which has had the center of gravity altered or modified in any manner which is prohibited by rules adopted by the director. The rules shall be based upon original automobile manufacturer specifications. The rules adopted by the director shall not prohibit a person from driving or operating a new car, used car, light delivery truck, panel delivery truck, pickup, or multipurpose vehicle where the bumper is not more than five inches above or below the original automobile manufacturer's specifications.

In adopting rules, the director shall provide exceptions to the standards provided in this section where the owner of the new car, used car, light delivery truck, panel delivery truck, pickup, or multipurpose vehicle has altered or modified the center of gravity or height of the bumper because of the special use of the vehicle for hauling special loads or the owner's use of the new car, used car, light delivery truck, panel delivery truck, pickup, or multipurpose vehicle in the owner's occupation which is primarily for off-highway use. Rules adopted under this section shall exempt antique vehicles registered under section 321.115, or vehicles which qualify as antique vehicles under section 321.115 and a reconstructed vehicle titled under section 321.23.

The purpose of this section is to insure the proper use of motor vehicles on the highways of the state and to provide for the personal safety of the motor vehicle owner and the owner's motor vehicle and the travel of the public and other motor vehicles used on the highway of the state.



**STATE OF MARYLAND**

**DEPARTMENT OF  
PUBLIC SAFETY AND CORRECTIONAL SERVICES**

**MARYLAND STATE POLICE**

**AUTOMOTIVE SAFETY ENFORCEMENT DIVISION**  
6601 Ritchie Highway  
Glen Burnie, Maryland 21062  
768-1735  
TTY For The Deaf 486-0677

**CALVIN A. LIGHTFOOT**  
DEPUTY SECRETARY

**HARRY HUGHES**  
GOVERNOR  
**FRANK A. HALL**  
SECRETARY  
PUBLIC SAFETY AND  
CORRECTIONAL SERVICES

**COLONEL W. T. TRAVERS, JR.**  
SUPERINTENDENT  
MARYLAND STATE POLICE

October 15, 1984

Ms. Joan Crew  
4620 S. 87th Avenue  
Tulsa, Oklahoma 74145

Dear Ms. Crew:

The Maryland Motor Vehicle Administration (MVA) and the Maryland State Police (MSP) recognized the subject of your inquiry as a problem which required action many years ago. However, due to the limited number of this type of vehicle in Maryland, there have been very few collisions involving these vehicles to support significant data collection. Therefore, steps were taken based on the obvious potential hazards of such modifications. Enclosed are copies of the Annotated Code of Maryland, Transportation Article, Maryland Vehicle Laws, Title 22, Section 105, which prohibits the alteration of bumpers on passenger cars and light trucks which reduces the effectiveness of the bumpers and directs the MVA and MSP to adopt bumper regulations. Also, enclosed are copies of the regulations and updates pertaining to bumpers on Class A passenger cars and Class E light trucks as well as regulations pertaining to tire size changes and suspension modifications.

Initially, the bumper height regulations were accompanied by a list of manufacturers' bumper heights for all vehicles. This system was too cumbersome and was eventually replaced by the allowable tolerances of between 16 and 20 inches for passenger vehicles and 30 inches plus or minus 3 inches for light trucks. This system allowed law enforcement officers to take enforcement action when violators were observed and remained an effective system for many years. Of course, not all violators were observed and cited by law enforcement officers but, nonetheless, compliance of the majority was attained and the problem significantly reduced.

Most recently, however, the new craze began: the four-wheel drive, lift-kit equipped, light trucks, registered as Class E vehicles, were regulated by the current statute and regulations. The multipurpose vehicles, registered as Class M vehicles, however, did not fall into either category and, subsequently, could not be regulated. This was immediately realized and action was initiated to rectify this situation through the Maryland Legislature.

Ms. Joan Crew

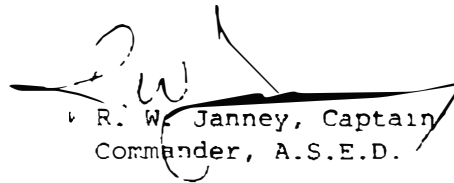
- 2 -

October 15, 1984

Research was conducted and maximum height, based on the highest manufactured light truck or multipurpose vehicle bumper of 28 inches established. During the 1984 Maryland Legislative session, the amendment to Section 22-105 of the Transportation Article was enacted. However, the legislation does not become effective until July 1, 1985. Therefore, enforcement action and adoption of regulations must be delayed until then.

As you can see, the MVA and MSP are aware of the problem and are taking every action possible to rectify it. However, as you can also see, these things take time. In the interim, enforcement action is being taken through other areas of existing law and regulation pertaining to these vehicles such as headlight height, steering modification, mud flaps, etc., in an attempt to control this fad as much as possible until the bumper height law becomes effective July 1, 1985.

Sincerely,



R. W. Janney, Captain  
Commander, A.S.E.D.

RWJ.WRJ:das  
Enclosures

19 October, 1984

Captain R. W. Janney  
Commander, A.S.E.D.  
6601 Ritchie Highway  
Glen Burnie, Maryland 21062

Dear Captain Janney:

Thank you for your letter of October 15, 1984 in reply to my letter requesting laws and statistics on bumpers and tire sizes. As a secretary myself I know how easy it is to forget to include the enclosures, which is what happened with your letter. Would you please send them to me.

Several states have requested a copy of all the information I receive. Also, I need all the information I can get to try and convince the Florida legislators that something has to be done in that state. My son was in his 4th year, studying marine biology, at Florida State, Tallahassee, when he was hit. Florida has no inspection and no laws governing tire size or modifying vehicles. I have been told that some of the legislators drive the high modified vehicles. I wrote a letter to all the Florida legislators in May, and follow-up letters since then, but don't think I've made a dent. I will be going down there to speak with the Transportation Committees after the next election, and taking copies of everything and anything that might convince them. If you think of something that would help, or come across something that would, please forward it on to me. As I mentioned in my last letter, I am also trying to convince the NHTSA that something has to be done.

My home state of Oklahoma has just recently written up something to regulate modification of vehicles. It has to go through a hearing and the legislature. The target date is also July 1, 1985. It is a good first step, but more is needed.

Thank you again for your help.

Sincerely,

Joan Crew  
4620 S. 87 E. Ave.  
Tulsa, OK 74145



State of New Jersey  
DIVISION OF MOTOR VEHICLES  
25 SOUTH MONTGOMERY STREET  
TRENTON, NEW JERSEY 08666  
October 18, 1984

PHONE 609-292-4537

Ms. Joan Crew  
4620 S. 87 E. Ave.  
Tulsa, OK 74145

Dear Ms. Crew:

Your letter of September 25, 1984 has been referred to this office for reply.

You have my sympathies for this tragedy you have experienced. Unfortunately I cannot give you much help in regards to statistical information. We have also been trying to obtain statistics on raised vehicle accidents. The only information I have been able to gather is included in reports prepared by the University of Michigan and the University of North Carolina.

In a February 1980 technical report entitled, "On Road Crash Experience of Utility Vehicles" prepared by the Highway Safety Research Institute (now the University of Michigan Transportation Research Institute) it was noted that utility vehicles are involved in fatal crashes almost 40% more often than passenger cars and that rollover occurs in about 30% of U.S. fatal crashes involving utility vehicles while only 6% of all U.S. fatal passenger car crashes involve rollover. Data included in the aforementioned report also shows that 74% of the utility vehicles involved in the fatal crashes studied had no modifications made to their suspensions and 60% had original equipment tires. In addition, this data indicates that only 14% of all the vehicles studied had "over diameter" tires.

A primarily statistical study reported in September 1981 by investigators from both the Highway Safety Research Center of the University of North Carolina and the Insurance Institute for Highway Safety, Washington, D.C. entitled, "A Comparison of the Crash Experience of Utility Vehicles, Pick-up Trucks and Passenger Cars" basically concurred with the Highway Safety Research Institute report with regard to the crash experience of utility vehicles, especially with regard to the high rollover rate of AMC Jeep CJ5 utility vehicles.

The University of Michigan report apparently prompted the Federal Government to require the manufacturers of 4-wheel drive utility vehicles

to install warning stickers in view of the drivers of all new utility vehicles. (N.H.T.S.A. notice enclosed).

The New Jersey Division of Motor Vehicles has received numerous complaints regarding raised pick-up trucks and utility vehicles. We have also received a number of undocumented reports of rollovers and other accidents resulting from the modifications.

In view of the foregoing, our Division is attempting to promulgate regulations to control vehicles which have been modified in a manner so that the vehicle's height has been raised beyond manufacturers specifications. Limits on bumper heights will be included in the regulations. I will forward a copy of the regulations to you as soon as they are finalized.

Since New Jersey has an annual inspection program we will be able to check every raised vehicle which is registered in this State. Besides specific points covered in the proposed regulations, we will also examine these vehicles for compliance with existing regulation which include requirements for brakes, steering, emissions, lights, signalling devices, etc.

Hopefully accidents such as the one your son was involved may be prevented if our proposed regulations are approved.

I hope that I have been of some assistance to you. If you come up with any information that could help us to justify our regulations, we would be appreciative if you could forward it to this office.

Sincerely,



William A. Henn, Coordinator  
Safety Standards/Driver Testing

WAH:d



STATE OF ILLINOIS  
Department of Law Enforcement  
OFFICE OF THE DIRECTOR

October 19, 1984

JAMES B. ZAGEL  
Director

Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Ms. Crew:

I am sorry to learn of the unfortunate death of your son. Although Illinois does not maintain statistics in the form you have requested, Illinois law does provide a maximum bumper height for all vehicles. The Statute regulating such height is attached.

Very truly yours,

A handwritten signature in cursive script that reads "James B. Zagel".

James B. Zagel

D i r e c t o r

JBZ:os

Attachment

**12-606 Tow-trucks—Identification—Equipment—Insurance**

§ 12-606 Tow-trucks—Identification—Equipment—Insurance (a) Every tow truck except those owned by governmental agencies shall have displayed on each side thereof a sign with letters not less than 2 inches in height contrasting in color to that of the background stating the name, address and telephone number of the owner or operator thereof.

- (b) Every tow-truck shall be equipped with:
  - (1) One or more brooms and shovels
  - (2) One or more trash cans at least 18 inches in height and
  - (3) One fire extinguisher of the dry chemical or carbon dioxide type with an aggregate rating of at least 4-B C units and bearing the approval of a laboratory qualified by the Division of Fire Prevention for this purpose.

(c) Every owner or operator and driver of a tow-truck shall comply with Section 11-1413 of this Act and shall remove or cause to be removed all glass and debris deposited upon any street or highway by the disabled vehicle being serviced and shall in addition spread dirt or sand upon that portion of any street or highway where oil or grease has been deposited by the disabled vehicle being serviced.

(d) Every tow-truck operator shall in addition provide an indemnity bond or insurance policy which shall indemnify or insure the tow-truck operator for his liability for loss or damage to any disabled or damaged vehicle towed or stored by the tow-truck operator in an amount not less than \$5,000 for any one accident or claim. Any such bond or policy shall be issued only by a bonding or insuring firm properly qualified to do business as such in the State of Illinois and a certificate of such bond or policy shall be carried in the cab of each tow truck.

Added by P.A. 78-324 § 1 eff. Jan. 1, 1974.

**12-607 Suspension system**

§ 12-607 Suspension system (a) It shall be unlawful to operate a motor vehicle on any highway of this State when the suspension system has been modified from the original manufacturer's design by lifting the body from the chassis in excess of 3 inches or to cause the horizontal line from the front to the rear bumper to vary over 3 inches in height when measured from a level surface of the highway to the lower edge of the bumper.

(b) Nothing in this Section shall prevent the installation of original or heavy-duty equipment to include shock absorbers and coil-over springs nor shall anything contained in this Section prevent a person to operate a motor vehicle on any highway of this State with normal wear of the suspension system if normal wear does not affect the utility or safe operation of the vehicle. This Section shall not apply to motor vehicles designed or modified primarily for off-highway racing purposes while such vehicles are in tow or to motorcycles or motor driven cycles.

Added by P.A. 78-436 § 1 eff. Jan. 1, 1974.

**12-608 Bumpers**

§ 12-608 Bumpers (a) It shall be unlawful to operate any motor vehicle with a gross vehicle weight rating of 9,000 pounds or less or any motor vehicle registered as a recreational vehicle under this Code on any highway of

this State unless such motor vehicle is equipped with both a front and rear bumper.

Except as indicated below, maximum bumper heights of such motor vehicles shall be determined by weight category of gross vehicle weight rating (GVWR) measured from a level surface to the highest point of the bottom of the bumper when the vehicle is unloaded and the tires are inflated to the manufacturer's recommended pressure.

Maximum bumper heights are as follows:

	Maximum Front Bumper Height	Maximum Rear Bumper Height
All motor vehicles of the first division	22 inches	22 inches
All other motor vehicles		
4,500 lbs. and under GVWR	24 inches	26 inches
4,501 lbs. through 7,500 lbs. GVWR	27 inches	29 inches
7,501 lbs. through 9,000 lbs. GVWR	28 inches	30 inches

However, nothing in this Section shall prevent the installation of bumper guards.

(b) This Section shall not apply to motor vehicles designed or modified primarily for off-highway purposes while such vehicles are in tow or to motorcycles or motor driven cycles nor to motor vehicles registered as antique vehicles when the original design of such vehicles did not include bumpers.

Amended by P.A. 80-532 § 1 eff. Jan. 1, 1984.

**12-609 Disposal of motor vehicles bearing police markings**

§ 12-609 Disposal of motor vehicles bearing police markings. No official or employee of the State or any political subdivision thereof shall sell, trade or otherwise dispose of any motor vehicle bearing equipment markings or other indicia of police authority, unless prior to delivery of the vehicle the equipment and markings have been sufficiently altered or obliterated to remove the appearance of such authority.

Formerly § 12-608. Renumbered § 12-609 by P.A. 79-1454 § 44 eff. Aug. 31, 1976.

**12-610 Headset receivers**

§ 12-609 Headset receivers (a) No driver of a motor vehicle on the highways of this State shall wear headset receivers while driving.

(b) This Section does not prohibit the use of a headset type receiving equipment used exclusively for safety or traffic engineering studies or by law enforcement personnel on duty.

Added by P.A. 80-361 § 1 eff. Aug. 20, 1977.

**ARTICLE VII SPECIAL REQUIREMENTS FOR VEHICLES OF THE SECOND DIVISION**

**12-701 Tractors, traction engines and motor trucks—Operation on highways—Turning on highways during farming operations—Violations**

12-701 Tractors, traction engines and motor trucks—Operation on highways—Turning on highways during farming operations—Violations. No tractor, traction engine or motor truck or other similar vehicle shall be operated a cross, over or along any public highway of this





STATE OF MARYLAND

DEPARTMENT OF  
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE  
AUTOMOTIVE SAFETY ENFORCEMENT DIVISION

6601 Ritchie Highway  
Glen Burnie, Maryland 21062  
768-1735  
TTY For The Deaf 486-0677

CALVIN A. LIGHTFOOT  
DEPUTY SECRETARY

COLONEL W. T. TRAVERS, JR.  
SUPERINTENDENT  
MARYLAND STATE POLICE

HARRY HUGHES  
GOVERNOR

FRANK A. HALL  
SECRETARY  
PUBLIC SAFETY AND  
CORRECTIONAL SERVICES

October 26, 1984

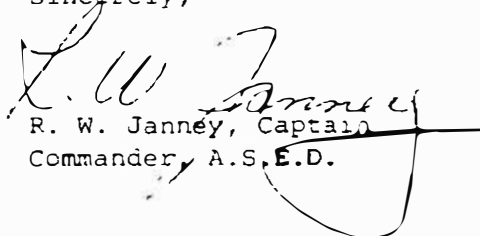
Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Mrs. Crew:

Enclosed are the regulations and statutes we failed to include in the response to your first inquiry. Please accept our apology for this oversight.

This is all of the information available in Maryland at the present time. However, you may want to inquire of the New Jersey Motor Vehicle Administration regarding such modified vehicles. It is my understanding that their position on vehicles modified in such a manner to not only raise the vehicle but also alter the steering geometry, driveline angles, center of gravity, roll center, etc., is to require engineering surveys of such vehicles prior to registration as a reconstructed vehicle. Engineering surveys are very exacting and expensive and have prevented, to the best of my knowledge, such vehicles from being registered in New Jersey.

Sincerely,

  
R. W. Janney, Captain  
Commander, A.S.E.D.

RWJ:WRJ:das  
Enclosure

Vehicle Laws - Bumpers

FOR the purpose of expanding the prohibition against altering the bumpers of certain vehicles to include alterations that are neither willful nor intentional; adding multipurpose vehicles to the prohibition against operating passenger vehicles and certain trucks if those vehicles have been altered in a manner reducing the effectiveness of their bumpers; providing that certain vehicles may not be operated on any highway in this State if those vehicles have been altered in a manner that would render the vehicle dangerous in the event of a collision with another vehicle; setting a maximum legal bumper height; providing for a delayed effective date; and generally relating to the prohibition against altering the bumpers of certain vehicles.

(A) If any Class A (passenger) vehicle, any Class E 1/2 or 3/4 ton truck, OR ANY CLASS M (MULTIPURPOSE) VEHICLE has been altered in any manner that would reduce the effectiveness of its bumpers OR RENDER THE VEHICLE DANGEROUS in the event of a collision with another vehicle, it may not be operated on any highway in this State. The Motor Vehicle Administration and the Automotive Safety Enforcement Division of the Maryland State Police jointly shall adopt rules and regulations relating to bumpers as used in this section.

(B) NOTWITHSTANDING ANY PROVISION OF LAW TO THE CONTRARY, A PERSON MAY NOT OPERATE ON ANY HIGHWAY IN THE STATE:

(1) A CLASS A (PASSENGER) VEHICLE WITH A BUMPER THAT EXCEEDS A HEIGHT OF 20 INCHES; OR

(2) A CLASS E 1/2 OR 3/4 TON TRUCK OR A CLASS M (MULTIPURPOSE) VEHICLE WITH A BUMPER THAT EXCEEDS A HEIGHT OF 28 INCHES.

EFFECTIVE July 1, 1985

Chapter 508



WALTER HUBBARD  
EDWARD

HUGHES W. EDWARDS  
SECRETARY  
PUBLIC SAFETY AND  
CORRECTIONAL SERVICES

STATE OF MARYLAND  
DEPARTMENT OF  
PUBLIC SAFETY AND CORRECTIONAL SERVICES  
MARYLAND STATE POLICE  
AUTOMOTIVE SAFETY ENFORCEMENT DIVISION

6601 Ritchie Highway  
Glen Burnie, Maryland 21062  
768-1735  
TTY for the Deaf 486-0677

WILLIAM W. LINTON  
DEPUTY SECRETARY

COLONEL W. F. FRAVIER JR.  
SUPERINTENDENT  
MARYLAND STATE POLICE

April 30, 1982

APPENDIX NO 26-04-82

BUMPER HEIGHT REQUIREMENTS  
PASSENGER CARS

TO: All Authorized Inspection Stations

Regulation 11.14.07A sets forth safety standards and inspection procedures for bumpers on passenger cars, light trucks, multipurpose passenger vehicles with 3/4 ton or less chassis capacity, and Type 11 School Vehicles.


The regulation also requires bumpers to be within certain heights as furnished by the Automotive Safety Enforcement Division. At the present time, bumper heights have only been established for passenger cars. Within the near future heights for the bumpers of the other types of vehicles will be established. Until these other heights are established, the following heights will only be applicable to passenger cars:

The bumper height shall be between 16 and 20 inches from the level surface on which the vehicle stands to the bottom edge of the main horizontal bar of the bumper exclusive of any horizontal or vertical extension bars.

On late model Ford Motor Company vehicles (1980 and newer), the measurement is made from the top of the main horizontal bar of the bumper to the level surface on which the vehicle stands. On vehicles equipped with soft bumper covering, the measurement will be made on the reinforcing horizontal bar. Some part of the main horizontal bar must be between 14 and 22 inches from the level surface on which the vehicle stands.

Should there be occasions of questionable nature contact the Automotive Safety Enforcement Division, 8:00 a.m. to 4:30 p.m., Monday thru Friday, except holidays, at 768-1735 or 486,3101 Ext. 390.

This Appendix will be inserted between pages 60 and 61 of the Vehicle Inspection Handbook.

  
B. E. Diehl, Captain  
Commander, A S E D

BED:au

**Title 11**  
**DEPARTMENT OF TRANSPORTATION**

**Subtitle 13 MOTOR VEHICLE ADMINISTRATION—VEHICLE  
EQUIPMENT**

**Chapter 03 Bumpers for Class A and Class E Motor Vehicles**

Authority Transportation Article, §22-105,  
Annotated Code of Maryland

**.01 Purpose.**

In accordance with Transportation Article, §22-105, Annotated Code of Maryland, the Motor Vehicle Administration and the Automotive Safety Enforcement Division of the Maryland State Police have set forth the following requirements for bumpers on Class A Passenger Motor Vehicles and Commercial Vehicles with a registered GVW of 10,000 pounds or less.

**.02 Applicable Vehicles.**

Every Class A passenger motor vehicle or commercial vehicle with a registered GVW of 10,000 pounds or less when operated on the highways of Maryland shall be equipped with a front and rear bumper

**.03 Bumper Standards.**

Every bumper shall

A Comply with all applicable provisions of the Transportation Article—Maryland Vehicle Law, Code of Maryland Regulations, and all applicable Federal Motor Vehicle Safety Standards and Regulations as promulgated by the National Highway Traffic Safety Administration.

B Be an original or an approved type

C. Be mounted equivalent to original design

D Be free of broken or missing parts, sharp edges, or abnormal protrusions

E Extend at least to the lateral width of the vehicle

(1) Applies to the front bumper and rear bumper on a vehicle less than 80 inches in overall width

(2) A commercial vehicle with a registered GVW of 10,000 pounds or less and 80 inches or more in overall width which is so constructed that the body or chassis without body has a rear ground clearance of more than 30 inches when empty shall be equipped as follows.

(a) With a bumper or device serving similar purposes which shall be constructed and located that

(i) The clearance between the effective bottom of the bumper or device and the ground does not exceed 30 inches when the vehicle is empty,

(ii) The maximum distance between the closest points between the bumper, or device, if more than one is used, may not exceed 24 inches,

(iii) The maximum transverse distance from the widest part of the motor vehicle at the rear to the bumper or device may not exceed 18 inches,

(iv) The rear bumper or device shall be located not more than 24 inches forward of the extreme rear of the vehicle, and

(v) The bumper or device shall be substantially constructed and firmly attached

(b) Every motor vehicle constructed and maintained so that the body, chassis, or other parts of the vehicle afford the rear end protection is in compliance with this section

F. Be no higher from the ground on which the vehicle stands than originally designed on the vehicle required to be so equipped Due to manufacturing variations or suspension weakening, a 3-inch variation from the maximum original height is acceptable. The original maximum weight is obtainable through the Automotive Safety Enforcement Division of the Maryland State Police

#### **.04 Modification of Bumper.**

A bumper may not be modified or extended upward or downward to compensate for vehicle suspension alterations or modifications

#### **.05 Replacement Bumper.**

Every replacement bumper shall be constructed, designed and mounted to comply with all requirements established in this chapter

#### **Administrative History**

Effective date January 22, 1975 12 2 Md R 86'

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

P O BOX 898

SACRAMENTO, CALIFORNIA 95804

(916) 445-1865



October 31, 1984

File No.: 62.A7001.A5018

Ms. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, OK 74145

Dear Ms. Crew:

We share your concerns about the safety of vehicles modified to make the body higher than originally designed.

From our experience complaints about such modified vehicles include the excessive headlight glare in rear view mirrors; mechanical problems (such as drive shafts pulling apart at the slip joint); stability problems (poor handling in skids, tipping over in accidents); and, as you mentioned, bumpers that are much higher than automobile bumpers.

Contacts with manufacturers indicate that they do not encourage the installation of extreme suspension systems (or lift kits) on their 4 x 4 vehicles. They further warn that their warranty may be voided by modification of the suspension. They indicated no information about the effect of such modification on vehicle stability. The National Highway Traffic Safety Administration required manufacturers of short wheel base utility vehicles to supply owners with information that these vehicles have different handling characteristics than passenger cars.

Some excerpts from the California Vehicle Code are enclosed for your information. Excessive vehicle height modifications can be unsafe and would nominally be a violation of California law. Unfortunately, there currently are no guidelines as to how high a raised vehicle can be before becoming "unsafe". An article from "Four Wheeler" magazine discussing this subject is also enclosed.

Ms. Joan Crew  
Page 2  
October 31, 1984

A few states have enacted laws in recent years to prohibit the bottom of a bumper from being higher than 30 inches on passenger cars and large pickup trucks. More information on a state by state basis is also printed as part of the above magazine article.

We are unable to provide the kind of traffic accident data you requested. However, we do hope the enclosed material will assist you in reaching your goal.

Very truly yours,



R. N. NOONAN, Captain  
Commander  
Commercial and Technical Services Section

## DIVISION 12. EQUIPMENT OF VEHICLES

## CHAPTER 1. GENERAL PROVISIONS

**Definition**

24000. Wherever in this division the word "department" occurs, it means the Department of the California Highway Patrol.

**Application of Divisions**

24001. This division and Division 13 (commencing at Section 29000), unless otherwise provided, applies to all vehicles whether publicly or privately owned when upon the highways, including all authorized emergency vehicles.

Amended Ch. 1996, Stats. 1999 Effective September 18, 1999.

**Golf Cart**

24001.5. A golf cart as defined in Section 345 shall only be subject to the provisions of this division which are applicable to a motorcycle.

Added Ch. 1303, Stats. 1968 Effective November 13, 1968.

Amended Ch. 1075, Stats. 1969 Effective November 10, 1969.

Amended Ch. 973, Stats. 1972 Effective August 16, 1972 by terms of an urgency clause

~~24002. It is unlawful to operate any vehicle or combination of vehicles which is in an unsafe condition, which is not equipped as required by this code, or which is not safely loaded.~~

**Vehicles With Unlawful Lamps**

24003. No vehicle shall be equipped with any lamp or illuminating device not required or permitted in this code, nor shall any lamp or illuminating device be mounted inside a vehicle unless specifically permitted by this code. This section does not apply to:

(a) Interior lamps such as door, brake and instrument lamps, and map, dash, and dome lamps designed and used for the purpose of illuminating the interior of the vehicle.

(b) Lamps needed in the operation or utilization of those vehicles mentioned in Section 25801, or vehicles used by public utilities in the repair or maintenance of their service, or used only for the illumination of cargo space of a vehicle while loading or unloading.

(c) Warning lamps mounted inside an authorized emergency vehicle and meeting requirements established by the department.

Added Ch. 547, Stats. 1963 Effective September 30, 1963.

Amended Ch. 723, Stats. 1979 Effective January 1, 1980

**Unlawful Operation After Notice by Officer**

24004. No person shall operate any vehicle or combination of vehicles after notice by a peace officer, as defined in Section 830.1 or subdivision (a) of Section 830.2 of the Penal Code, that the vehicle is in an unsafe condition or is not equipped as required by this code, except as may be necessary to return the vehicle or combination of vehicles to the residence or place of business of the owner or driver or to a garage, until the vehicle and its equipment have been made to conform with the requirements of this code.

The provisions of this section shall not apply to an employee who does not know that such notice has been issued, and in such event the provisions of Section 40001 shall be applicable.

Amended Ch. 306, Stats. 1965 Effective September 17, 1965.

Amended Ch. 171, Stats. 1979 Effective January 1, 1980.

**Sale, Transfer or Installation of Unlawful Equipment**

24005. It is unlawful for any person to sell, offer for sale, lease, install, or replace, either for himself or as the agent or employee of another, or through such agent or employee, any glass, lighting equipment, signal devices, brakes, vacuum or pressure hose, muffler, exhaust, or any kind of equipment

(e) The provisions of subdivisions (a) and (b) do not apply to any judicial sale conducted pursuant to a writ of execution or order of court.

Added Ch. 1021, Stats. 1971 Operative May 3, 1972

Amended Ch. 957, Stats. 1975 Effective January 1, 1976

**Modification of Vehicles**

24008. It is unlawful to operate any passenger vehicle, or commercial vehicle under 4,000 pounds, which has been modified from the original design so that any portion of such vehicle other than the wheels has less clearance from the surface of a level roadway than the clearance between the roadway and the lowermost portion of any rim of any wheel when in contact with such roadway.

Added Ch. 1791, Stats. 1959 Effective September 18, 1959

Amended Ch. 1562, Stats. 1961 Effective September 15, 1961

**Unsafe Vehicle Modification**

24008.5. An "unsafe condition" within the meaning of Section 24002 includes, but is not limited to, the raising of the center of gravity or other modification of a vehicle so as to unsafely affect its operation or stability.

Added Ch. 300, Stats. 1969 Effective November 10, 1969

**Manufacturer's Name and GVW Rating**

24009. No person shall sell or offer for sale a new motor truck, truck tractor, or bus that is not equipped with an identification plate or marking bearing the manufacturer's name and the manufacturer's gross vehicle weight rating of such vehicle.

Added Ch. 1800, Stats. 1959 Effective September 18, 1959

Repealed Ch. 408, Stats. 1963 Effective September 20, 1963

Added Ch. 1287, Stats. 1967 Effective November 8, 1967

**Vehicle Rental Responsibility**

24010. No person engaged in the rental of any vehicle, for periods of 30 days or less, shall rent, lease or otherwise allow the operation of such vehicle unless all necessary equipment required by this code and regulations adopted hereunder for the operation of such vehicle upon a highway has been provided or offered to the lessee for his use. The contract or rental agreement shall include the name of the person from whom the vehicle is rented, leased or obtained, the address of his place of business in this state where it is rented, leased or delivered, and a statement of any required equipment refused by the person to whom the vehicle is rented, leased, or delivered.

Added Ch. 855, Stats. 1967 Effective November 8, 1967

Amended Ch. 1536, Stats. 1971 Operative May 3, 1972

Amended Ch. 88, Stats. 1973 Effective January 1, 1974

**Federal Safety Standard**

24011. Whenever a federal motor vehicle safety standard is established under the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C., Sec. 1381, et seq.) no dealer shall sell or offer for sale a vehicle to which the standard is applicable, and no person shall sell or offer for sale or use upon a vehicle an item of equipment to which the standard is applicable, unless:

(a) Such vehicle or equipment conforms to the applicable federal standard.

(b) The vehicle or equipment bears thereon a certification by the manufacturer or distributor that it complies with the applicable federal standards. The certification may be in the form of a symbol prescribed in the federal standards or, if there is no federal symbol, by a symbol acceptable to the department.

Added Ch. 192, Stats. 1968 Effective November 13, 1968



(b) The operator of a recreational vehicle, or a vehicle to which a camper is attached, which recreational vehicle or camper is equipped with a fire extinguisher as required by subdivision (a), shall carry such fire extinguisher in such recreational vehicle or camper and shall maintain the fire extinguisher in an efficient operating condition

(c) As used in this section

(1) "Cooking equipment" means a device designed for cooking which utilizes combustible material, including, but not limited to, materials such as charcoal or any flammable gas or liquid, and "heating equipment" means a device designed for heating which utilizes combustible material, including, but not limited to, materials such as charcoal or any flammable gas or liquid

(2) "Recreational vehicle" has the same meaning as defined in Section 18010.5 of the Health and Safety Code

Added Ch 392, Stats 1972 Effective March 7, 1973

## Article 11.5 Bumpers

### Passenger Vehicle

28070 As used in this article, "passenger vehicle" means "passenger vehicle" as defined in Section 34710.

Added Ch 272, Stats 1972 Effective March 7, 1973

~~28070~~  
28071 Every passenger vehicle registered in this state shall be equipped with a front bumper and with a rear bumper. As used in this section, "bumper" means any device designed and intended by a manufacturer to prevent the front or rear of the body of the vehicle from coming into contact with any other motor vehicle. This section shall not apply to any passenger vehicle that is required to be equipped with an energy absorption system pursuant to either state or federal law, or to any passenger vehicle which was not equipped with a front or rear bumper, or both, at the time that it was first sold and registered under the laws of this or any other state or foreign jurisdiction.

Added Ch 272, Stats 1972 Effective March 7, 1973

Amended Ch 451, Stats 1973 Effective January 1, 1974

## Article 12. Camper Signaling Devices

### Camper Passenger Signaling Device

28080. (a) Every motor vehicle upon which a camper is mounted shall be equipped with an audible or visual signaling device which can be activated from inside the camper and which is constructed so as to allow any person inside the camper to gain the attention of the driver of the motor vehicle. In no event shall a horn, as required by Section 27000, be used to comply with this subdivision.

(b) No person shall drive a motor vehicle upon which is mounted a camper containing any passenger unless the motor vehicle is equipped as required by subdivision (a).

Added Ch 292, Stats 1973 Operative January 1, 1975

### When Signaling Device Not Required

28081. The provisions of Section 28080 shall not apply to either of the following:

(a) Any motor vehicle upon which a camper is mounted if a person is able to move between the cab portion of the motor vehicle and the camper.

(b) Any motor vehicle upon which a camper is mounted, which motor vehicle is equipped with a sliding or removable rear window which can be opened or removed by a person inside such camper

Added Ch 292, Stats 1973 Operative January 1, 1975

## DIVISION 14.9 MOTOR VEHICLE DAMAGE CONTROL

(Added Ch 598, Stats 1971)

### CHAPTER 1 SHORT TITLE

#### Name of Act

34700 This division may be cited as the Greene-Harmer Motor Vehicle Damage Control Act

Added Ch 598, Stats 1971 Operative May 3, 1972

### CHAPTER 2 GENERAL PROVISIONS AND DEFINITIONS

#### Passenger Vehicle Defined

34710 As used in this division, "passenger vehicle" means any motor vehicle defined in Section 465, except any of the following motor vehicles:

(a) Motorcycles

(b) Housecars

(c) Specially constructed vehicles

(d) Motor vehicles equipped with four-wheel drive

(e) Motor vehicles constructed on a truck chassis

(f) Motor vehicles operated for hire, compensation, or profit

(g) Makes of motor vehicles of a model year manufactured or sold in California in quantities of less than 2,000 units for each such model year.

(h) Motor vehicles designed and constructed by the manufacturer of such vehicles, for off-highway use, as determined by the Department of Motor Vehicles.

Added Ch 598, Stats 1971 Operative May 3, 1972

Amended Ch 451, Stats 1973 Effective January 1, 1974

Amended Ch 635, Stats 1974 Effective January 1, 1975

#### Energy-Absorption System

34715 (a) No new passenger vehicle, except a passenger vehicle certified by its manufacturer as having been manufactured prior to September 1, 1973, shall be sold or registered on and after September 1, 1973, unless it has a manufacturer's warranty that it is equipped with an appropriate energy-absorption system that meets the requirement for energy absorption systems set by the National Highway Traffic Safety Administration

Added Ch 598, Stats 1971 Operative May 3, 1972

Amended Ch 630, Stats 1977 Effective January 1, 1978

### CHAPTER 3 DEPARTMENTAL ACTION

#### Injunction for Violation

34725 Any violation of any provisions of this division may be enjoined in a civil action brought by the Attorney General in the name of the people of the State of California, upon request of the Department of Motor Vehicles, except that it shall not be necessary to show lack of adequate remedy at law or to show irreparable damage or loss

Added Ch 598, Stats 1971 Operative May 3, 1972



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
669 PUNCHBOWL STREET  
HONOLULU HAWAII 96813  
November 13, 1984

DEPUTY DIRECTORS  
JONATHAN K. SHIMADA Ph.D.  
WALTER T. M. HO  
CHERYL D. SOON  
ADAM D. VINCENT

IN REPLY REFER TO  
MVS 9.6267  
02.10.12

Mrs. Joan Crew  
4620 S. 87 E. Avenue  
Tulsa, Oklahoma 74145

Dear Mrs. Crew:

We were saddened to hear of your son's untimely death caused by an auto accident involving a pick-up truck which was modified to a higher than normal configuration.

Hawaii has the same problem in which pick-up truck and four-wheel drive multi-purpose passenger vehicle (MPV) suspension systems are modified to raise the entire vehicle into an undesirable center of gravity. The local news services have reported, on occasions, where these high configured vehicles were involved in single vehicle roll-over accidents in which the driver or passengers were fatally or critically injured.

The Motor Vehicle Safety Office frequently receives complaints from passenger car owners complaining about unnecessary damages to their hood or trunk due to an underriding or overriding collision involving a high configured vehicle.

Consequently, the 1984 state legislature enacted a bill to regulate maximum bumper heights on all motor vehicles having a gross weight rating of less than 10,000 pounds. The Governor approved the bill on June 12, 1984, however, the new law will not become effective until July 1, 1985.

The delayed effective date will overlap the 1985 legislative session. This has given a group of pick-up truck and MPV owners the opportunity to form a coalition which plans to repeal the new law before the effective date. Hence, the effect of the law is currently uncertain. We are enclosing a copy of the bill for your review.

Your request for statistics on accidents and fatalities involving modified pick-up trucks are not available. Each separate island county police department maintains its own motor vehicle accident and fatality records. However, modified vehicle accidents and fatalities are not logged separately from regular vehicles. Consequently, there is no automated retrieval system to recall a certain group or type of vehicles involved in accidents.

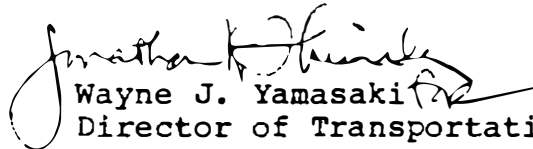
Mrs. Joan Crew  
Page 2  
November 13, 1984

MVS 9.6267  
02.10.12

We hope the information provided herewith will be helpful in your endeavor to establish a national vehicle height standard. If we can be of further assistance to you on this matter, please contact Mr. Larry Hirohata, Vehicle Equipment Safety Specialist at the following:

Department of Transportation  
Motor Vehicle Safety Office  
79 South Nimitz Highway  
Honolulu, Hawaii 96813  
Telephone: (808)548-5755

Yours very truly,

  
Wayne J. Yamasaki  
Director of Transportation

Enclosure



# A BILL FOR AN ACT

~~RELATING TO MOTOR VEHICLE SAFETY.~~

MOTOR VEHICLE SAFETY  
JUN 22 4 19 PM '84  
DEPT. OF TRANSPORTATION

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

SECTION 1. Chapter 291 of the Hawaii Revised Statutes is amended by adding a new section to be appropriately designated and to read as follows:

"§291- Regulation of bumper height. Maximum bumper heights of motor vehicles shall be determined by the weight category of gross vehicle weight rating (GVWR) as measured from a level surface to the highest point on the bottom of the bumper. Maximum heights are as follows:

<u>Gross Vehicle Weight Rating</u>	<u>Front</u>	<u>Rear</u>
<u>4,500 lbs. and under</u>	<u>22 inches</u>	<u>22 inches</u>
<u>4,501 lbs. to 7,500 lbs.</u>	<u>24 inches</u>	<u>26 inches</u>
<u>7,501 lbs. to 10,000 lbs.</u>	<u>28 inches</u>	<u>30 inches</u>

For any vehicle with bumpers or attaching components which have been modified or altered from the original manufacturer's design to conform with the maximum bumper

1 height requirements of this section, the bumper height shall  
2 be measured from a level surface to the bottom of the  
3 vehicle frame rail where the original bumper brackets were  
4 installed. This section shall not apply to motor vehicles  
5 which, at manufacture, have a bumper height in excess of  
6 that provided in this section. "Bumper", for purposes of  
7 this section means a horizontal load bearing protective  
8 system installed on a motor vehicle which is constructed of  
9 sturdy materials that will not shatter or split upon moderate  
10 impact and provide adequate protection against damages to  
11 the front and rear external lighting and reflective devices,  
12 hood, trunk, doors, painted surfaces, cooling system, exhaust  
13 system, and other components during a low speed impact."

14 SECTION 2. New statutory material is underscored.

15 SECTION 3. ~~This Act shall take effect on July 1, 1985~~

Approved by the Governor on JUN 12 1984

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CC: CHIEF  
B.C.  
J. WALL  
P. COLLINS

STATE OF OKLAHOMA

1st Session of the 40th Legislature (1985)

HOUSE BILL NO. 1108

BY: HENSHAW

AS INTRODUCED

AN ACT RELATING TO MOTOR VEHICLES; PROHIBITING CERTAIN MODIFICATIONS OF VEHICLE SUSPENSION SYSTEMS; PROVIDING FOR EXCEPTIONS; PROVIDING FOR PENALTY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

SECTION 1. NEW LAW A new section of law to be codified in the Oklahoma Statutes as Section 11-1114 of Title 47, unless there is created a duplication in numbering, reads as follows:

A. No person shall operate a motor vehicle required to be registered in this state upon a public road, street, highway, or turnpike if such vehicle is modified from its original manufacturing design so that its rear or front bumper, measured to any point on the lower edge of the main horizontal bumper bar, exclusive of any bumper guards, is not within the range of fourteen (14) inches to twenty-two (22) inches above the surface of the roadway.

B. No motor vehicle required to be registered in this state shall be modified from its original manufacturing design so that the body or chassis comes in contact with the ground or the wheels or the fuel tank is exposed to damage from collision. No part of the original suspension system shall be disconnected or removed, causing interference with the safe operation of the motor vehicle.

C. Any person who violates any provision of this section, upon conviction, is guilty of a misdemeanor and shall be punished as provided for in Section 17-101 of Title 47 of the Oklahoma Statutes.

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SECTION 2. This act shall become effective November 1, 1985.

40-1-5249      KSM:ai      01/15/85

438 13

4713-A Arrowhead Trail  
Chattanooga, Tennessee 37411

August 6, 1984

Chairman of House Transportation Committee  
House of Representatives Building  
Capitol  
Tallahassee, Florida 32301

Dear Sir:

In April 1984 my friend's son, Todd Munsell, lost his life in a car that was hit by a "jacked-up" truck. The bumper was so high it hit Todd's head and peeled more than half the roof of the car off. The tires were 40 inches high and 17 inches wide. The kid driving the truck claims he didn't swerve because his truck might have turned over. These trucks are legal in Florida. Florida has no inspection to regulate anything. In the State of Oklahoma (I am a former resident) there is inspection and the lights are not supposed to be higher than 54 inches. That is 4-1/2 feet! The bumpers are right below the lights making them start about 44-46 inches above the ground. Have you ever measured where that would come to on your car? We must regulate or prohibit these extra high vehicles from our roads. My friend is pushing a letter writing campaign in both Florida and Oklahoma. Please help in any way you can by speaking to those in Washington from either of these states.

If the car Todd was in had been hit by a normal car or truck, because of the angle it was hit, he would be alive today. The passenger door would probably not even have been hit. The bumper would have hit the front fender and tire. He would have broken legs probably. As it is, there wasn't a broken bone in his body below his head.

Please discuss this situation with your constituents and let's have action taken now. Please help us!

Sincerely,

Mrs. Sarah E. Carroll

cc - Chairman of Senate Transportation Committee  
John Christensen, Staff Director



By Representative McEwan

1 A bill to be entitled  
 2 An act relating to state uniform traffic  
 3 control; creating s. 316.251, F.S., requiring  
 4 front and rear bumpers on motor vehicles 5,000  
 5 pounds and less; providing maximum heights of  
 6 bumpers; providing exceptions; providing for  
 7 revocation of registration under certain  
 8 circumstances; providing an effective date.

9  
10 Be It Enacted by the Legislature of the State of Florida:

11  
12 Section 1. Section 316.251, Florida Statutes, is  
13 created to read:

14 316.251 Maximum bumper heights.--  
 15 (1) Every motor vehicle of net weight of not more than  
 16 5,000 pounds shall be equipped with a front and a rear bumper  
 17 such that when measured from the ground to the bottom of the  
 18 bumper the maximum height shall be as follows:

NET WEIGHT	FRONT	REAR
Automobiles for private use:		
Net weight of less than 2,500 pounds	22"	22"
Net weight of 2,500 pounds or more, but less than 3,500 pounds	24"	26"
Net weight of 3,500 pounds or more	27"	29"
Trucks:		
Net weight of less than 2,000 pounds	24"	26"
Net weight of 2,000 or more, but not more than 3,000 pounds	27"	29"
Net weight of 3,000 pounds, but not more than 5,000 pounds	28"	30"

This publication was produced at an average cost of 1.5 cents per single page in compliance with the rules and for the information of members of the Legislature and the public

1	(2) "Antique cars" as defined in s. 320.08, "horseless	1.38
2	carriages" as defined in s. 320.086, and "street rod" as	1.39
3	defined in s. 320.0863, shall be excluded from the	
4	requirements of this section.	1.40
5	(3)(a) The owner of a motor vehicle governed by the	1.40
6	provisions of this section shall provide proof to the	1.41
7	department at the time of registration or reregistration of	
8	the vehicle that it complies with this section.	1.42
9	(b) The registration of any motor vehicle not in	1.42
10	compliance with the provisions of this section shall be	1.43
11	revoked unless the owner brings the motor vehicle into	
12	compliance within 10 days after notice of violation, issued by	1.44
13	the department.	
14	Section 2. This act shall take effect October 1, 1985.	1.45
15	*****	
16	HOUSE SUMMARY	
17	Provides height requirements for front and rear bumpers	
18	on motor vehicles of net weight of not more than 5,000	
19	pounds. Exempts antique cars, horseless carriages, and	
20	street rods from the act. Requires proof of compliance	
21	upon registration of the motor vehicle. Provides for	
22	revocation of registration for violations.	
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CS/HB 633  
As filed

1 A bill to be entitled 1:btc  
2 An ~~act~~<sup>9</sup> relating to state uniform traffic 1.3  
3 control; creating s. 316.251, F.S., requiring  
4 front and rear bumpers on motor vehicles 5,000 1.4  
5 pounds and less; providing maximum heights of  
6 bumpers; providing exceptions; providing a 1.5  
7 penalty; providing an effective date.  
8  
9 Be It Enacted by the Legislature of the State of Florida: 1:enc  
10  
11 Section 1. Section 316.251, Florida Statutes, is 1.6  
12 created to read:  
13 316.251 Maximum bumper heights.-- 1.7  
14 (1) Every motor vehicle of net shipping weight of not 1.9  
15 more than 5,000 pounds shall be equipped with a front and a 1.10  
16 rear bumper such that when measured from the ground to the 1.11  
17 bottom of the bumper the maximum height shall be as follows: 1.13  
18 NET WEIGHT FRONT REAR 1.15  
19 Automobiles for private use: 1.16  
20 Net weight of less than 2,500 pounds 22" 22" 1.18  
21 Net weight of 2,500 pounds or more, 1.20  
22 but less than 3,500 pounds 24" 26" 1.22  
23 Net weight of 3,500 pounds or more 27" 29" 1.24  
24 Trucks: 1.26  
25 Net weight of less than 2,000 pounds 24" 26" 1.28  
26 Net weight of 2,000 or more, but not 1.30  
27 more than 3,000 pounds 27" 29" 1.32  
28 Net weight of 3,000 pounds, but not 1.34  
29 more than 5,000 pounds 28" 30" 1.36  
30 (2) "Antique cars" as defined in s. 320.08, "horseless 1.38  
31 carriages" as defined in s. 320.086, and "street rod" as 1.39

1	defined in s. 320.0863, shall be excluded from the	1.39
2	requirements of this section.	1.40
3	(3) A violation of this section shall be defined as a	1.41
4	moving violation. A person charged with a violation of this	1.43
5	section is subject to the penalty provided in s. 318.18(3).	1.44
6	Section 2. This act shall take effect October 1, 1985.	1.46
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1	*****	1:hbs
2	HOUSE SUMMARY	1:hbs
3	Provides height requirements for front and rear bumpers	1.48
4	on motor vehicles of net shipping weight of not more than	1.50
5	5,000 pounds. Exempts antique cars, horseless carriages,	1.51
6	and street rods from the act. Provides that violation of	1.52
7	these requirements shall constitute a moving violation	
8	punishable by a \$25 fine.	1.54
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Date: 04/19/85  
Revised: 04/24/85  
Final: \_\_\_\_\_

HOUSE OF REPRESENTATIVES  
COMMITTEE ON TRANSPORTATION  
STAFF ANALYSIS

BILL # HB 633 SPONSOR Representative McEwan <sup>19</sup> <sup>1438</sup>  
EFFECTIVE DATE 10/01/85 IDEN/SIM BILLS SB 840  
RELATING TO Bumper Heights  
OTHER COMMITTEES OF REFERENCE None

I. SUMMARY: This bill establishes bumper heights for motor vehicles under 5,000 pounds.

Presently, there are no statutory requirements for bumper heights.

Provides height requirements for front and rear bumpers of motor vehicles of not more than 5,000 pounds net weight. Antique cars, horseless carriages, and street rods will be exempt from these requirements.

Proof of compliance will be required upon registration and registration may be revoked for non-compliance.

II. ECONOMIC IMPACT:

A. Public: The amendment imposes a fine of \$25 for non-compliance.

B. Government: The amendment would eliminate any economic impact on government.

III. COMMENTS:

IV. AMENDMENTS:

Amendment 1: Page 1 Line 15 - Changes net weight of a vehicle to net shipping weight of a vehicle.

Amendment 2: Page 2 Lines 5 - 13 - Provides for a noncriminal traffic infraction penalty in lieu of suspension of registration for noncompliance.

Amendment 3: Title amendment.

V. PREPARED BY: Lois Watson

VI. STAFF DIRECTOR: Bob Coggins <sup>RWC</sup>

Date: 04/19/85  
Revised: 04/24/85  
Final: 05/2/85

HOUSE OF REPRESENTATIVES  
COMMITTEE ON TRANSPORTATION  
STAFF ANALYSIS

19 19 55

BILL # CS/ HB 633 SPONSOR Representative McEwan

EFFECTIVE DATE 10/01/85 IDEN/SIM BILLS SB 840

RELATING TO Bumper Heights

OTHER COMMITTEES OF REFERENCE None

I. SUMMARY: This bill requires front and rear bumpers and maximum bumper heights for motor vehicles under 5,000 pounds.

Presently, there are no statutory requirements for bumpers.

Provides height requirements for front and rear bumpers of motor vehicles of not more than 5,000 pounds net weight. Antique cars, horseless carriages, and street rods will be exempt from these requirements.

II. ECONOMIC IMPACT:

A. Public: Imposes a fine of \$25 for non-compliance.

B. Government: None

III. COMMENTS:

IV. AMENDMENTS:

V. PREPARED BY: Lois Watson

VI. STAFF DIRECTOR: Bob Coqqins

GEORGE FIRESTONE  
*Secretary of State*  
JIM SMITH  
*Attorney General*  
GERALD LEWIS  
*Comptroller*

*State of Florida*

BOB GRAHAM  
*Governor*

BILL GUNTER  
*Treasurer*  
DOYLE CONNER  
*Commissioner of Agriculture*  
RALPH D TURLINGTON  
*Commissioner of Education*

***Department of Highway Safety and Motor Vehicles***

*Neil Kirkman Building*

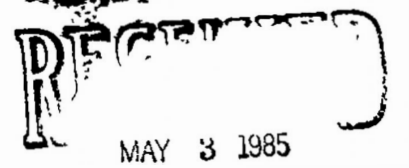
LEONARD R MELLON  
*Executive Director*

*Tallahassee, 32301*

**DIVISIONS**

- FLORIDA HIGHWAY PATROL      • DRIVER LICENSES      • MOTOR VEHICLES      • ADMINISTRATIVE SERVICES
- Colonel Bobbs R Burkett, *Director*      C W Keith, *Director*      Charles J Brantley, *Director*      W R Kaufman, *Director*

May 1, 1985



Senator Jack D. Gordon, Chairman  
Senate Transportation Committee  
30 Senate Office Building  
Tallahassee, Florida 32301

SENATE TRANSPORTATION  
COMMITTEE

Dear Senator Gordon:

In compliance with your request of April 29, 1985,  
enclosed please find fiscal notes prepared on Senate Bill  
1138 and Senate Bill 1071.

If we can be of further assistance do not hesitate to  
let us know.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Joe M. McCaskill".

JOE M. McCASKILL, Director  
Administrative Services  
Telephone 488-1404

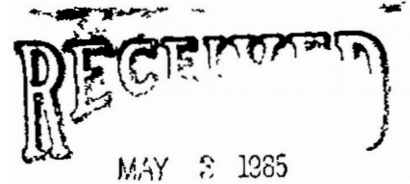
JMMc/1ky  
Enclosure



MEMORANDUM

Date: April 25, 1985

To: Senator Jack D. Gordon, Chairman  
Senate Transportation Committee  
30 Senate Office Building  
Tallahassee, Florida 32301



From: Joe M. McCaskill, Director  
Administrative Services  
Department of Highway Safety  
and Motor Vehicles  
Neil Kirkman Building  
Tallahassee, Florida 32301

SENATE TRANSPORTATION  
COMMITTEE

Following is the information requested on Senate Bill No. 1138:

SUMMARY OF BILL PURPOSES:

This bill creates Section 316.251, F.S., requiring front and rear bumpers on vehicles of 5,000 pounds and less. The bill also prescribes maximum bumper heights on such vehicles and requires the revocation of vehicle registrations for non-compliance with the Section's provisions. The bill is effective October 1, 1985.

AGENCY REQUIREMENTS TO ADMINISTER THE BILL PROVISIONS (EACH OF NEXT THREE YEARS), PERSONNEL AND FINANCIAL, AND SOURCE OF FUNDS:

The costs to implement this bill cannot be determined.

AMOUNT AND DISPOSITION OF ANY ANTICIPATED REVENUE COLLECTIONS (EACH OF NEXT THREE YEARS):

Indeterminate.

EFFECT OF THE BILL ON LOCAL GOVERNMENT UNITS OF THE STATE:

Indeterminate.

OTHER COMMENTS OR SUGGESTIONS CONCERNING THE BILL:

An estimate as to the revenue and cost impact of this bill cannot be determined because the bill does not specify how the bumper restrictions would be enforced. Two issues which need to be clarified are, (1) what constitutes proof of bumper heights at the time of registration and (2) how the registrations would be revoked. If it is determined the records of bumper violations must be put on the registration data file, the cost to the Department could be in excess of \$500,000.

Prepared By: William C. Snuggs

Telephone: 488-3542

Committee on Transportation

Bill No. HB 633

Date of meeting May 1, 1985

Time 1:15 p.m.

Place 214 Capitol

FINAL ACTION:      FAVORABLE  
     FAVORABLE WITH      AMENDMENTS  
  X   FAVORABLE WITH SUBSTITUTE  
     UNFAVORABLE

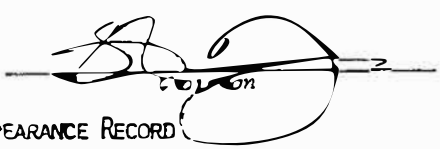
VOTE:

YEA	MEMBER	NAY
X	ARMSTRONG, T.	
X	BROWN, C.	
	DUDLEY, F.	X
	EASLEY, B.	
X	GIBBONS, M.	
X	JOHNSON, B.	
	MARTIN, S.	
X	MORSE, L.	
X	PEEPLER, V.	
	REDDICK, A.	
	SELPH, C.	
X	SILVER, R.	
X	SIMONE, P.	
X	TOBIN, J.	
X	WALLACE, P.	

YEA	MEMBER	NAY
	WEBSTER, D.	X
X	PAJCIC, S., Chr.	

Total Yeas 11

Total Nays 2



COMMITTEE APPEARANCE RECORD

The following persons (other than legislators) appeared before the committee during the consideration of this bill:

<u>Name</u>	<u>Representing</u>	<u>Address</u>

NOTE: Please indicate by an "X" any State employee appearing at the request of Committee Chairman.

(If additional persons, enter on reverse side and check here\_)



Betty

# Florida House of Representatives 19

James Harold Thompson, Speaker Elaine Gordon, Speaker pro tempore  
Committee on Transportation

Steve Pajcic  
Chairman

Bolley L. Johnson  
Vice Chairman

## A G E N D A

### COMMITTEE ON TRANSPORTATION

Wednesday, May 1, 1985

214 Capitol

1:15 - 3:15 p.m.

Discussion of Department of Transportation Standards, Structure and Management

- #S 1. ① HB 112 - Kimmel & Rochlin - School Zone Speed Limits *2ov*
- #S 2. ② Proposed CS/HB 179 - Evans-Jones, Selph, Clements, McEwan, Crotty, Sanson Woodruff & Others - Motor Vehicle Equipment *2ov*
- #S 3. ③ Proposed CS/HB's 215 & 851 - Transportation of School Children *2ov*  
(HB 215 - Silver & Young)  
(HB 851 - Nergard)
- #S 4. ④ HB 310 - Stewart - Passing Stopped School Buses *2ov* (2 amends) (CS)
- #S 5. ⑤ Proposed CS/HB 471 - <sup>(Wickster)</sup> Selph - Length & Width of Travel Trailers *2ov*
- #S 6. ⑥ Proposed CS/HB 483 - Gordon - Drivers' Licenses *2ov*
- #S 7. ⑦ HB 633 - McEwan & Bankhead - Bumper Heights *2ov* (3 amends) (CS)
- #S 8. ⑧ HB 673 - B. L. Johnson - Retroreflective License Plates *Unov*
- 9. ⑨ HB 647 - Locke, Mitchell & Others - Motorcycle Riders - Helmets *2ov*
- 10. ⑩ HB 663 - Irvine, Gordon & Jennings - Leaving Children Unattended *Subtitle*
- 11. ⑪ SB 49 - Kiser - Leaving Children Unattended *2ov* SB4
- 12. ⑫ HB 1050 - Mitchell - Naming the James Riley "Jim" Paul Bridge *2ov*
- 13. ⑬ HB 427 - Hodges - Lafayette County - Cattle Gaps *2ov*
- 14. HB 759 - Wallace - Funding Public Transit Projects

Presentation on State Participation in Public Transit Operating Costs as Included in HB 759. *no action*

- #S 15. HB 479 - Kelly - Motor Vehicles - Titles & Registration - *2 amends* ~~FP~~ *no action*



19 1440

# Florida House of Representatives

James Harold Thompson, Speaker Elaine Gordon, Speaker pro tempore  
Committee on Transportation

April 22, 1985

**Steve Pajcic**  
Chairman

**Bolley L. Johnson**  
Vice Chairman

## A G E N D A

### COMMITTEE ON TRANSPORTATION

#### SUBCOMMITTEE ON HIGHWAY SAFETY & MOTOR VEHICLES

ROOM 214, CAPITOL BUILDING

3:30 - 5:30 PM

APRIL 23, 1985

Presentation by John Esser, Marketing Manager - Government, Education and Medical Industries on Paperless Title - Micro Card Technology.

1. HB 215 - Silver & Young - School Bus Inspection
2. HB 851 - Nergard - School Bus Equipment
3. HB 310 - Stewart - Passing School Buses
4. HB 112 - Kimmel & Rochlin - School Zone Speed Limits
5. HB 673 - B. L. Johnson - License Plates
6. HB 479 - Kelly - Import Vehicle Registration
7. HB 633 - McEwan & Bankhead - Bumper Heights
8. HB 471 - Selph - Vehicle Lengths
9. HB 483 - Gordon - Suspended Drivers License
10. HB 179 - Evans-Jones, Selph, Clements, McEwan, Crotty, Sansom, Woodruff & Others - Motor Vehicle Equipment
11. HB 285 - Lombard & Irvine - Motor Vehicle Inspection
12. HB 1044 - Easley - Motor Vehicle Inspection
13. HB 612 - Tobiassen - Outdoor Advertising

TTEE APPEARANCE RECORD

House of Representatives

May 23, 1985  
(Date)

633  
(Bill Number)

MAN. JOE HENDERSON

SS NEIL KIRKMAN BLOG

TALLAHASSEE State FLA

sending FLA HIGH PATROL

ist (registered) Yes  No

employee Yes  No

I wish to speak

Proponent

Opponent

Information

Request of Chairman

t Bumpers

GEORGE HIRSTONE  
Secretary of State  
JIM SMITH  
Attorney General  
GERALD LEWIS  
Comptroller

State of Florida

BOB GRAHAM  
Governor

BILL GUNTER  
Treasurer  
DOYLE CONNER  
Commissioner of Agriculture  
RALPH D. TURLINGTON  
Commissioner of Education

# Department of Highway Safety and Motor Vehicles

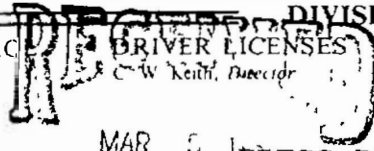
Neil Kirkman Building

LEONARD R. MELLON  
Executive Director

Tallahassee 32301

DIVISIONS

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Colonel Bobby R. Burkett, Director
- DRIVER LICENSES  
C. W. Keith, Director
- MOTOR VEHICLES  
Charles J. Brindley, Director
- ADMINISTRATIVE SERVICES  
Joseph McCaskill, Director



MAR 5 1986  
PRESS RELEASE

SENATE TRANSPORTATION  
COMMITTEE

February 28, 1986

Contact: Major Charles C. Hall  
Florida Highway Patrol  
(904) 488-5370

18 1486

FOR IMMEDIATE RELEASE:

## FHP Issues Reminder On Bumper Law

The Florida Highway Patrol is reminding owners of automobiles and pickup trucks of the requirement to have both front and rear bumpers mounted within certain height levels.

Lawmakers passed the new law which went into effect October 1, 1985, in response to a growing number of vehicles being modified by adjusting their bumpers to higher distances from the ground. Highway safety officials have determined this condition leads to serious results when these types of vehicles are involved in collisions with unmodified vehicles.

Following a 30 day educational period, the Florida Highway Patrol began enforcing the new law which, as of February 21, 1986, has resulted in 771 arrests statewide.

Colonel Bobby R. Burkett, Patrol Director, reminds motorists that: "the offense is classified as a moving violation which assesses three points to a persons driving record, in addition to paying an applicable fine."

The height limitations are governed by the net shipping weight of the vehicle, not the modified or altered weight.

The maximum allowable heights between the pavement and bottom of the front and rear bumper, as provided by law, are:

(MORE)

Cars with a net weight of less than 2,500 pounds--22 inches front and rear;  
Cars 2,500 pounds or more but less than 3,500 pounds--24 inches front; 26 inches rear;  
Cars 3,500 pounds or more--27 inches front; 29 inches rear;  
Trucks under 2,000 pounds--24 inches front; 26 inches rear;  
Trucks 2,000 pounds or more but less than 3,000 pounds--27 inches front; 29 inches rear;  
Trucks 3,000 pounds or more but not more than 5,000 pounds--28 inches front; 30 inches rear.

Burkett concluded, "The purpose of this law is to decrease the chances of incurring fatal or serious injuries when involved in a traffic accident. I am asking each affected vehicle owner to comply with the intent of this law so that this can be accomplished."

KEYPOINTS - CS/HB 633

1. THIS BILL IS INTENDED TO REDUCE THE SEVERITY OF INJURIES SUFFERED BY THE OCCUPANTS OF AN AUTOMOBILE WHEN INVOLVED IN A COLLISION WITH ANOTHER AUTOMOBILE OR LIGHT TRUCK.
2. THE BILL REQUIRES EVERY MOTOR VEHICLE WITH A NET SHIPPING WEIGHT OF 5,000 POUNDS OR LESS TO BE EQUIPPED WITH BOTH A FRONT AND REAR BUMPER.
3. A MAXIMUM BUMPER INSTALLATION HEIGHT, MEASURED FROM THE GROUND TO THE BOTTOM OF THE BUMPER, IS ESTABLISHED.
4. THE MAXIMUM HEIGHT PERMITTED VARIES ON A GRADUATED SCALE ACCORDING TO VEHICLE WEIGHT, FROM A LOW OF 22 INCHES FOR THE FRONT BUMPER ON A SMALL PASSENGER CAR TO A CAP OF 30 INCHES FOR THE REAR BUMPER OF A 5,000 POUND TRUCK.
5. "ANTIQUE CARS," "HORSELESS CARRIAGES," AND "STREET RODS" ARE EXEMPTED FROM THE REQUIREMENTS OF THE BILL.
6. A VIOLATION WOULD BE DEEMED A TRAFFIC INFRACTION, SUBJECT TO A PENALTY OF \$25.

18

1486

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BACKGROUND

1. THERE ARE NO FLORIDA STATUTORY REQUIREMENTS FOR BUMPERS OR BUMPER HEIGHTS ON ANY MOTOR VEHICLES.
2. THIRTEEN STATES HAVE RECENTLY ADOPTED OR REVISED BUMPER OR SUSPENSION SYSTEM REQUIREMENTS IN AN EFFORT TO REDUCE SERIOUS INJURIES AND FATALITIES IN MULTIPLE VEHICLE COLLISIONS.
3. THIS BILL IS SUBSTANTIALLY IDENTICAL TO EXISTING ILLINOIS STATUTE.
4. THIS BILL IS SIMILAR TO SB 1138 (WHICH CONTAINS AN ADDITIONAL SUBSECTION (3) AMENDED OUT OF THE HOUSE BILL).



## BUMPER HEIGHTS

WITHIN THE PAST SIX MONTHS, THE FLORIDA HIGHWAY PATROL'S PUBLIC INFORMATION AND SAFETY EDUCATION OFFICE HAS NOTICED A SIZEABLE INCREASE IN THE NUMBER OF CITIZEN COMPLAINTS REGARDING VEHICLES THAT HAVE BEEN MODIFIED TO UNSAFE HEIGHTS.

RAISING A VEHICLE OFTEN CAUSES THE BUMPERS TO BE POSITIONED AT A POINT WHERE THEY OFFER NO PROTECTION TO OTHER VEHICLES IN ACCIDENTS. INSTEAD THEY ARE CONVERTED INTO DANGEROUS WEAPONS IN AUTOMOBILE CRASHES. RECOGNIZING THE POTENTIAL FOR THIS DEVELOPING INTO A MAJOR PUBLIC HAZARD, THE FLORIDA HIGHWAY PATROL INITIATED A SURVEY OF ITS HOMICIDE INVESTIGATORS STATEWIDE, IN AN EFFORT TO PROPERLY EVALUATE THE ISSUE. TWENTY-TWO FATAL AND SERIOUS INJURY ACCIDENTS WITHIN THE PAST FEW YEARS WERE POSITIVELY IDENTIFIED AS BEING WORSENERD BY ONE OF THE VEHICLES BEING ALTERED TO AN OVER HEIGHT CONDITION, ITS BUMPER BECOMING A HAZARD RATHER THAN A PROTECTIVE DEVICE. EIGHTEEN OF THESE ACCIDENTS RESULTED IN FATALITIES.

CHARACTERISTICS OF THE SURVEYED CRASHES AS A WHOLE ARE BEST REPRESENTED BY THE FOLLOWING EXAMPLES:

(1) FATAL ACCIDENT NUMBER 784-5-62 OCCURRED IN POLK COUNTY ON STATE ROAD 555, 1.8 MILES NORTH OF BARTOW.

A 1977 DODGE PICK-UP TRUCK COLLIDED HEAD-ON WITH A 1975 AMC FOUR DOOR PASSENGER CAR RESULTING IN THE DEATH OF THE CAR'S DRIVER. THE DRIVER OF THE PICK-UP TRUCK RECEIVED NO INJURIES.

ONE CAN SEE FROM THE PHOTOGRAPHS THE FINAL POSITION OF THE TWO VEHICLES. THE PICK-UP TRUCK AND PASSENGER VEHICLE WERE SO MISMATCHED, THAT THE CAR WAS WEDGED UNDER THE TRUCK AS THE

FRONT BUMPER OF THE PICK-UP NEARLY CONTACTED THE WINDSHIELD.

STATEMENTS FROM THE HOMICIDE INVESTIGATOR'S REPORT INDICATED THE VEHICLE WAS "EQUIPPED WITH A BRUSH GUARD ON THE FRONT BUMPER, WHICH RESULTED IN THE HOOD BEING FORCED INTO THE WINDSHIELD. AT THIS POINT THE DRIVER RECEIVED EXTENSIVE (FATAL) HEAD INJURIES".

(2) FATAL ACCIDENT NUMBER 782-44-3 OCCURRED IN SUMTER COUNTY AT THE NORTH EDGE OF THE WILDWOOD CITY LIMITS AND RESULTED IN FOUR DEATHS.

A 1979 FORD PICK-UP TRUCK STRUCK A 1972 VOLKSWAGEN TWO DOOR CAR RESULTING IN FOUR FATALITIES. NO PHOTOGRAPHS ARE AVAILABLE.

QUOTING FROM THE HOMICIDE INVESTIGATION REPORT, "THE VEHICLES RAN TOGETHER HEAD-ON IN THE NORTH BOUND LANE, MAXIMUM ENGAGEMENT WAS ACHIEVED AFTER THE FRONT DRIVE AXLE OF THE PICK-UP REACHED THE REAR DOORS OF THE VOLKSWAGEN REMOVING THE WINDSHIELD AREA AND THE TOP OF THE VOLKSWAGEN BACK TO THE REAR OF THE VEHICLE". THE INVESTIGATOR HAD STATED EARLIER IN THE REPORT, "THE VEHICLE WAS EQUIPPED WITH OVER SIZED TIRES ON ALL FOUR WHEELS".

IN ADDITION TO THE BUMPERS BEING TOO HIGH AND PLACED IN SUCH A POSITION THAT THEY BECOME A DESTRUCTIVE WEAPON, THERE IS THE MATTER OF THE VEHICLE ITSELF BEING RAISED, REGARDLESS OF THE POSITION OF THE BUMPER. THIS RAISING OF THE VEHICLE RAISES THE CENTER OF GRAVITY TO AN UNSAFE HEIGHT, MAKING THE VEHICLE VERY UNSTABLE IN TURNS AND SHARP CURVES THAT WOULD NORMALLY BE NO PROBLEM. THE FOLLOWING TWO ACCIDENTS, BOTH CAUSED BY THE VEHICLE BEING SO HIGH THAT THE CENTER OF MASS WAS NOT STABLE IN TURNING MOVEMENTS, ARE EXAMPLES OF THIS HAZARD:

(1) FATAL ACCIDENT NUMBER 783-6-26 OCCURRED IN PALM BEACH

COUNTY ON CHERRY ROAD, .6 OF A MILE WEST OF WEST PALM BEACH AND RESULTED IN ONE FATALITY. NO PHOTOGRAPHS ARE AVAILABLE.

QUOTING FROM THE HOMICIDE INVESTIGATOR'S REPORT, "THIS VEHICLE IS A FOUR WHEEL DRIVE TYPE WITH LARGER THAN NORMAL TIRES THUS RAISING THE CENTER OF MASS HIGHER THAN NORMAL. THIS WOULD MAKE IT EASY FOR THIS VEHICLE TO ROLL OVER AT A SLOWER SPEED THAN A STOCK TRUCK OF THIS TYPE".

(2) A NON-FATAL ACCIDENT OCCURRED IN DADE COUNTY ON STATE ROAD 5 ON JANUARY 2, 1985. NO PHOTOGRAPHS ARE AVAILABLE.

THE TROOPER STATED THAT HE FELT THE TRUCK OVERTURNED DUE TO THE FACT THAT THE CENTER OF GRAVITY WAS CHANGED RENDERING THE VEHICLE UNSTABLE IN SUDDEN MANEUVERING SITUATIONS.

TO FURTHER EMPHASIZE THE EXTENT TO WHICH VEHICLES ARE BEING RAISED, ONE ACCIDENT WITH PHOTOGRAPHS REVEALS THE EXTRA SHOCKS USED TO RAISE PICK-UP TRUCKS TO THESE DANGEROUS HEIGHTS.

(1) FATAL ACCIDENT NUMBER 781-14-36 OCCURRED IN MARION COUNTY, 1.1 MILES SOUTH OF BELLEVIEW RESULTING IN ONE FATALITY.

TWO OF THE THREE VEHICLES INVOLVED IN THIS ACCIDENT HAD BEEN MODIFIED TO UNSAFE HEIGHTS USING LARGE TIRES AND EXTRA SHOCKS TO PUSH THE FRAME UPWARD. ONE OF THE TWO VEHICLES OVERTURNED DOING CONSIDERABLE DAMAGE TO THE VEHICLE AND KILLING THE DRIVER.

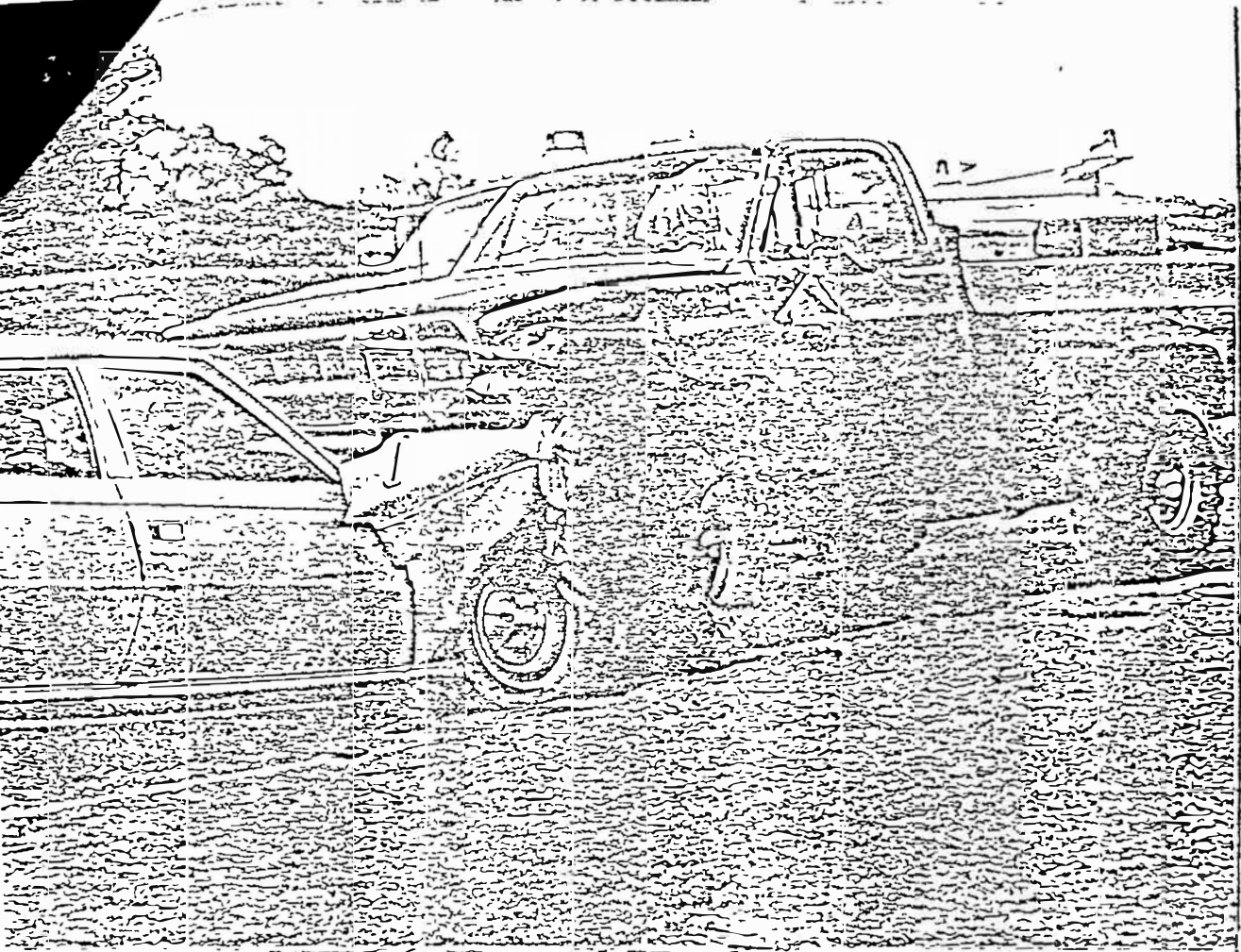
QUOTING FROM THE HOMICIDE INVESTIGATOR'S REPORT, "THESE TIRES ARE NORMALLY FOUND ON SWAMP BUGGY TYPE VEHICLES AND ARE NOT RECOMMENDED FOR STREET USE BY SOME COMPANIES". AS WELL AS, "THEIR TIRES DUG DEEP INTO THE GROUND AND VEHICLE 1 (THE BLUE PICK-UP TRUCK) STARTED TURNING OVER".

THE INVESTIGATOR WENT ON TO STATE, "THE VEHICLE (BLUE PICK-UP

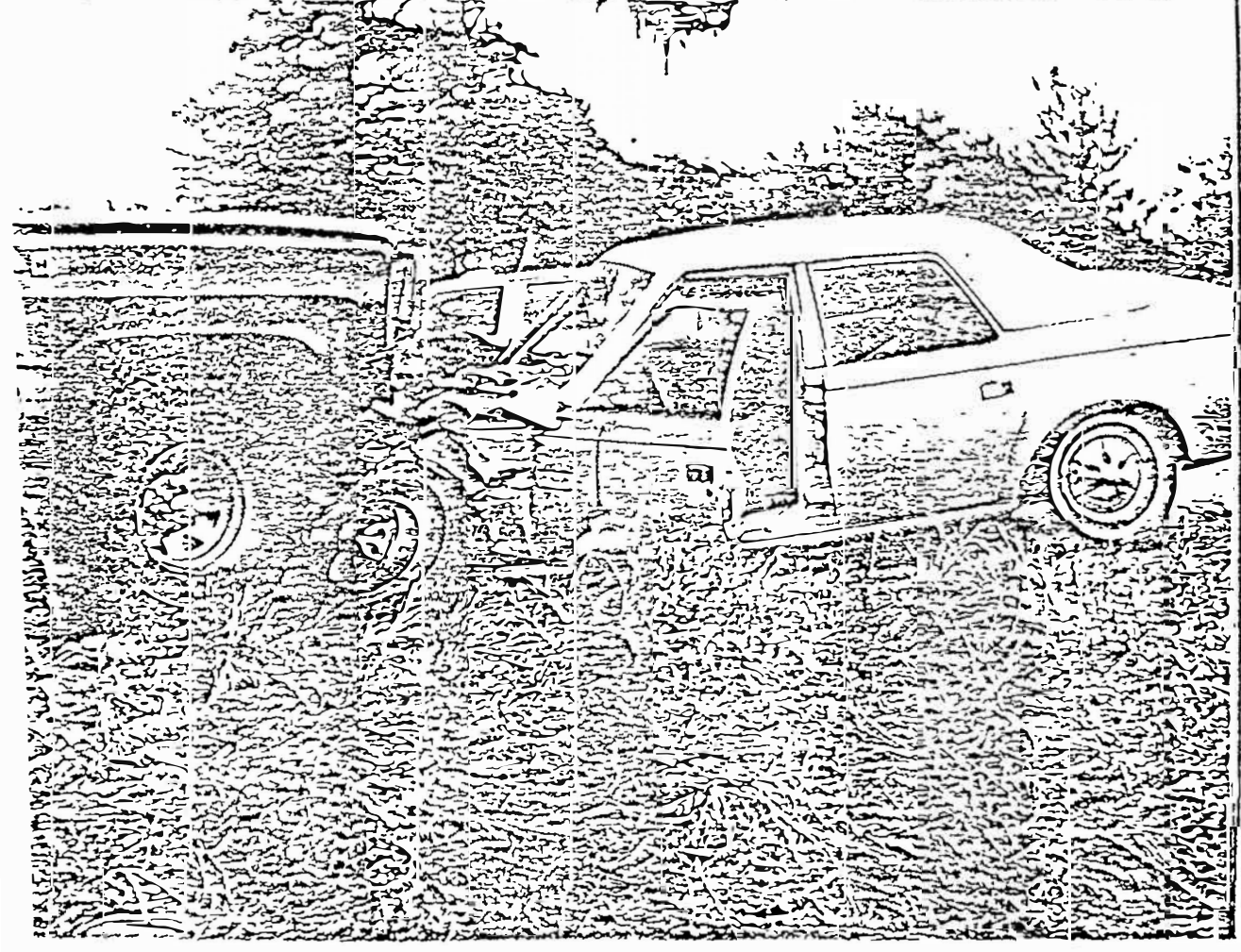
TRUCK) HAD RECEIVED A CITATION FROM THE OCALA POLICE DEPARTMENT FOR IMPROPER HEIGHT OF HIS HEADLIGHTS ON HIS VEHICLE AS THEY WERE OVER WHAT THE LAW ALLOWS, HE WAS ALSO ADVISED TO PARK THE VEHICLE UNTIL WHICH TIME IT WAS LOWER AS IT WAS ILLEGAL. THE PASSENGER OF THE VEHICLE STATED, HE WAS A FRIEND OF THE DRIVER AND STATED THAT, 'THE DRIVER LAUGHED AT THE CITATION AND CONTINUED TO DRIVE THE VEHICLE KNOWING IT WAS ILLEGAL',"

THE INVESTIGATOR DETERMINED THAT THE SUBSTANTIAL CAUSE OF THE ACCIDENT WAS THE FACT THAT THE VEHICLE WAS BEING OPERATED IN AN ILLEGAL AND UNSAFE MANNER.

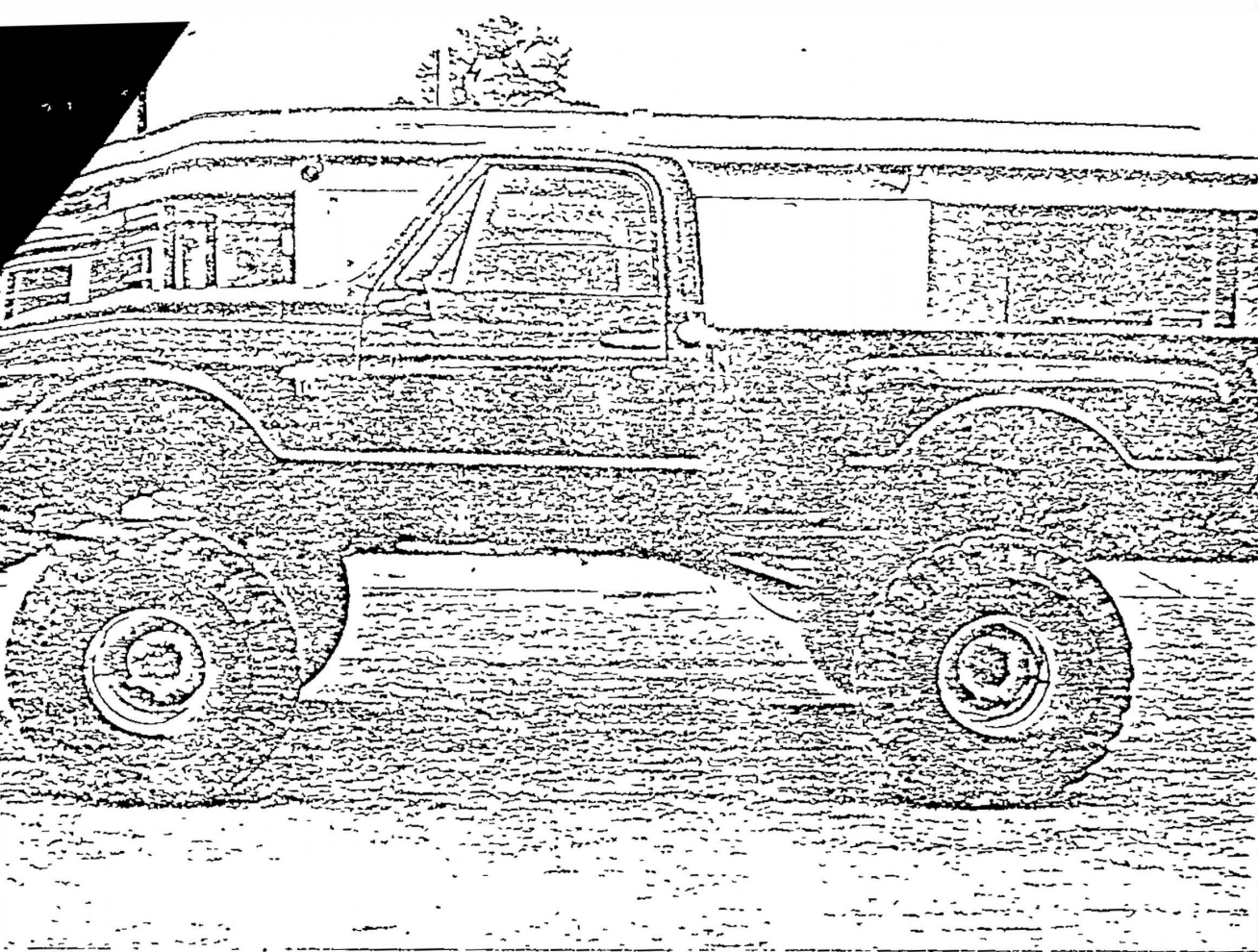
**CONCLUSION:** IN THE INTEREST OF HIGHWAY SAFETY, IT IS HOPED THAT LEGISLATIVE ATTENTION WILL ADDRESS THE ISSUE OF RAISED HEIGHT OF VEHICLES AND THE NEED TO REDUCE THE HEIGHT THE BUMPERS. BY DOING SO, WE WOULD ELIMINATE THE TYPES OF ACCIDENTS DESCRIBED IN THIS PRESENTATION. AS STATED EARLIER, THE NUMBER OF THESE TYPE VEHICLES IS INCREASING DRAMATICALLY WITHIN THE STATE. ONE NEEDS TO SPEND ONLY A FEW MOMENTS DRIVING ON ANY ROADWAY TO SEE ONE.



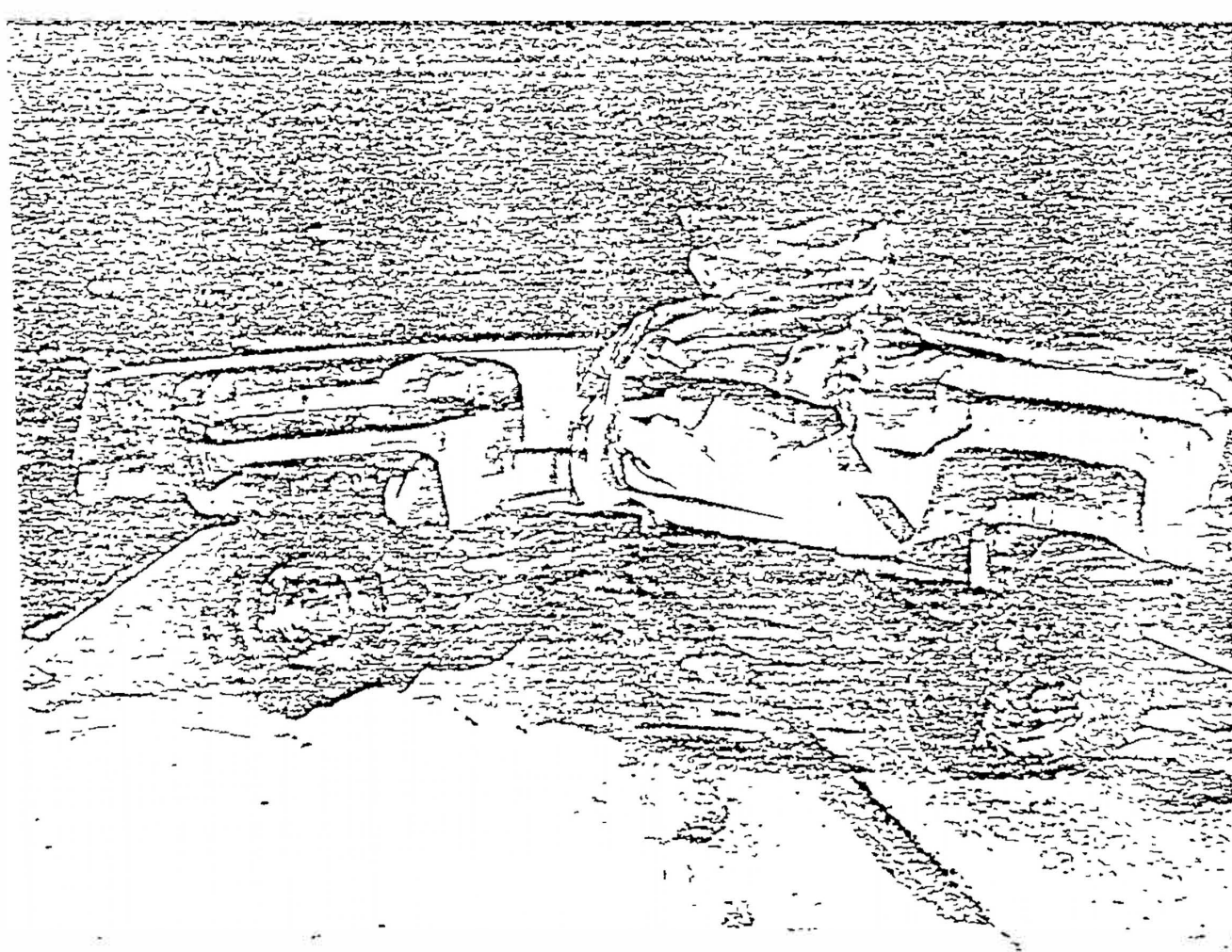
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Handwritten notes in a rectangular box, likely a caption or description of the vehicle above. The text is illegible due to the high contrast and grain of the image.



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Franklin  
County

3/21/75

Honorable Steve Payne  
Sir,

On Dec 17-1984 Sixth Representative  
Jack Tolson sent to you a copy of  
the bill that I sponsored and was  
passed by both the House and Senate  
of the Florida Silver Haired Legislature.

This bill has been given great  
consideration by the office of the Governor,  
the Lt Governor and the Department  
of Highway Safety and Motor Vehicles also  
the office of Paul Hunter Insurance  
Commissioner -

Enclosed find a copy of the bill,  
I would like to know if the bill has  
gone to your committee also if a  
number of the Legislature has become  
a sponsor of this bill -

I would be available to offer  
help if I can render -

SECTION 4. The legislatures shall adopt rules and  
penalties necessary to administer this Act.

Note: This Bill has passed in both the House and Senate of  
Florida Silver Haired Legislature.

S.B. 33  
H.B. 33

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Franklin  
County

This bill is of great concern  
in local and highway safety, and I  
feel that this legislation is in  
the best interest for all the citizens  
of the great State of Florida

Sincerely  
Robert P. Franklin  
Silver Haired Legislature  
Broward County - Florida

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The Franklins  
462 Laurel Dr #2005  
Margate, FL 33063

Section 4. The legislatures shall adopt rules and  
penalties necessary to administer this Act.

Note: This Bill has passed in both the House and Senate of  
Florida Silver Haired Legislature.

S.B. 33  
H.B. 33



A BILL TO BE ENTITLED

An Act relating to motor vehicles and traffic safety.

WHEREAS, The motor vehicle code of the State of Florida has no regulations over custom built trucks or vans, which have been modified from their original bumper heights.

WHEREAS, The traffic safety code of the State of Florida has no regulations over custom built trucks or vans which have been modified from their original headlight heights.

WHEREAS, The motor vehicle code of the State of Florida, does not require mud guards on any vehicle using the roads or Highways in the State of Florida.

WHEREAS, This type of motor vehicle creates a safety hazard.

BE IT ENACTED BY THE FLORIDA SILVER HAired LEGISLATURE:

Section 1. All custom built trucks and vans which have 34 inches distance between the roadway and the lowest part of the manufactured body of said vehicle, have attached to the rear of said vehicle, mud guards which are so placed as to protect drivers or passengers in other vehicles from mud, stones or water spray.

Section 2. All motor vehicles that have moved the bumper height more than 4 inches from the original manufactured bumper height, may not be operated on any road or Highway in the State of Florida.

Section 3. Prohibit the operation of all motor vehicles on the roadways of the State of Florida, that have altered the headlights in any way so as to be a safety hazard to drivers of other vehicles.

Section 4. The legislatures shall adopt rules and penalties necessary to administer this Act.

Note: This Bill has passed in both the House and Senate of Florida Silver Haired Legislature.

S.B. 33  
H.B. 33

124 Redwood Lane  
Weymouth, N.J.  
August 23, 1954

Chairman of House Transportation Committee  
House of Representatives Building  
Tallahassee, Florida

Dear Sir:

In April, 1954, my grand-nephew, Todd Thurston, was killed in an accident with a modified, modified vehicle, which had two forty inch wheels and a bumper so high it came through the door of cars and hit them. The driver of this vehicle crashed rather than trying to avoid it because of the danger of turning over. In some, times one of these vehicles is used in, there is a danger of injury or death of which an immediate action is needed.

Maybe some changes in transportation laws are contemplated to help them in numbers, maintenance and safety. The volume of public roads and bridges their attention to maintenance or some other action is taken their interest contribution can be of some use.

Very truly yours  
Thomas J. Spence

SUBCOMMITTEE REPORT/INFORMATION RECORD

House of Representatives

File with Parent Committee

To Chairman, Committee on Transportation :

Subcommittee on Highway Safety & Motor Vehicles

Date of meeting April 23, 1985

Time 3:30 - 5:30 PM

Place Rm. 214, Capitol

Bill No. HB 633

FINAL ACTION:  FAVORABLE  
 FAVORABLE WITH 3 AMENDMENTS  
 FAVORABLE WITH SUBSTITUTE  
 UNFAVORABLE

VOTE:

19 1458

YEA	MEMBER	NAY	YEA	MEMBER	NAY
X	Rep. Martin				
X	Rep. Morse				
X	Rep. Selph				
	Rep. Silver				
X	Rep. Simone				
X	Rep. Johnson, Chr.				

Total Yeas 5

Total Nays 0

*Robert J. Johnson*  
 Subcommittee Chairman

SUBCOMMITTEE APPEARANCE RECORD

The following persons (other than legislators) appeared before the subcommittee during consideration of this bill:

<u>Name</u>	<u>Representing</u>	<u>Address</u>
Major Joe Henderson	Fla Highway Patrol	Tallahassee

(If additional persons, enter on reverse side and check here )

NOTE: Please indicate by an "x" any State employee appearing at the request of Subcommittee Chairman

Received by Parent Committee.

Date \_\_\_\_\_

Received by \_\_\_\_\_