

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-0890/1dn
PEN:cmh:ijs

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Carson Frazier:

Do you want to make the provisions of s. 218.01 (2d), damages to delivered vehicles, inapplicable to certain low-speed vehicles. See s. 218.01 (2d) (c), which exempts certain motorcycles from those provisions.

Unless Trans. 138.03 (1) (a) 2., Wis. Adm. Code, is amended to include low-speed vehicles, dealers of exclusively low-speed vehicles will have to meet the same requirements as dealers of automobiles. Ok?

Under this bill, low-speed vehicles are "Class D" vehicles. See s. 343.04 (1) (d). This classification might allow an applicant for a regular license to take a driving skills test in a low-speed vehicle. See ss. 343.14 (2) (h), 343.16 (1) (a) and 343.01 (2) (f), which refer also to "group" and "type" of vehicle. Also, I do not know whether this classification offends the federal classification scheme. Ok?

Low-speed vehicles may be operated by any person holding a regular instruction permit. See 343.07 (1). Ok?

Check the treatment of ss. 347.02 (8) and 341.067. Those sections allow low-speed vehicles to be registered as specially designed vehicles, if they meet the equipment requirements of either s. 347.02 (6) or (8). Because low-speed vehicles might have unique equipment requirements, I didn't know whether relying solely on the equipment standards established under s. 347.02 (6) for specially designed vehicles would be sufficient.

DOT's summary entitled "State Policy and Statutory Recommendations on Low Speed Vehicles" dated September, 1998, suggests a change to ch. 347 is necessary so that this state's windshield and safety belt standards apply to low-speed vehicles. Proposed s. 347.02 (8) makes these and other state equipment standards applicable to low-speed vehicles, unless DOT changes the equipment standards by rule. Does proposed s. 347.02 (8) meet DOT's needs?

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