

**2001 DRAFTING REQUEST**

**Bill**

Received: **09/12/2000**

Received By: **nilsepe**

Wanted: **As time permits**

Identical to LRB:

For: **Michael Powers (608) 266-1192**

By/Representing: **Vince Williams**

This file may be shown to any legislator: **NO**

Drafter: **nilsepe**

May Contact:

Alt. Drafters:

Subject: **Transportation - motor vehicles**

Extra Copies: **PJH**

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**Pre Topic:**

No specific pre topic given

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**Topic:**

Blue-dot taillights on motorcycles

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**Instructions:**

See Attached

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**Drafting History:**

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	nilsepe 09/12/2000	gilfokm 09/28/2000		_____			State
/1			martykr 09/29/2000	_____	lrb_docadmin 09/29/2000	lrb_docadmin 11/16/2000	

FE Sent For:

**<END>**

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Instructions:

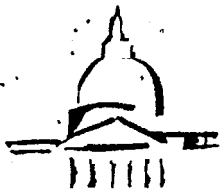
See Attached

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1?	nilsepe	1-9/28 kmg	km 9/29	JZD 9/29 km 9/29			

FE Sent For:

<END>



WISCONSIN STATE REPRESENTATIVE

**MIKE POWERS**

80TH ASSEMBLY DISTRICT

July 28, 2000

Paul E. Nilsen, Attorney  
Legislative Reference Bureau  
100 N. Hamilton St, 5<sup>th</sup> Floor  
Madison, WI 53703

Dear Paul,

Representative Powers would like to request a draft that would allow for Blue-Dot taillights to be an optional piece of equipment allowed on motorcycles in the state of Wisconsin.

Enclosed with this letter is a copy of the statute from the State of Minnesota, which permits the use of blue-dots on motorcycles in that state. Also included are references to other proposals in Minnesota and Oregon.

When we spoke the other day, you were going to look into the federal regulations regarding this matter. If there are problems with federal law or you have additional question regarding our drafting request, please call me at 266-1192.

Sincerely,

Vince Williams  
Research Assistant  
Representative Powers' Office

Table of contents for Chapter 169

**169.64 Prohibited lights; exceptions.**

Subdivision 1. **Bright light.** Any lighted lamp or illuminating device upon a motor vehicle, other than a head lamp, a spot lamp, or an auxiliary driving lamp, which projects a beam of light of an intensity greater than 300-candle power, shall be so directed that no part of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than 75 feet from the vehicle.

Subd. 2. **Colored light.** Unless otherwise authorized by the commissioner of public safety, no vehicle shall be equipped, nor shall any person drive or move any vehicle or equipment upon any highway with any lamp or device displaying a red light or any colored light other than those required or permitted in this chapter.

Subd. 3. **Flashing lights.** Flashing lights are prohibited, except on an authorized emergency vehicle, school bus, bicycle as provided in section 169.222, subdivision 6, road maintenance equipment, tow truck or towing vehicle, service vehicle, farm tractors, self-propelled farm equipment, rural mail carrier vehicle, or on any vehicle as a means of indicating a right or left turn, or the presence of a vehicular traffic hazard requiring unusual care in approaching, overtaking or passing. All flashing warning lights shall be of the type authorized by section 169.59, subdivision 4, unless otherwise permitted or required in this chapter.

Subd. 4. **Blue light.** (a) Except as provided in paragraphs (b) and (c), blue lights are prohibited on all vehicles except road maintenance equipment and snow removal equipment operated by or under contract to the state or a political subdivision thereof.

(b) Authorized emergency vehicles may display flashing blue lights to the rear of the vehicle as a warning signal in combination with other lights permitted or required by this chapter.

(c) A motorcycle may display a blue light of up to one inch diameter as part of the motorcycle's rear brake light.

Subd. 5. **Flashing light on tow truck.** A tow truck or towing vehicle must be equipped with flashing or intermittent red and amber lights of a type approved by the commissioner of public safety. The lights must be placed on the dome of the vehicle at the highest practicable point visible from a distance of 500 feet. The flashing red light must be displayed only when the tow truck or towing vehicle is engaged in emergency service on or near the traveled portion of a highway. The flashing amber light may be displayed when the tow truck or towing vehicle is moving a disabled vehicle.

Subd. 6. **Flashing amber light.** (a) Any service vehicle may be equipped with a flashing amber lamp of a type approved by the commissioner of public safety.

(b) A service vehicle shall not display the lighted lamp authorized under paragraph (a) when traveling upon the highway or at any other time except at the scene of a disabled vehicle or while engaged in snow removal or road maintenance.

(c) A self-propelled implement of husbandry may display the

lighted lamp authorized under paragraph (a) at any time.

Subd. 7. Repealed, 1991 c 277 s 18

Subd. 8. **Strobe lamp.** (a) Notwithstanding sections 169.55, subdivision 1, 169.57, subdivision 3, clause (b), or any other law to the contrary, a vehicle may be equipped with a 360-degree flashing strobe lamp that emits a white light with a flash rate of 60 to 120 flashes a minute, and the lamp may be used as provided in this subdivision, if the vehicle is:

(1) a school bus that is subject to and complies with the equipment requirements of sections 169.441, subdivision 1, and 169.442, subdivision 1, or a Head Start bus that is not a type III bus as defined in section 169.01, subdivision 6. The lamp shall be permanently mounted on the longitudinal center line of the bus roof not less than two feet nor more than seven feet forward of the rear roof edge. It shall operate from a separate switch containing an indicator lamp to show when the strobe lamp is in use. The strobe lamp may be lighted only when atmospheric conditions or terrain restrict the visibility of school bus lamps and signals or Head Start bus lamps and signals so as to require use of the bright strobe lamp to alert motorists to the presence of the school bus or Head Start bus. A strobe lamp may not be lighted unless the school bus or Head Start bus is actually being used as a school bus or Head Start bus; or

(2) a road maintenance vehicle owned or under contract to the department of transportation or a road authority of a county, home rule or statutory city, or town, but the strobe lamp may only be operated while the vehicle is actually engaged in snow removal during daylight hours.

(b) Notwithstanding sections 169.55, subdivision 1; 169.57, subdivision 3, clause (b), or any other law to the contrary, a vehicle may be equipped with a 360-degree flashing strobe lamp that emits an amber light with a flash rate of 60 to 120 flashes a minute, and the lamp may be used as provided in this subdivision, if the vehicle is a rural mail carrier vehicle, provided that the strobe lamp is mounted at the highest practicable point on the vehicle. The strobe lamp may only be operated while the vehicle is actually engaged during daylight hours in the delivery of mail to residents on a rural mail route.

(c) A strobe lamp authorized by this section shall be of a double flash type certified to the commissioner of public safety by the manufacturer as being weatherproof and having a minimum effective light output of 200 candelas as measured by the Blondel-Rey formula.

Subd. 9. **Warning lamp on vehicles collecting solid waste.** A vehicle used to collect solid waste may be equipped with a single amber gaseous discharge warning lamp that meets the Society of Automotive Engineers standard J 1318, Class 2. The lamp may be operated only when the collection vehicle is in the process of collecting solid waste and is either:

(1) stopped at an establishment where solid waste is to be collected; or

(2) traveling at a speed that is at least ten miles per hour below the posted speed limit and moving between establishments where solid waste is to be collected.

Subd. 10. **Cover for lamp or reflector.** (a) Except as provided in paragraph (b), it is prohibited for any person to:

(1) equip a motor vehicle with any equipment or material that covers a head lamp, tail lamp, or reflector; or

(2) operate a motor vehicle fitted with or otherwise having equipment or material that covers a head lamp, tail lamp, or

reflector.

(b) Paragraph (a) does not apply to:

(1) any manufacturer's original equipment or material;

(2) any equipment or material that is clear and colorless;

or

(3) the covering for auxiliary lights required under section 169.56.

HIST: (2720-250) 1937 c 464 s 100; 1947 c 428 s 29; 1949 c 90 s 3; 1953 c 103 s 1; 1959 c 521 s 10; 1971 c 53 s 1; 1971 c 491 s 19,20; 1976 c 104 s 2,3; 1981 c 191 s 5; 1991 c 112 s 3,5; 1991 c 339 s 7; 1992 c 464 art 2 s 1; 1993 c 187 s 9; 1993 c 281 s 6; 1993 c 326 art 4 s 3; 1994 c 478 s 2,3; 1994 c 603 s 13; 1994 c 635 art 1 s 13; 1994 c 647 art 12 s 28; 1995 c 120 s 1; 1999 c 35 s 1

*Copyright 1999 by the Office of Revisor of Statutes, State of Minnesota.*

REVENUE: No revenue impact

FISCAL: No fiscal impact

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Action: Do Pass as Amended and be Printed Engrossed

Vote: 5 - 0 - 0

Yeas: Bryant, Derfler, Leonard, Trow, Miller

Nays: -

Exc.: -

Prepared By: Jan Nordlund, Administrator  
Jim Stenbridge, Policy Analyst

Meeting Dates: 6/3

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**WHAT THE BILL DOES:** Authorizes use of a one-inch-diameter blue or purple insert in a taillight assembly on vehicles manufactured before 1959.

**ISSUES DISCUSSED:**

- "Blue dot" light accessories' legal status in the states of Washington and Idaho
- Blue light inserts in red result in a purple appearance
- The length of time blue taillight inserts have been associated with hot rods
- White lights used in "wig-wag" fashion on police vehicles
- Use of blue lights by police and fire vehicles in other states
- Confusion that may result from multiple vehicles using blue lights
- Visibility of various colors and combinations of lights

**EFFECT OF COMMITTEE AMENDMENTS:**

- Authorize police vehicles to use white lights
- Authorize fire vehicles to use same color lights as police vehicles

**BACKGROUND:** Under current law, when lighted, all taillights must emit a red light and be plainly visible from a distance of 500 feet. HB 2598-B would allow a blue or purple insert of an inch or less diameter within a red taillight if the vehicle was manufactured prior to 1959.

The bill was introduced at the request of the Multnomah Hot Rod Council and other auto clubs, who report that blue or purple inserts have been used in hot rod taillights since the 1930s.

Police vehicles currently have statutory authorization to use blue lights, but not white. The opposite is true for fire vehicles, which are authorized to use white, but not blue. HB 2598-B would allow both police and fire vehicles to use the same colors of lights, including both blue and white.

*This summary has not been adopted or officially endorsed by action of the committee.*



NOTE: Matter within { + braces and plus signs + } in an amended section is new. Matter within { - braces and minus signs - } is existing law to be omitted. New sections are within { + braces and plus signs + } .

LC 2204

House Bill 2598

Sponsored by Representative FAHEY (at the request of Oregon Council of Vehicle Associations, Multnomah Hot Rod Council, Salem Auto Club Council)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Authorizes use of blue or purple taillights on some vehicles.

A BILL FOR AN ACT

Relating to motor vehicle lights; amending ORS 816.080.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 816.080 is amended to read:

816.080. { - Each of the following is a requirement for taillights as described: - }

(1) Taillights shall be mounted on the rear of a vehicle.

(2) { + Except as otherwise provided in this section, + } when lighted, taillights shall emit a red light.

(3) When lighted, taillights shall emit a light plainly visible from a distance of 500 feet to the rear.

(4) Taillights may be constructed so as to include registration plate lights.

(5) Taillights shall be wired so as to be lighted whenever the headlights or auxiliary lights are lighted.

(6) Taillights that are required under ORS 816.320 and 816.330 must be mounted, adjusted and aimed in accordance with the instructions of the Department of Transportation.

(7) Taillights that are required under ORS 816.320 and 816.330 and any part for such light that tends to change the original design or performance must be of a type that has been approved by the department under ORS 816.010.

{ + (8) On a motor vehicle that is 40 or more years old, the taillight may contain a blue or purple insert of not more than one inch in diameter. + }

-----

## LEGISLATIVE ALERT

### Blue Dot Taillight Bills in Minnesota

Two identical bills (H.B. 3053, S.B. 2508) have been introduced in the Minnesota legislature that would allow collector vehicles to display a blue light of up to one inch diameter as part of the vehicle\*s rear brake light. H.B. 3053 has already received a favorable hearing in the House Transportation Policy Committee and is being endorsed by the Minnesota Street Rod Association (MSRA).

### We Urge You to Contact Your State Legislators in Support of This Bill:

- H.B. 3053/S.B. 2508 recognize that blue dot taillights have no detrimental impact on safety.
- H.B. 3053/S.B. 2508 give street rodders the same rights already enjoyed by motorcycle enthusiasts throughout Minnesota.
- H.B. 3053/S.B. 2508 enable enthusiasts to modify their vehicles to recall -in fine detail - the glory days of the street rod era in America.

Contact your state legislators to support this legislation. These bills strive to benefit vehicle enthusiasts and collectors in Minnesota. If you need assistance in determining who your legislators are, please contact the Minnesota Legislature's General Information line: 651/296-2146.

This information can also be obtained by calling the SEMA Washington, D.C. office at 202/783-6007 or you can access this information via the internet

2000 Legislature

King  
01-0268/1

Due → Th 10/5

d-note

Gen. Act.

1 AN ACT to amend 347.14 (2) and 347.25 (4) of the statutes; relating to:  
2 motorcycle stop lamps.

**Analysis by the Legislative Reference Bureau**

Under current law, no person may operate a motor vehicle displaying any color of light other than red on the rear of the vehicle unless the use of a different color is specifically permitted by statute. No person may operate a motor vehicle upon a highway unless the vehicle is equipped with a brake light that is activated by application of the brake and that emits a plainly visible red or amber light.

This bill allows the use of a blue light on the brake light of a motorcycle if the blue light is centrally located on the red or amber brake light and comprises less than 10% of the surface area of the brake light.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

**The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:**

SECTION 1. 347.14 (2) of the statutes is amended to read:

347.14 (2) A stop lamp shall be so constructed as to be actuated upon application of the service or foot brake or separate trailer brake and shall emit a red or amber light. The stop lamp for a motorcycle may emit, in addition to red or amber light, a blue light that is located in the center of the lamp and that comprises less than 10% of the surface area of the lamp. A stop lamp under this subsection shall be

W/ Folio  
[Signature]

1 plainly visible and understandable from all distances up to 300 feet to the rear during  
2 normal sunlight when viewed from the driver's seat of the vehicle following.

3 SECTION 2. 347.25 (4) of the statutes is amended to read:

4 347.25 (4) ~~No~~ Except as provided in s. 347.14 (2), no vehicle may be equipped  
5 with or display any blue colored light or lamp unless the vehicle is used in police work  
6 authorized by the state or a political subdivision of the state or is used by a fire  
7 department as authorized under sub. (1s).

8 (END)

1  
2  
3  
4  
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6  
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8  
KOWE  
KOWE

DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU

LRB-0268/1dn

PEN.....

Kmg

September 12, 2000

d-note  
insert  
from 95-4230/1dn  
"KC"

Minnesota allows motorcycles, or motor vehicles registered as "collector vehicles", to display a blue light up to one inch in diameter as part of the rear brake light [Minn. Stat. 169.64 (2000), as affected by 2000 Minn. Chapter Law 293]. No other state bordering Wisconsin appears to allow the use of blue in motorcycle taillights [See, Ill. Rev. Stat., Ch. 95 1/2, para. 12-208 (1995); Ind. Code Ann. 9-19-6-17 (1994); Mich. Stat. Ann. 9.2397 (2) (1993); Minn. Stat. 169.57 (1994)]. A person operating a motorcycle registered in Wisconsin and lawfully equipped with blue stop lamps that was travelling through a bordering state (other than Minnesota) might be ticketed for violating that state's equipment standards. Illinois requires red or amber taillights and brake lights, but allows 'antique' vehicles to be equipped with brake lights of a type originally installed by the manufacturer as original equipment, but only "during times when lighted lamps are not required" [625 ILCS 5/12-208 (2000)]. Michigan exempts motor vehicles registered as "historic vehicles" (more than 25 years old and not used for general transportation) if the original lighting equipment installed by the manufacturer included a color other than red or amber [MCL 257.697 (d) (1999)].

Washington allows the taillight on any vehicle 40 or more years old to bear a blue or purple insert of not more than one inch in diameter [Wash. Rev. Code 46.37.100 (1994)]. Montana allows blue taillights on any motor vehicle manufactured before 1960 [Mont. Code Anno. 61-9-204 (1999)]; Oregon allows brake lights or turn signals on vehicles manufactured before 1959 to contain a blue or purple insert, not more than one inch in diameter, if the brake light or turn signal is combined with the taillight in a the taillight assembly [Or. Rev. Stats. 816.080, 816.100, 816.120 (1999)]. I found no reported cases involving this Washington law or these type of lights. Every other state appears to restrict lights displayed on the rear of a vehicle to red, amber or yellow.

Paul E. Nilsen  
Legislative Attorney  
Phone: (608) 261-6926

DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU

LRB 4230/1dn  
PEN: ~~AKG~~sh

Saturday, September 23, 1995

-0268/1dn  
Inlet

Insert "Kc"

or imposes a "higher performance requirement than that required by the otherwise applicable [federal] standards"

1999

~~Q~~ Federal law preempts the manufacture and sale of motorcycle stop lamps containing the color blue. Current federal motor vehicle safety standards require the use of one red tail lamp and one red stop lamp on a motorcycle [49 CFR 571.108, Table III, rev. October 1, ~~1994~~]. When a federal motor vehicle safety standard is in effect, a state may prescribe a standard applicable to the same aspect of performance (e.g., color) of motor vehicle equipment "only if the standard is identical to the standard prescribed" under federal law [49 USC 30103 (b)]. Federal law prohibits the manufacturing, selling and importing of motor vehicle equipment that does not comply with applicable federal standards [49 USC 30112]. Noncomplying equipment may be exempted from the standards upon application by the manufacturer [49 USC ~~30112~~]. A person who manufactures, sells, or imports noncomplying vehicle equipment may be required to forfeit \$1,000 for each violation, up to a maximum of \$800,000 [49 USC 30165 (a)]. Each item of noncomplying equipment constitutes a separate offense. I found no provision in federal law allowing the use of blue in a stop lamp.

nonexempt

Wisconsin law currently reserves blue lamps for use only on police vehicles as warning lights and on vehicles used by a fire department as a command post at the site of an emergency [s. 347.25 (1s) and (4), stats.]. Current Wisconsin law also prohibits the use of flashing blue lights within 100 feet of a highway if passing motorists would believe the light was a warning light of a police vehicle [s. 346.94 (14), stats.].

30114  
30114

(2000)

(1999)

~~None~~ of the states bordering Wisconsin appear to allow the use of blue in stop lamps [See, Ill. Rev. Stat., Ch. 195 1/2, para. 12-208 (1995); Ind. Code Ann. 9-19-6-17 (1995); Mich. Stat. Ann. 9.2397 (1996); Minn. Stat. 169.50 (1994)]. A person operating a motorcycle registered in Wisconsin and lawfully equipped with blue stop lamps that was travelling through a bordering state might be ~~penalized~~ for violating that state's equipment standards. I surveyed all states' statutes pertaining to stop lamps and found only one state that allows the use of blue in stop lamps. Washington allows the taillight on any vehicle 40 or more years old to bear a blue or purple insert of not more than one inch in diameter [Wash. Rev. Code 46.37.100 (1994)]. I found no reported cases involving this Washington law or these type of lights. Every other state appears to restrict lights displayed on the rear of a vehicle to red, amber or yellow.

7-16-95

Do you want this draft to apply to motorcycles or mopeds?  
Please review this draft carefully to ensure that it complies with your intent.

Paul E. Nilsen  
Legislative Attorney  
261-6926

[See, for example, Hawaii's statute, HRS § 291-21.5 (2000)].

if the exemption is necessary for research, investigations, demonstrations, training, competitive racing events, show, or display

(end insert)

**DRAFTER'S NOTE**  
**FROM THE**  
**LEGISLATIVE REFERENCE BUREAU**

LRB-0268/1dn  
PEN:kmg:km

September 29, 2000

Federal law preempts the manufacture and sale of motorcycle stop lamps containing the color blue. Current federal motor vehicle safety standards require the use of one red tail lamp and one red stop lamp on a motorcycle [49 CFR 571.108, Table III, rev. October 1, 1999]. When a federal motor vehicle safety standard is in effect, a state may prescribe a standard applicable to the same aspect of performance (e.g., color) of motor vehicle equipment "only if the standard is identical to the standard prescribed" under federal law or imposes a "higher performance requirement than that required by the otherwise applicable [federal] standards" [49 USC 30103 (b)]. Federal law prohibits the manufacturing, selling, and importing of motor vehicle equipment that does not comply with applicable federal standards [49 USC 30112]. Noncomplying equipment may be exempted from the standards upon application by the manufacturer, if the exemption is "necessary for research, investigations, demonstrations, training, competitive racing events, show, or display" [49 USC 30114]. A person who manufactures, sells, or imports noncomplying, nonexempt vehicle equipment may be required to forfeit \$1,000 for each violation, up to a maximum of \$800,000 [49 USC 30165 (a)]. Each item of noncomplying equipment constitutes a separate offense. I found no provision in federal law allowing the use of blue in a stop lamp.

Wisconsin law currently reserves blue lamps for use only on police vehicles as warning lights and on vehicles used by a fire department as a command post at the site of an emergency [s. 347.25 (1s) and (4), stats.]. Current Wisconsin law also prohibits the use of flashing blue lights within 100 feet of a highway if passing motorists would believe the light was a warning light of a police vehicle [s. 346.94 (14), stats.].

Minnesota allows motorcycles, or motor vehicles registered as "collector vehicles", to display a blue light up to one inch in diameter as part of the rear brake light [Minn. Stat. 169.64 (2000), as affected by 2000 Minn. Chapter Law 293]. No other state bordering Wisconsin appears to allow the use of blue in motorcycle taillights [See, Ill. Rev. Stat., Ch. 95 1/2, para. 12-208 (1995); Ind. Code Ann. 9-19-6-17 (1994); Mich. Stat. Ann. 9.2397 (2) (1993); Minn. Stat. 169.57 (1994).]. A person operating a motorcycle registered in Wisconsin and lawfully equipped with blue stop lamps that was traveling through a bordering state (other than Minnesota) might be ticketed for violating that state's equipment standards. Illinois requires red or amber taillights and brake lights, but allows 'antique' vehicles to be equipped with brake lights of a type originally installed by the manufacturer as original equipment, but only "during times when lighted lamps are not required" [625 ILCS 5/12-208 (2000)]. Michigan exempts

motor vehicles registered as "historic vehicles" (more than 25 years old and not used for general transportation) if the original lighting equipment installed by the manufacturer included a color other than red or amber [MCL 257.697 (d) (1999)].

Washington allows the taillight on any vehicle 40 or more years old to bear a blue or purple insert of not more than one inch in diameter [Wash. Rev. Code 46.37.100 (1994)]. Montana allows blue taillights on any motor vehicle manufactured before 1960 [Mont. Code Anno. 61-9-204 (1999)]; Oregon allows brake lights or turn signals on vehicles manufactured before 1959 to contain a blue or purple insert, not more than one inch in diameter, if the brake light or turn signal is combined with the taillight in a the taillight assembly [Or. Rev. Stats. 816.080, 816.100, 816.120 (1999)]. I found no reported cases involving this Washington law or these type of lights. Every other state appears to restrict lights displayed on the rear of a vehicle to red, amber or yellow.

Paul E. Nilsen  
Legislative Attorney  
Phone: (608) 261-6926





# State of Wisconsin

## LEGISLATIVE REFERENCE BUREAU

100 NORTH HAMILTON STREET  
5TH FLOOR  
MADISON, WI 53701-2037

STEPHEN R. MILLER  
CHIEF

LEGAL SECTION: (608) 266-3561  
LEGAL FAX: (608) 264-6948

September 29, 2000

### MEMORANDUM

To: Representative Powers

From: Paul E. Nilsen, Legislative Attorney

Re: LRB-0268 Blue-dot taillights on motorcycles

The attached draft was prepared at your request. Please review it carefully to ensure that it is accurate and satisfies your intent. If it does and you would like it jacketed for introduction, please indicate below for which house you would like the draft jacketed and return this memorandum to our office. If you have any questions about jacketing, please call our program assistants at 266-3561. Please allow one day for jacketing.

JACKET FOR ASSEMBLY     JACKET FOR SENATE

If you have any questions concerning the attached draft, or would like to have it redrafted, please contact me at (608) 261-6926 or at the address indicated at the top of this memorandum.

If the last paragraph of the analysis states that a fiscal estimate will be prepared, the LRB will request that it be prepared after the draft is introduced. You may obtain a fiscal estimate on the attached draft before it is introduced by calling our program assistants at 266-3561. Please note that if you have previously requested that a fiscal estimate be prepared on an earlier version of this draft, you will need to call our program assistants in order to obtain a fiscal estimate on this version before it is introduced.

Please call our program assistants at 266-3561 if you have any questions regarding this memorandum.



# State of Wisconsin

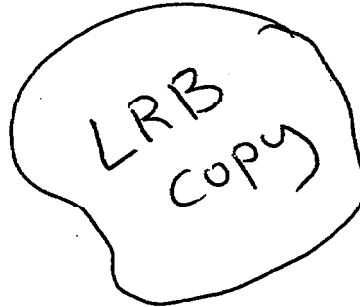
## LEGISLATIVE REFERENCE BUREAU

100 NORTH HAMILTON STREET  
P. O. BOX 2037  
MADISON, WI 53701-2037

LEGAL SECTION: (608) 266-3561  
REFERENCE SECTION: (608) 266-0341  
FAX: (608) 266-5648

STEPHEN R. MILLER  
CHIEF

February 27, 2001



### MEMORANDUM

**To:** Representative Powers

**From:** Timothy N. Fast, Sr. Legislative Attorney, (608) 266-9739

**Subject:** Technical Memorandum to **2001 AB-102** (LRB 01-0268/1)

---

We received the attached technical memorandum relating to your bill. This copy is for your information and your file. If you wish to discuss this memorandum or the necessity of revising your bill or preparing an amendment, please contact me.

## **2001 Assembly Bill 102**

### **Technical Memo**

Bill: 2001 AB 102

Date: February 20, 2001

Subject: Use of a blue dot on the brake light of motorcycle if it comprises of less than 10 percent of the total brake light surface area

There is some confusion on the wording of AB 102. The bill states "the stop lamp for a motorcycle may emit, in addition to red or amber light, a blue light that is located in the center of the lamp and that comprises less than 10% of the surface area of the lamp". It is therefore unclear if the blue dot is proposed to be placed in the center of the red light only, or if the blue dot may also be placed in the center of the amber light. A red light on the rear represents stopping while an amber light on the rear represents a turn signal. In addition, the wording in the bill is inconsistent to the Analysis by the Legislative Reference Bureau. This analysis states that the blue light is allowed if it is "centrally located on the red or amber brake light".

From discussion since 1995 on this issue, we believe the intent of the bill was to allow the blue dot on the red light only and not allowed on the rear amber light.