

TRANSPORTATION—MOTOR VEHICLES

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(i) The vehicle is a motor driven cycle and the front suspension system has been modified with an illegal rake or trail.

History: Cr. Register, March, 1974, No. 219, eff. 4-1-74; am. Register, January, 1976, No. 241, eff. 2-1-76; am. (1), Register, August, 1978, No. 272, eff. 9-1-78.

**Subchapter II
TIRES, WHEELS AND RIMS**

MVD 5.14 Tire, wheel and rim. (1) The tires, wheels and rims on every motor vehicle, trailer, semi-trailer, and mobile home shall be maintained in proper condition and in conformity with this section. Every tire shall have no less than $2/32$ inch tread depth. The depth shall be measured at 2 points no less than 15 inches apart in any major tread groove at or near the center of the tire. All tires on vehicles with an empty weight of less than 6000 pounds shall be of such size so as not to protrude, by more than 2 inches, beyond the manufacturer's original body or fender line at the highest point of the tire. This will permit the fenders to be extended 2 inches to cover the tire tread. All tires shall be adequately covered to comply with s. MVD 5.63 of this code. Any combination of suspension change or tire or wheel size change shall raise or lower the vehicle except motor driven cycles no more than 2 inches from that specified by the manufacturer when measured from the level surface upon which the vehicle stands. It shall be unlawful for any vehicle to be operated on a highway if:

(a) The tire has been repaired by use of a blow-out patch or boot.

(b) There are tread cuts or snags in excess of one inch in any direction as measured on the tire which are deep enough to expose or damage the body cords or there is a bump, bulge, knot, sidewall separation or failure or partial failure of the tire structure.

(c) The tire has been stamped or marked "For off highway use," "For farm use only," "Not for street use," "For racing only," or which is stamped or marked in any other manner so as to indicate that such tire is not to be operated on a highway.

(d) The tire is worn to the point where part of the ply or cord construction is exposed or there is less than $2/32$ inch tread depth measured at 2 points no less than 15 inches apart in any major tread groove at or near the center of the tire.

(e) The tire has been regrooved or recut and is being used on a passenger car or motor driven cycle, except tires that are specifically designed for commercial vehicles and manufactured in such a manner that regrooving or recutting is an acceptable and safe practice. See s. 347.45 (4), Stats. regarding tire equipment.

(f) The studded tires are on the vehicle during the period when use is prohibited.

(g) The wheels or rims are damaged so that continued use may be hazardous.

(h) The vehicle has loose or missing wheel nuts, lugs or bolts.

(i) The vehicle's empty weight is less than 6000 pounds and is equipped with tire(s) of such size that it protrudes by more than 2 inches beyond the manufacturer's original body or fender line at the highest point of the tire or any combination of suspension change or tire

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or wheel size change that shall raise or lower the vehicle except motor driven vehicles more than 2 inches from that specified by the manufacturer when measured from the level surface upon which the vehicle stands.

History: Cr. Register, March, 1974, No. 219, eff. 4-1-74; am. Register, January, 1976, No. 241, eff. 2-1-76; am. (1) (intro.), Register, August, 1978, No. 272, eff. 9-1-78.

Subchapter III BRAKES

MVD 5.22 Brakes. (1) The brake system on every motor vehicle shall be maintained in proper working condition and in conformity with this section except that a motor driven cycle need only have one brake meeting the requirement of s. 347.35 (2) Stats. A homemade vehicle shall have braking ability on every wheel. The vehicle shall have no noticeable side pull when the brakes are applied. Brake pedals shall have no less than 20% of total pedal travel left when fully depressed. The brake systems shall be connected and free of leaks. It shall be unlawful to operate any vehicle upon a highway if:

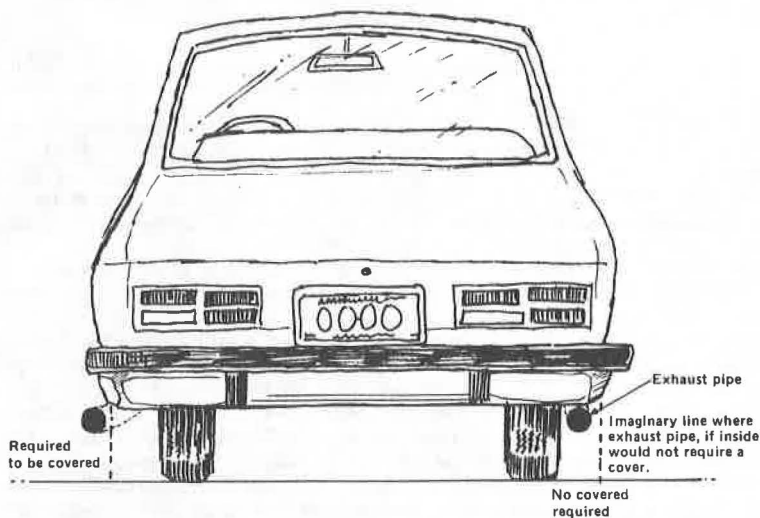
- (a) The vehicle stops with obvious side pull.
- (b) There is insufficient pedal reserve or the pedal fades under pressure.
- (c) The cables are frayed or hoses are abraded.
- (d) There is excessive grease, oil or fluid on the wheel that may have contaminated the braking surface.
- (e) Any portion of the total braking mechanism is disconnected or any portion of the system leaks except that a motor driven cycle need only comply with the requirements of s. 347.35 (2) Stats.
- (f) The parking brake mechanism has no reserve, or fails to hold vehicle under load test, or the mechanism does not release under normal conditions.

History: Cr. Register, March, 1974, No. 219, eff. 4-1-74; am. Register, January, 1976, No. 241, eff. 2-1-76; am. (1) (intro.), Register, August, 1978, No. 272, eff. 9-1-78.

Subchapter IV EXHAUST AND FUEL SYSTEMS

MVD 5.24 Exhaust and fuel systems. (1) The exhaust and fuel systems on every motor vehicle shall be maintained in proper working order and in conformity with this section. All vehicle emission control devices originally installed by the manufacturer or comparable tested replacement devices shall remain installed and in proper working order. Piping used in exhaust systems shall be of the rigid type. Convuluted pipe meets this requirement. Flexible tubing shall not be acceptable for use in the exhaust system except in its use in motor driven cycles, road tractors, truck tractors or trucks over 10,000 pounds GVW, where the connection is outside the cab line. Every exhaust system, so located as to be hazardous to a person outside the vehicle or to a person entering or leaving a vehicle, shall have a protective shield to prevent such person from being burned or injured. The exhaust system location will be considered hazardous if it extends beyond the body line measured at the door sill or rocker panel for those systems where the exhaust pipes are on the side of the vehicle. A system where the exhaust pipes extend upward along the

side or rear of the body shall have a protective shield. (See Figure 2a.) Every motor driven cycle must have a protective shield only if the exhaust system is above and to the rear of the foot pegs and if such vehicle was originally equipped with a protective shield over the exhaust system or parts thereof. It shall be unlawful for any vehicle to be operated on the highway if:



(a) The muffler or any part of the exhaust system has been repaired by an inadequate patch, is not adequate for discharging fumes or non-rigid type tubing is used except in the case of motor driven cycles, road tractors, truck tractors or trucks over 10,000 pounds GVW where the connection is outside the cab line.

(b) The tail pipe does not extend to the outside body line of the vehicle or manufacturer's standard except that motor trucks or road tractors or truck tractors shall have the exhaust outlet extend to the rear of the vehicle cab.

(c) There is excessive noise, indicating an illegal, worn out or modified muffler.

(d) The exhaust system is modified to pass through the passenger compartment.

(e) The fuel system inspection discloses leakage.

(f) The fuel cap is missing or the fuel tank is not rigidly attached to the vehicle or there is any fuel tank in the passenger compartment other than that installed by the manufacturer or there is a homemade fuel tank in the engine compartment or trunk of the vehicle.

(g) The vehicle emission control system or any part thereof when installed as original equipment or comparable tested replacement devices has been removed or disconnected.

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(h) Any part of the exhaust system is exposed where it is hazardous to a person outside the vehicle and does not have a protective shield or if a motor driven cycle and the exhaust system has no protective shield on that portion of the system above and to the rear of the foot pegs and the motor driven cycle was originally equipped with a protective shield over the exhaust system or parts thereof.

History: Cr. Register, March, 1974, No. 219, eff. 4-1-74; am. Register, January, 1976, No. 241, eff. 2-1-76; am. (1) (intro.) Register, August, 1978, No. 272, eff. 9-1-78.

Subchapter V LIGHTING—ELECTRICAL

MVD 5.26 Headlamps. (1) The headlamp system on every motor vehicle shall be maintained in proper working order and in conformity with this section. Every motor vehicle manufactured commencing with the 1950 models, except motor driven cycles, shall be equipped with either a single headlamp system using two 7 inch (178mm) sealed beam units or a dual headlamp system using two 5¼ inch (146mm) Type I and two 5¼ inch (146mm) Type II sealed beam units or a system using two 4 × 6½ inch (100 × 165mm) Type IA and two 4 × 6½ inch (100 × 165mm) Type IIA or a single headlight system using two 142 × 200mm sealed beam units. The sealed beam units must meet requirements for Sealed Beam Headlamp Units for Motor Vehicles — SAE J571d or SAE J1132 (published in the 1977 SAE Handbook). This standard is obtainable from the Society of Automotive Engineers, 485 Lexington Avenue, New York, N.Y. 10017. This reference is also available in the office of the division of motor vehicles, the revisor of statutes and the secretary of state. Every other motor vehicle equipped with headlamps shall have the same number, type and size of headlamps as originally manufactured or may be equipped as set forth above. Every motor vehicle except motor driven cycles, shall have an equal number of headlamps on each side of the vehicle installed at least 12 inches from the center of the vehicle. Every headlamp shall be properly installed and securely fastened. The headlamp mounting shall be in good condition. No headlamp shall have any type of cover that in any way restricts the amount of light emitted. The headlamp switch, dimmer switch and beam indicator shall be in proper working condition. All wiring and connections shall be in good condition. Every headlamp shall be properly aimed in accordance with s. MVD 5.27. It shall be unlawful for any vehicle to be operated on a highway if:

- (a) Any headlamp does not function .
- (b) The headlamp switch does not function properly.
- (c) Any headlamp is broken or missing.
- (d) Any headlamp is mounted improperly or the headlamp mounting is loose.
- (e) There are inadequate or illegal headlamps.
- (f) The headlamp beam indicator does not function properly.
- (g) The dimmer switch does not function properly.
- (h) The connections or wiring are in poor condition.