

Date: May 6, 1981

Page: ONE

Chairman Price called the meeting of the Assembly Transportation Committee to order at 7:00 p.m. on May 6, 1981, in Room 214 of the Legislative Building.

MEMBERS PRESENT:

Assemblyman Price, Chairman
Assemblyman Beyer
Assemblyman DuBois
Assemblyman Glover
Assemblyman Mello
Assemblyman Prengaman
Assemblyman Schofield

MEMBERS ABSENT:

Assemblyman Polish, Vice Chairman
Assemblyman Westall

GUESTS PRESENT:

See attached Guest List

SB 528, Revises definition of moped.

Fredric W. Harrell, Motorcycle Dealers Association of Nevada, spoke in support of this bill. He stated that this bill was simply a redefinition or an amendment to the definition of what a moped is. It takes nothing away except the moving pedal requirement for mopeds. It would allow fixed foot rests on mopeds. It does not change the horsepower, mph or anything else. They are supporting this bill as a consumer measure because these mopeds are slightly less expensive than the ones with pedals. Pedals are used primarily to start the moped and have no other function according to Mr. Harrell.

Mr. Harrell stated that they would address the issue of safety by stating that if pedals are not in a fixed position, a moped rider going around a curve could possibly let the pedal hit the curb and cause an accident to happen. This bill would allow for more consumer choice and perhaps a better chance in the marketplace.

Mr. Harrell presented the committee with pamphlets of the two types of mopeds, a copy of which is found in the Secretary's minute book but will not be reproduced for all books.

Mr. Glover inquired how the pedalless models are now being sold. Mr. Harrell stated that it would be classified as a motorcycle and could be sold as such, which would require it to be registered, licensed and the driver to wear a helmet.

Mr. Harrell further stated that in conversations with Mr. Bennett of the Department of Motor Vehicles, he has indicated that there are not enough mopeds in Nevada at the present time to require them to be registered, but that at some time in the future, this will be contemplated.

He added that they are also considering looking at the license that allows the rider to operate a moped. Presently it can be operated with a Class 3 or Class 6 license.

Mr. Glover inquired if allowing this would give some dealers a competitive edge over others. Mr. Harrell stated that he did not feel so as the marketplace would take care of itself.

Mr. Prengaman pointed out some information submitted by the Moped Association of America which is attached to these minutes as Exhibit A disputing the safety of removing the pedals and asked for Mr. Harrell's reaction to these comments. Also attached is other information presented by the Association which is attached as Exhibit B and C. Mr. Harrell stated that he would disagree with this and that this bill would not change any requirement as to horsepower, speed, etc. but merely would change the pedal requirement.

Mr. Prengaman stated then that the only advantage would be to allow the sale of more mopeds. Mr. Harrell stated that it would give the consumer more choice. Mr. Harrell stated that in talking with the Department, they feel there should be a stronger test for mopeds, the class 6 license is fine but to allow someone to operate with just a class 3 is not really very good. Four years ago when the definition of moped was being drawn up the legislature realized the difference between moped and motorcycle and that perhaps in the next session there is going to be a move to strengthen the licensing of the individuals.

Mr. DuBois asked what the purpose of the pedals were. Mr. Harrell stated that they were the starting mechanism primarily but that they are also used as a device to get people out of precarious traffic situations, although Mr. Harrell stated that he maintains that it is difficult to pedal a moped very fast no matter what the situation. It would be easier to push it then to pedal it.

Mr. Mello commented that he felt they were a real safety problem in traffic and that if a person were unaccustomed to them they are difficult to handle.

Bart S. Achille, Moped Association of America, spoke in opposition to the bill. He stated that moped prices vary from \$365 to \$1,000 with existing pedal models so the argument of price was not a valid one to be considered. He stated that his association objects to changing this definition for two reasons. The first of these is that the benefit is limited to just two Japanese companies. The second and more important one would be that it would be impossible to differentiate these nonpedal ones from a minibike. At the present time police can readily identify a moped because of the movable pedals.

Mr. Achille stated that the pedals do have a function in that when necessary they give additional power. He cited the situation of getting away from a stop and to get out of the line of traffic.

Mr. Achille stated that the Japanese models are faster but would still be considered mopeds. He presented copies of these type of mopeds. These examples are attached as Exhibit D.

He stated that this bill would benefit only the Japanese group and they already enjoy about 95% of the motorcycle business in this country. This would hurt the small businessman who is in the moped business. These companies do have mopeds that can be sold in this state as mopeds so they would not be put out of the market. He stated that they feel that they are attempting to change the law to suit their low priced products rather than make their product to conform to the existing law.

Mr. Achille stated they have attempted this in many states but have been blocked in every state so far except New Mexico. They were not blocked there because the Association was unaware of its being contemplated and did not appear against it. He stated that the Governor of Arkansas recently vetoed such a bill and stated "the removal would have a negative safety and law enforcement implication."

He concluded that they are not trying to eliminate the Japanese market because they have products that can be sold, but they feel that there is a safety feature with pedals. He stated that he felt the Japanese were trying to use these low priced units as unfair competition against the moped dealers in the United States. He added that the Japanese are selling 40% of the units in the United States under 50 cc.

Mr. Mello suggested that they all be required to be licensed, and Mr. Achille stated that they would not object to that. Mr. Achille added that they would have no objections to having them registered and to having some sort of testing required for the operator within the confines of the law which stated that the moped cannot do more than 30 mph and cannot be more than 50cc and must have the pedals.

Mr. Prengaman inquired if through Mr. Achille's experience was the American public clamoring to get rid of the pedals, to which Mr. Achille replied no. He added that the choice argument was not valid either in that there are \$500 mopeds available all over. Now there are about 29 different makes available.

Mr. DuBois inquired about the 30 mph speed limit. Mr. Achille stated that by design a moped will not go higher than 30 mph with a 150 lb. rider in a period of a mile and a quarter. This varies by size of rider, but the moped is not supposed to go beyond 30 mph.

AB 426, Requires flashing red lights on top of vehicles of Nevada Highway Patrol.

Assemblyman Price, sponsor of the bill, gave a brief background on the bill. He stated that it was brought to his attention that the Highway Patrol was systematically removing the red lights from the top of the patrol cars. He stated that he felt the citizens of Nevada not only do not need to be sneaked up on, but that he felt it was a safety hazard when an emergency vehicle has the lights taken from the top and placed below the line of vision. Every other vehicle that is used in emergency situations have lights on top and high and well defined.

Mr. Price stated that he started talking to Highway Patrol officers and found that only two have stated that they prefer them inside the vehicle. In further investigating he found out from the Director of the Department of Motor Vehicles, Bart Jacka, that the lights requested had been cut from their budget. However, Mr. Barrett's office stated that they had not been requested.

Mr. Price added that there has been some talk about gas mileage and that there are new models that are aerodynamically sound and do improve gas mileage. Another point raised was that the old bars would not fit on new cars because the cars were smaller; however, Senator Blakemore performed an experiment and they do in fact fit on the new cars. Mr. Price stated that he felt that the bottom line was simply that the Director of DMV wanted to get the lights off of the top of the car and down below. Another argument used is that the lights are expensive to use. In answer to many of these arguments, Mr. Price distributed an exhibit which is attached to these minutes as Exhibit E. Included in this exhibit is a letter from the California Highway Patrol dealing with safety. Mr. Price stated that the new inside the vehicle lights simply are not that bright and that in Mr. Price's opinion there is a potential hazard. One Highway Patrol in a few minutes listed some of the problems. This list is also a part of this exhibit.

In conclusion, Mr. Price stated that it is his opinion that all emergency vehicles should have their lights bright, shining and as high and easy to see as possible. He stated that he felt that even with the cost it is a very important thing to the citizens of this state that they are entitled to have this safety feature. Mr. Price stated that while he was unable to confirm the information he had about insurance he was told that the Highway Patrol received a letter a few years ago that the insurance company was going to cease insuring the NHP because there was so many accidents with parked cars and that is when they had the lights on top so there was even a real problem when the lights are very visible.

In answer to Mr. Glover's question regarding whether the bill was killed in Senate Finance, Mr. Price stated that a similar one was killed. He stated that he felt the safety factor was important and that it should be passed out.

Mr. Mello stated that in addition to the safety factor something to be considered is that there is alot of desolate country in this state and if a person has car trouble it is much safer to be able to recognize the vehicle as a Highway Patrol before flagging it down. With the lights on top this is possible, with them inside it is not.

Mr. Price stated that the only vehicles he is interested in with this bill are the ones that deal with traffic control.

Pete Zadra, Chief of the Highway Patrol, spoke in opposition to the bill. He pointed out that a request for lights had been included in his original budget request. It was cut out of the budget before it became a part of the Executive Budget request. He stated that it would take money to replace these light bars; money which is not available.

Mr. Mello inquired where the Patrol had gotten the authority to remove the light bars and get rid of them. Mr. Zadra stated that they disposed of through the normal process. He explained that they would have had to be replaced anyway. Mr. Mello requested an accounting of what happened to these light bars. Mr. Zadra stated that he would see that Mr. Mello received such an accounting.

Mr. Price stated that when Mr. Jacka was in Las Vegas as Director under Sheriff Lamb, one of the first things that he did was to take the lights off the cars and go the tan colored car. Sheriff Lamb finally told Mr. Jacka to return to the black and white vehicle with the lights on top. Larry Ketzenberger of the LV Metropolitan Police Department disputed this statement and Mr. Price stated that he would have an opportunity to present his statement after Mr. Zadra.

Mr. Price continued by stating that he felt the Highway Patrol has run for years being highly visible and a deterrent to any problems. Now the philosophy seems to be changing to be low visibility and catch the violator.

Mr. Zadra stated that low visibility is only one item that they considered. Mr. Price then inquired why he turned in a budget item for lights, so he must have felt they were important. Mr. Zadra stated that he also weighed some other factors. The light bars had to be changed over the next couple of years. He stated that he had prepared a report on this. Another thing to be considered was vehicle drag factor. The light bars do create a real drag and the vehicles use gas at a very high rate.

Mr. Mello stated that he has been a real supporter of the Highway Patrol but that he really resents the fact that they are trying to hide. He stated that he could see the next thing they would want would be a State Police.

Mr. Zadra stated that he had to weigh the money situation and then do what he felt was best.

Date: May 6, 1981

Page: Six

Mr. Prengaman inquired what some of the other reasons were that they considered. Mr. Zadra stated along with going to the smaller cars, they would have to replace many of the light bars. He stated that they starting researching the situation and looked at alternatives and contacted other states as to what they were doing. They found that they could get alot more candlepower in newer high intensity lights.

Mr. Price pointed out that much of this light is lost when it is inside the vehicle and natural traffic obscures it and it then isn't doing much good. Mr. Zadra stated that this was partially true.

Mr. Zadra continued that they were not arguing lights on top or lights down but that they were pointing out that it is more expensive to put lights on top of the car and run them there. The purchase price is higher, but the efficiency of the car is reduced.

Mr. DuBois inquired if Mr. Zadra knew what the experience was in California as far as safety with the light inside the vehicle. Mr. Zadra stated that it was in the report California was going back to this inside because of the cost.

Mr. Glover pointed out the fiscal note that goes with the bill and inquired about the figures used. He wondered if the figures included all the patrol cars or just the ones that do not have the lights on top at this time. Mr. Zadra stated that that was their total fleet. There are presently 75 units that are without overhead lights out of a fleet of 195 marked cars used for traffic control.

Mr. Zadra stated that the \$51,099 was to purchase and install 75 sets of lights. Mr. Glover stated that it seemed rather high. Mr. Price pointed out that the model being considered cost about \$681 per set but he felt there were other options to be considered that would be more inexpensive.

Mr. Glover continued by asking what funds would be involved with this type of purchase. Mr. Zadra stated that some would be from the Highway Patrol Special Fund, 4707 account. About half of people are special fund. They would have to go back to the records and determine which of the 75 units are special fund and how many are regular fund and break it down accordingly.

Mr. Zadra stated that if the committee was going to consider this he would like to request that they also consider allowing him to use the blue light. Mr. Price stated that it had not been his intention to remove the use of the blue light.

Mr. Price inquired if these were replaced gradually how much would this cost. Mr. Zadra stated that he felt it would be about \$32,500 and then he could put about a 4 million candlepower light on top of the 75 cars that don't have them and then come back in the future. He would then continue to test the blue light and high intensity light.

He stated that what he had been attempting was to get a better light at a lower cost and get more efficiency out of the car.

Mr. Prengaman inquired if the officers without the lights on top were reporting any reaction by the public. Mr. Zadra stated that they had run a survey which showed, contrary to Mr. Price's, that everyone except two people statewide liked the new lights.

Mr. Schofield inquired if they had looked into the bubble light and Mr. Zadra stated that is what they were talking about that he could do with \$32,500.

Mr. Mello pointed out that with the inside light anyone could get a spotlight and put a red cover over it and use it to pull people over and scare them. Not many would consider doing something like this with an overhead light.

Mr. Price inquired if Mr. Zadra felt that this could be worked out. He stated that if it were the direction of this body that lights go back on top that is what he would do. However, once again he reiterated that the money was not there. He stated that he would agree not to remove any more lights until the issue is settled.

Mr. Beyer stated that he would not be concerned about the traffic violator being able to see the lights and that with the Highway Patrol only patrolling main highways he could not really see the safety problem cited where they have to weave in and out of traffic. He stated that he could see in city traffic but not out on the open highway.

Mr. Price pointed out that the Highway Patrol is responsible for some very heavily traveled streets in Clark County such as the Strip, Boulder Highway, and other streets.

Larry Ketzenberger, Las Vegas Metro Police Department, stated that he would like to point out that Mr. Jacka did not remove the lights and change the color of the police car when he was with Metro. He stated that this came about as a result of the consolidation that went on. In order to keep morale high, a committee was chosen and it was their decision to make these changes so that the former county and city units would not feel any favoritism was being shown. Sheriff Lamb finally ordered the units to be black and white again. It was determined that the tan ones were not visible enough. Mr. Jacka, according to Mr. Ketzenberger, did not order this at all.

In answer to Mr. Prengaman's question regarding if Mr. Ketzenberger could visualize Metro police cars having lights on the dash instead of the roof, he stated that he could not. Mr. Price stated that he has talked to people in Metro and they do believe in high visibility.

Mr. Mello moved to "amend and do pass" and Mr. Schofield seconded the motion. The amendments would be those discussed which include leaving the blue light in, keep existing overhead lights and allow the patrol to continue testing to determine the best light to use.

The motion passed 5-0 with Mr. DuBois, Mr. Glover, Mr. Polish and Mrs. Westall absent.

SB 455, Amends provisions of traffic laws relating to persons who have become incapacitated.

Larry Ketzenberger, Las Vegas Metro Police Department, stated that they favored this legislation which would improve the productivity of the police officer in terms of the amount of time he could spend on the street instead of doing paperwork. Currently the law requires that when a person is arrested for DUI they must be taken before a magistrate immediately. This means the person must be booked into the jail. When a person is injured involving DUI and is hospitalized the present practice is to put a hold on the person at the hospital and then the officer must go to the jail and fill out the paperwork for booking and then go back out on the street. Most of the time the person who has been hospitalized as a result of that accident is bailed out before he ever leaves the hospital. This bill would allow, in those cases where the person is incapacitated and hospitalized, them to issue a traffic citation for DUI. This would save considerable amount of time on the part of the police officers. The bill also allows them to take a blood alcohol, breath or urine test of that person, even though he is not under arrest, because he is hospitalized.

Mr. Ketzenberger stated he also had a requested amendment to the bill.

In answer to Mr. Prengaman's question regarding taking a blood test and issuing a citation to an unconscious person, Mr. Ketzenberger stated that they presently have the authority to take the blood test and citation would only be issued if the evidence proved that the person were driving under the influence of alcohol. The only change from existing authority would be that they would not have to put the person under physical arrest and therefore place a hold on him if he is in the hospital being treated.

The amendment being requested is also a money saving measure as well as manpower. When the blood alcohol test was originally passed, the law required that only a doctor, RN or technician employed in a medical laboratory could draw blood. Since that time licensed practical nurses (LPN) have become common and have the right to draw blood. He presented a letter from the Nevada State Board of Nursing and Prison Health Services, Inc. of Pennsylvania regarding this. These letters are attached to the minutes as Exhibits F and G. Also attached is a copy of the NRS chapter involved showing their proposed amendment. This is attached to these minutes as Exhibit H. The LPN would still be under the supervision of a RN. There is a cost difference between a RN and LPN of \$5,200 per year per person. LPN's are

also much easier to obtain at this time because of the shortage of RNs. This would free up some of the time of the RN to give better attention to other persons in the prison facility.

This amendment would require a new section within the bill.

Corey Creasey, Douglas County, stated that they were in support of this bill also and that they would like to see it further amended to allow Advanced Emergency Medical Technicians be included to draw blood. They are allowed to do this by statute under NRS 450B.197. They can do this under the direct communication of a physician. This would make the traffic law consistent with the Emergency Medical Chapter.

In answer to Mr. Schofield's question, Mr. Creasey stated that they were talking specifically about paramedics.

In response to Mr. Price's question regarding a jail situation, Mr. Creasey stated that the paramedic would be in communication with the hospital.

Mr. Schofield inquired of Mr. Ketzenberger if this would be helpful in an accident to take this blood test in an emergency situation. Mr. Ketzenberger stated he felt that it possibly could but that he really couldn't speak to it.

Mr. Price asked Mr. Creasey to put something in writing in the way of a suggested amendment and that the committee would consider it at a later date.

AB 571, Provides period of time after purchase of motor vehicle before evidence of insurance is required.

Hale Bennett, Department of Motor Vehicles, stated that this bill may not be necessary as a bill as there is a bill coming back from the Senate that make take care of it. He stated that since the two bills deal with the same subject he would like to talk about both bills. The Senate has put an amendment on AB 327 to accomplish what this does. However, the amendment is slightly wrong. Consequently, Mr. Bennett asked that the Assembly not concur in the amendment so that a conference committee can be appointed and the problem resolved. Mr. Bennett stated that the problem was on page 2, line 18, which should read section 1 b&c instead of section 1.

John Bordan, Nevada Motor Transport Association, stated that they concur with this. He suggested that committee hold this bill in case there were some problems with AB 327, which they also support.

As there was no further testimony to be heard, Chairman Price adjourned the meeting.

Respectfully submitted,

Sandee Gagnier
Assembly Attache

(Committee Minutes)

ASSEMBLY TRANSPORTATION COMMITTEE

GUEST LIST

Date: May 6, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL NO.
BART S. ACHILLE	MOLEO ASSOC. OF AMERICA		✓	SB 528
PETE ZADRA	DMV HIGHWAY PATROL			
Fredric W Harrell	Motorcycle Dealers Assoc. OO NV	✓		SD 528
Hal BB Bennett	DMV	✓		SB 455
L. K. Kufner	LUMPD			
John Borda	New Mtr. Trans. Assoc.			
Bob Evans	New INS. Div.			571
Cory Cleasby	Douglas County			455

ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

WEDNESDAY

Date MAY 6, 1981 Time 7:00 P.M. Room 214

Bills or Resolutions
to be considered

Subject

Counsel
requested*

THIS AGENDA CANCELS AND SUPERSEDES THE PREVIOUS AGENDA FOR THIS DATE.

- | | | |
|--------|---|--|
| AB 426 | Requires flashing red lights on top of vehicles of Nevada highway patrol. | |
| AB 571 | Provides period of time after purchase of motor vehicle before evidence of insurance is required. | |
| SB 455 | Amends provisions of traffic laws relating to persons who have become incapacitated. | |
| SB 528 | Revises definition of moped. | |

ASSEMBLY

AGENDA FOR COMMITTEE ON.....TRANSPORTATION
WEDNESDAY

Date May 6, 1981.....Time 7:00 P.M. Room 214

Bills or Resolutions
to be considered

Subject

Counsel
requested*

AB 571

Provides period of time after purchase of motor vehicle before evidence of insurance is required.

SB 455

Amends provision of traffic laws relating to persons who have become incapacitated.

SB 528

Revises definition of moped.

Moped Association of America

1001 Connecticut Avenue, N.W. Washington, D.C. 20036 Tel: (202) 833-1581

27 April, 1981

Assemblyman Robert E. Price
Chairman
Assembly Transportation Committee
Legislative Building
Carson City, Nevada 89701

Dear Assemblyman Price:

The members of our association are manufacturers and distributors of mopeds. Our members include three American moped manufacturers - AMF, Columbia Manufacturing Company and Murray Ohio Manufacturing Company - along with European and Asian manufacturers.

We are writing to voice the objections of our members to Senate Bill No. 528, which would change the definition of a moped to eliminate the requirement that a moped have operable pedals.

We are convinced that elimination of the operative pedal requirement would be detrimental to safety and law enforcement. The reasons for the importance of the operative pedal requirement, - "moped" is a generic term, which is a combination of motor and pedal - are contained in the enclosed outline, "Why Moped Laws Require Operable Pedals." In brief:..

- the purpose of Nevada's moped law is to separate mopeds from other two-wheeled motorized vehicles such as motorcycles, motor-driven cycles, minibikes, and minicycles. S.B. 528 would eliminate the requirement for the unique, distinctive feature which provides this separation: pedals. Without the pedal requirement, the law would merely be creating another category of low-powered motorcycle, which is not needed.

- all important national safety organizations include the pedal requirement in their model moped definition: National Committee on Uniform Traffic Laws and Ordinances, Vehicle Equipment Safety Commission, National Safety Council, American Association of Motor Vehicle Administrators, International Association of Chiefs of Police.

- the National Highway Traffic Safety Administration, in its Docket No. 75-29, Notice 5, "Safety Aspects of Motorized Bicycles," dated October 23, 1980, guidelines to the states, recommends that a state moped definition include a requirement for "pedals to permit propulsion by human power."

= AA =

Assemblyman Robert E. Price
Carson City, Nevada
(continued)

- 41 of 46 existing state moped laws (including the laws of all neighboring states which have enacted specific state moped laws, - Arizona, California and Oregon), require the vehicle to have operative pedals.

- elimination of the pedal requirement invites non-compliance with the maximum speed limit (30 mph) in the Nevada law. The pedal requirement is one of four important controls on the maximum speed of a moped, the other controls being an automatic transmission, an engine with a cylinder capacity not exceeding 50 cubic centimeters, and a brake horsepower limitation. S.B. 528 would eliminate the operative pedal control. The safety record of mopeds, as compared to motorcycles, in Nevada, has been very good. One of the reasons for the good safety record is the low speed of the moped. The legislature should not remove one of the moped definitional requirements which would affect speed: operative pedals.

Instead, we would strongly recommend that S.B. 528 be amended to strengthen the controls on a moped's maximum speed, by defining the moped consistent with the recommended definition of the Vehicle Equipment Safety Commission, as follows:

Moped - means a vehicle equipped with two or three wheels, foot pedals to permit muscular propulsion and an independent power source providing a maximum of two brake horsepower. If a combustion engine is used, the maximum piston or rotor displacement shall be 3.05 cubic inches (50 cubic centimeters) regardless of the number of chambers in such power source. The power source shall be capable of propelling the vehicle, unassisted, at a speed of not more than thirty (30) miles per hour (48.28 Kilometers per hour) on a level road surface and is equipped with a power drive system that functions directly or automatically only, not requiring clutching or shifting by the operator after the drive system is engaged.

- pedals are the unique identifier of a moped for law enforcement officers and the public. Elimination of the pedal requirement will lead to confusion between mopeds on the one hand, and small (but often much faster) vehicles such as minibikes and minicycles. Elimination of the pedal requirement would thus be a retrogressive step.

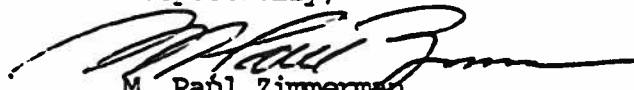
- the requirement for operative pedals is an important safety factor. Enclosed are summaries of two tests which show the importance of pedals in adding human power to the low power moped engine when extra acceleration is needed to maintain minimum safe speed on hills - i.e. to avoid "wagging" when going uphill, which is a dangerous safety hazard.

Assemblyman Robert E. Price
Carson City, Nevada
(continued)

- as indicated in the enclosed outline, we believe that elimination of the pedal requirement sought by the motorcycle industry is an attempt to get the state government to change its definition of a moped to match the character of its industry's small motorcycles. But elimination of the pedal requirement, as sought by the motorcycle industry in S.B. 528, is a most dangerous course of action, since it will lead to confusion and abuse.

I have taken the liberty of sending copies of this letter to the members of the Assembly Transportation Committee. We would appreciate being notified of any hearing to be held by the committee on S.B. 528.

Respectfully,



M. Paul Zimmerman
Executive Director

Enclosures

cc: Members of the Assembly Transportation Committee

MPZ/aei

WILLIAM BURKETT, SENIOR VICE PRES
355 VALLEY DR
BRISBANE CA 94005



4-072556S121 05/01/81 ICS IPMRNC7 CSP RNOB
4154680400 MSM TDRM BRISBANE CA 253 05-01 0908P EST

Ex. A

ASSEMBLYMAN ROBERT E PRICE, CHAIRMAN ASSEMBLY
TRANSPORTATION COMMITTEE
LEGISLATIVE BLDG
CARSON CITY NV 89701

DEAR ASSEMBLYMAN PRICE RE: SENATE BILL 528

VESPA OF AMERICA CORPORATION IS THE SOLE IMPORTER AND DISTRIBUTOR OF VESPA PRODUCTS FOR THE UNITED STATES AND PUERTO RICO, MANUFACTURED BY THE ITALIAN BASED PIAGGIO AND COMPANY. THE SALE OF MOPEDS, AS PRESENTLY DEFINED UNDER NEVADA STATE LAW, BY OUR DEALER NETWORK COMPRISES AN IMPORTANT PART OF OUR BUSINESS. WE ARE WRITING TO EXPRESS OUR OPPOSITION TO THE PROPOSED SENATE BILL 528 WHICH WOULD REMOVE THE REQUIREMENT FOR OPERABLE PEDALS FROM THE DEFINITION OF A MOPED.

THE REASONS FOR OUR OPPOSITION ARE BASED ON CERTAIN FACTORS WHICH WE FEEL ARE VITALLY IMPORTANT. MOPEDS SHOULD HAVE PEDALS BECAUSE, IN ADDITION TO STARTING THE ENGINE, THE PEDALS ARE USED AS AN ASSIST UNDER CONDITIONS WHERE MORE POWER IS NEEDED THAN THE ENGINE PROVIDES. OUR MOPEDS HAVE A SEPARATE PEDAL DRIVE SYSTEM THE SAME AS A BICYCLE AND ARE DESIGNED TO BE RIDDEN AS A BICYCLE. ALSO, THE REMOVAL OF PEDALS WOULD HAVE A NEGATIVE SAFETY AND LAW ENFORCEMENT RESULT AS PEDALS ARE NEEDED FOR IDENTIFICATION OF A VEHICLE AS A MOPED AND THEY GUARD AGAINST THE APPEARANCE OF VEHICLES OVER 30 MILES PER HOUR ON THE ROAD WHICH WOULD BE A VIOLATION OF NEVADA STATE LAW.

WE WOULD APPRECIATE YOUR TAKING THESE FACTORS INTO ACCOUNT WHEN YOU REVIEW THIS PROPOSED BILL AND WE WISH TO THANK YOU FOR YOUR PERSONAL CONSIDERATION OF OUR POSITION.

SINCERELY,

WILLIAM BURKETT, SENIOR VICE PRESIDENT, VESPA OF AMERICA CORP

2033 EST

MSMCOMP MSM



Vehicle Equipment Safety Commission

Suite 802, 4660 Kenmore Avenue, Alexandria, Virginia 22304

Phone (703) 823-1994

Ex. A.
Dairl Bragg
Executive Director

April 28, 1981

Assemblyman Robert E. Price
Chairman
Assembly Transportation Committee
Legislative Building
Carson City, Nevada 89701

Dear Assemblyman Price:

The Vehicle Equipment Safety Commission (VESC) has recently become aware that Senate Bill 528 has been proposed which would remove the pedal requirement from the definition of mopeds. We believe the deletion of the pedal requirement would be detrimental to safety and hope to furnish you with information which will support that position.

The VESC, a Compact of the states, has as its primary purpose attaining uniformity among the states in their regulation of motor vehicles and motor vehicle equipment. The VESC developed a minimum performance and equipment requirement for mopeds in 1977 (copy enclosed). The committee which developed that requirement studied a wealth of information prior to arriving at the VESC definition of a moped, and concluded that this mode of transportation is unique and different from motorcycles in many respects.

The major unique feature of the moped is that it is designed to travel 30 MPH or less with the top speed being primarily controlled by the limitations of horsepower. Because of this limitation, pedals are essential to safety in supplementing the limited horsepower in a number of circumstances. They are needed for assisting the motor to maintain a speed compatible with the flow of traffic on steep grades; they are needed for assisting the motor in quickly obtaining its operating speed from a stopped position; in the event of a vehicle malfunction or an engine problem, the vehicle can be pedaled out of traffic to a safe location; and, if the engine should suddenly stall while the moped is in traffic, it can be re-started immediately by pedaling. Additionally, the safety associated with the moped can be directly related to the uniqueness of the vehicle, ie, the weight, height, length, wheel and tire size are all proportioned to its designed use (30 MPH or less), ease and simplicity of operation (no clutching, shifting, separate brake or clutch pedal).

Conversely, a motorcycle is designed for open road speeds with all of its associated power, weight, and complexity of operation. We certainly

Assemblyman Robert E. Price
April 28, 1981
Page Two

are aware that motorcycles come in smaller sizes with reduced horsepower, but in the hierarchy of vehicles, we already have a motorcycle and a motor driven cycle. We are convinced that creating a new category of underpowered motorcycles without pedals would be a step backward in safety.


The National Committee on Uniform Traffic Laws and Ordinances, a national organization of states primarily oriented toward the development of model laws on operation and userability, has developed a model moped law to be used as a guide to the states. They too have seen the direct relationship to safety by retaining the pedal requirement in their moped definition (copy enclosed).

The National Highway Traffic Safety Administration has developed userability requirements covering the moped. Their definition of the moped is similar to the VESC definition, including the pedal requirement.

We are convinced that a requirement of a moped to have the capability of being propelled by muscular power is a valid safety requirement, and to remove that requirement would permit a category of underpowered motorcycles, and that would be most detrimental to safety.

Hopefully this information will be beneficial to you in evaluating the safety associated with the retention of the pedal requirement for mopeds in Nevada. The Commission would like to be recorded in the staff's analysis as being opposed to SB-528.

Sincerely,


Dairl Bragg
Executive Director

DB/h1



MOTOBECANE AMERICA, LTD.

86 Orchard Street • Hackensack, New Jersey 07601
Telephone: (201) 487-5556 • Telex: 134523 MOTOBECANE HAK

May 1, 1981

Assemblyman Robert E. Price
Chairman
Assembly Transportation Committee
Legislative Building
Carson City, Nevada 89701

Dear Mr. Chairman:

Motobecane is the world's largest manufacturer of mopeds, having manufactured over 20 million mopeds over the past 30 years. We are also one of the world's largest manufacturers of bicycles and a small manufacturer of motorcycles. We know through our experience of over 30 years in over 100 countries that S.B. 528 which would delete requirement for pedals from the moped definition as is presently law, is contrary to public safety. Such deletion would favor and most probably lead, as a practical matter, to the introduction of mini-motorcycles and mini-bikes for sale under the moped classification. Besides the abuse of the law that the deletion of pedals would permit, deletion of pedals would also hamper the enforcement of moped legislation. Pedals are the most distinctive and visible physical characteristic to permit enforcement of moped regulations by police forces. The current Nevada definition works very well. Under the direct or indirect tutelage of the motorcycle industry bills like S.B. 528 to eliminate the pedal requirement have been introduced in eleven states in the past two years. None has been enacted.

Public safety and law enforcement dictate that the definition of the moped remains as is per law.

If you have any questions, please do not hesitate to contact me.

Respectfully yours,

MOTOBECANE AMERICA, LTD.

Serge D. Segin
Serge D. Segin
President

SDS/jk

cc: Members of the Assembly Transportation Committee

Ex. A



COLUMBIA MANUFACTURING COMPANY

WESTFIELD, MASSACHUSETTS 01085 TEL (413) 562-3664 TELEX 955-407

April 30, 1981

Assemblyman Robert E. Price
Chairman
Assembly Transportation Committee
Legislative Building
Carson City, Nevada 89701

Dear Assemblyman Price:

As the first and leading American manufacturer and marketer of mopeds, we at Columbia urge you to veto that part of the definition of moped Senate Bill No. 528 which would remove the words "Having fully operative pedals for propulsion by human power" from the definition of the mopeds. To remove the requirement for operative pedals is contrary to safety since pedals are one of the constraints of the low speed of the mopeds.

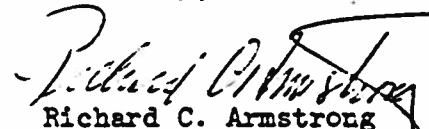
The absence of a pedal requirement would lead to confusion of motorized bicycles (mopeds) with motorcycles and mini bikes which will make law enforcement difficult. The absence of the pedal requirement invites non compliance with the maximum speed limit of 30 mph set forth in the new definition.

The pedal requirement in the definition is included in the recommendation of all National Safety Organizations, including the Vehicle Equipment Safety Commission. Ninety percent of the states' moped laws require operative pedals and none of these states have reversed their laws to eliminate the pedal requirements. Bills which would eliminate the pedal requirement have been introduced in eleven states in the past two years and none have been passed.

Columbia's extensive investment in research, development, tooling equipment and manufacturing techniques is all based on the standards established in Washington and at the majority of state capitals. We conform to these present standards as does all other American manufacturers of mopeds, all of whom would be injured by any change in the pedal requirement.

We urge you to consider all these facts and then veto Senate Bill No. 528.

Sincerely,


Richard C. Armstrong
Vice President - Sales

RCA/aco
c.c. Members of the Assembly Transportation Committee

Two recent studies have revealed that pedals are essential in improving the performance and safety of mopeds under varied conditions:

Ex A

(A) The National Highway Traffic Safety Administration of the U.S. Department of Transportation tested moped gradeability -- that is, how well a moped managed to cope with a road incline -- a hill -- for 30 mph mopeds both with and without pedal assist.

Here's how it worked:

Three different moped models (different brands as well) were positioned at the base of an 11 per cent grade -- 11 per cent was chosen because it is considered to be the typical maximum grade for an in-town 30 mph arterial street.

The goal was to see if the 11 per cent grade could be attained at a minimum speed of 12 miles an hour.

Without the use of pedals as an assist for the motor, none of the three mopeds could exceed the 11 per cent grade at 12 mph. The lowest performance was rated at attaining a 7.8 per cent grade at 12 mph.

With pedals however, all three moped models were able to exceed the 11 per cent grade. Two of them attained a maximum grade of more than 12 per cent, in fact. The third jumped off the top of the scale, which ended at a 13 per cent grade.

In other words, the NHTSA test showed that pedals made a substantial difference in the ability of these mopeds to reach and exceed the slope of difficult hills on city arteries at speeds that kept up with ambient traffic.

(B) In a second study performed just a few months ago in Europe, identical 30 mph/2 hp mopeds were given 22 seconds to travel up a 5 per cent grade. One of the mopeds depended solely upon its motor. The other allowed an average size and strength person to provide a pedal assist up the same 5 per cent grade during the identical 22 second period.

The results:

Without pedal assist: the moped reached a speed of 5.9 miles per hour after 22 seconds on a 5 per cent grade.

With pedal assist: An identical moped reached a speed of 13.2 miles per hour after the same number of seconds on the same grade.

In other words, when a 2 hp/50cc moped motor is assisted by the addition of pedal power while coping with a hill of 5 per cent gradeability, the motor-plus-pedal power shows a performance improvement of more than double -- 123% improvement, to be exact -- over the motor without the use of pedals.

And incidentally, the moped without pedal assist traveled 125 feet in the 22-second period. The identical moped with pedal assist traveled 275 feet. At speeds limited by most laws to 30 miles per hour, that's an enormous edge for pedals ... perhaps, even, the difference between a viable suburban people carrier and an unviable one.

Why Moped Laws Require
Operable Pedals

Ex A

1. What is unique about a moped?

The word moped is a combination of MOtor and PEDals which describes a concept that is unique among all existing vehicles: only the moped has the capability of employing both human power and engine power in combination to propel itself at speeds of up to 30 miles per hour. This unique pedal and motor combination (the vehicle is frequently referred to as a motorized bicycle) has formed the basis for separate classification and regulation of the vehicle under state laws, -- separate from the motorcycle, and separate from the bicycle. These other vehicles had already been defined under state laws. The unique moped required, and received, a separate classification.

2. What are the functions of the pedals?

(A) The pedals of the moped are integral to its operation and are important safety aids:

- pedaling starts the engine
- mopeds can be pedalled without use of the engine. Many mopeds have separate chains for pedal and engine power, which enables easy pedalling.
- pedaling adds the strength of a human being to the low-powered motor when extra acceleration assistance is needed: to maintain a safe minimum speed on a hill, to move away from a stop sign or red light at the speed of traffic.
- a sudden stall can be corrected in motion by pedalling in traffic to start the engine once again.

(B) The pedals are important for law enforcement.

The legal status of a moped can be determined instantly by law enforcement officers who can readily view the pedals from a distance and easily determine if the operator is obeying state or local moped laws, as opposed to motorcycle restrictions.

3. What are the current pedal requirements in state laws?

The overwhelming majority of states (89.1%) which have enacted moped laws require the vehicles to be equipped with operable pedals (41 of 46 state laws). In addition, pedals are such an important part of the moped concept that all important safety organizations include the requirement for pedals in their model moped definitions. These organizations include the National Committee on Uniform Traffic Laws and Ordinances, the Vehicle Equipment Safety Commission, the National Safety Council, the American Association of Motor Vehicle Administrators and the International Association of Chiefs of Police.

4. Why is the attempt being made to remove the pedal requirement and what could be the effect of such a removal?

Moped manufacturers view the maintenance of the integrity of the moped as all-important. This integrity is best maintained by a clear and separate definition of the moped. Motorcycle interests, which, until the recent energy crisis, exhibited little interest in the moped market, (motorcycle companies manufacture and sell mopeds) are now proposing the elimination of the pedal requirement. Thus, they seek to change the state moped laws to accommodate their small motorcycles.

Such commercially - based attempts to remove the pedal requirement, and thus destroy the unique identity of the moped, show disregard for the long-range integrity of the machine, which is based upon low maximum horsepower (no more than two horsepower) and low maximum speed (no more than 30 mph). No true moped (i.e. with pedals) is manufactured which exceeds these limits.. Elimination of the pedal requirement could result in the appearance on the market of higher powered, speedier small motorcycles, temporarily reduced to moped maximum power and speed requirements. But this temporary reduction can be easily reversed, leading to a proliferation of illegal machines on the roads. Thus, elimination of the pedal requirement invites non-compliance with the law, leading to loss of confidence in the product. Elimination of the pedal requirement would be a retrogressive step, which would, in reality, return the moped to the motorcycle classification, and destroy the unique classification of the vehicle.



Vehicle Equipment Safety Commission

Exhibit B

Suite 802, 4660 Kenmore Avenue, Alexandria, Virginia 22304

Phone (703) 823-1994

Dairl Bragg
Executive Director

April 28, 1981

Assemblyman Robert E. Price
Chairman
Assembly Transportation Committee
Legislative Building
Carson City, Nevada 89701

Dear Assemblyman Price:

The Vehicle Equipment Safety Commission (VESC) has recently become aware that Senate Bill 528 has been proposed which would remove the pedal requirement from the definition of mopeds. We believe the deletion of the pedal requirement would be detrimental to safety and hope to furnish you with information which will support that position.

The VESC, a Compact of the states, has as its primary purpose attaining uniformity among the states in their regulation of motor vehicles and motor vehicle equipment. The VESC developed a minimum performance and equipment requirement for mopeds in 1977 (copy enclosed). The committee which developed that requirement studied a wealth of information prior to arriving at the VESC definition of a moped, and concluded that this mode of transportation is unique and different from motorcycles in many respects.

The major unique feature of the moped is that it is designed to travel 30 MPH or less with the top speed being primarily controlled by the limitations of horsepower. Because of this limitation, pedals are essential to safety in supplementing the limited horsepower in a number of circumstances. They are needed for assisting the motor to maintain a speed compatible with the flow of traffic on steep grades; they are needed for assisting the motor in quickly obtaining its operating speed from a stopped position; in the event of a vehicle malfunction or an engine problem, the vehicle can be pedaled out of traffic to a safe location; and, if the engine should suddenly stall while the moped is in traffic, it can be re-started immediately by pedaling. Additionally, the safety associated with the moped can be directly related to the uniqueness of the vehicle, ie, the weight, height, length, wheel and tire size are all proportioned to its designed use (30 MPH or less), ease and simplicity of operation (no clutching, shifting, separate brake or clutch pedal).

Conversely, a motorcycle is designed for open road speeds with all of its associated power, weight, and complexity of operation. We certainly

Assemblyman Robert E. Price
April 28, 1981
Page Two

are aware that motorcycles come in smaller sizes with reduced horsepower, but in the hierarchy of vehicles, we already have a motorcycle and a motor driven cycle. We are convinced that creating a new category of underpowered motorcycles without pedals would be a step backward in safety.

The National Committee on Uniform Traffic Laws and Ordinances, a national organization of states primarily oriented toward the development of model laws on operation and usability, has developed a model moped law to be used as a guide to the states. They too have seen the direct relationship to safety by retaining the pedal requirement in their moped definition (copy enclosed).

The National Highway Traffic Safety Administration has developed usability requirements covering the moped. Their definition of the moped is similar to the VESC definition, including the pedal requirement.

We are convinced that a requirement of a moped to have the capability of being propelled by muscular power is a valid safety requirement, and to remove that requirement would permit a category of underpowered motorcycles, and that would be most detrimental to safety.

Hopefully this information will be beneficial to you in evaluating the safety associated with the retention of the pedal requirement for mopeds in Nevada. The Commission would like to be recorded in the staff's analysis as being opposed to SB-528.

Sincerely,

Dairl Bragg
Executive Director

DB/h1

Mini-Motorcycles

Among the young set in Japan, mini-motorcycles have become the latest fad. Known as "pocket bikes," they stand less than 3 feet tall, boast small 2-horsepower engines and reportedly are capable of achieving speeds up to 35 mph.

More than 60,000 young Japanese belong to the Pocket Bike Racing Association and compete against one another on some 90 tracks throughout the country.

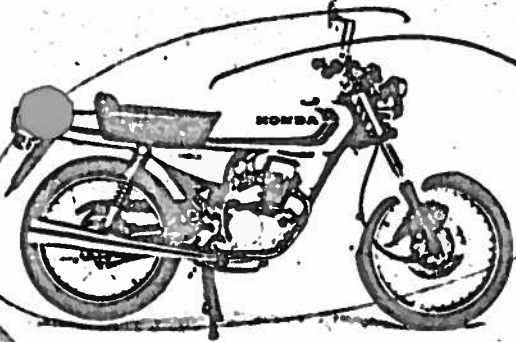
Japanese exporters recently introduced the "pocket bikes" in the United States, selling them at about \$450 and up per machine.



Honda Express, one of Japanese "pocket bikes" now in U.S.

CS50J

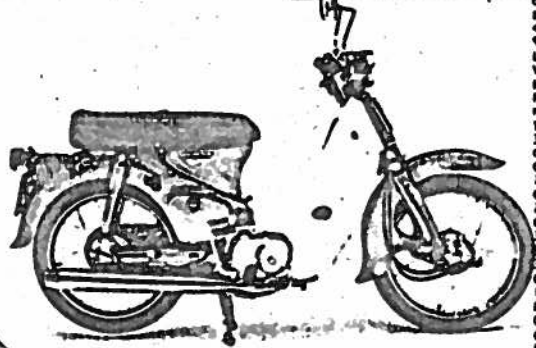
SPORTS MOPED



CS50J
 Type
 Air cooled, single cylinder, OHV 4-stroke
 Max Horsepower
 2.5ps at 7,000rpm (DIN)
 Lubrication System
 Wet sump
 Ignition System
 Flywheel
 Magneto
 Transmission
 4-speed constant mesh
 Overall Length
 70.8ms
 Overall Width
 26.8ms
 Overall Height
 37.5ms
 Seat Height
 30.3ms
 Curb Weight
 183.0s
 Fuel Tank Capacity
 8.7 gals
 Colours Available
 White, Blue

CS50

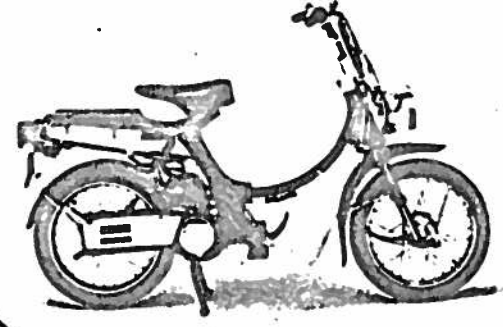
Exhibit D



CS50-E
 Type
 Air cooled, single cylinder, OHV 4-stroke
 Max Horsepower
 4.4ps at 9,000rpm (DIN)
 Lubrication System
 Wet sump
 Ignition System
 Flywheel
 Magneto
 Transmission
 3-speed constant mesh
 Overall Length
 70.3ms
 Overall Width
 25.2ms
 Overall Height
 38.4ms
 Seat Height
 30.5ms
 Curb Weight
 167.0s
 Fuel Tank Capacity
 8.66 gals
 Colours Available
 Red, Blue

NC50

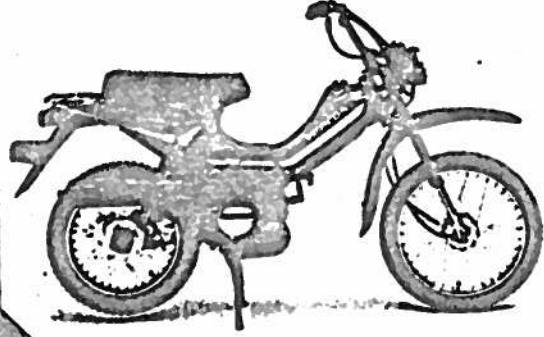
EXPRESS DELUXE MOPED



NC50-A DELUXE
 Type
 Air cooled, single cylinder, 2-stroke
 Max Horsepower
 2.6ps at 6,500rpm (DIN)
 Lubrication System
 Oil/petrol mixture
 Ignition System
 Magneto and battery
 Transmission
 Single speed
 Overall Length
 61.0ms
 Overall Width
 23.6ms
 Overall Height
 29.4ms
 Seat Height
 29.1ms
 Curb Weight
 105.6lbs
 Fuel Tank Capacity
 0.66 gals
 Colours Available
 Blue, Orange

PX50

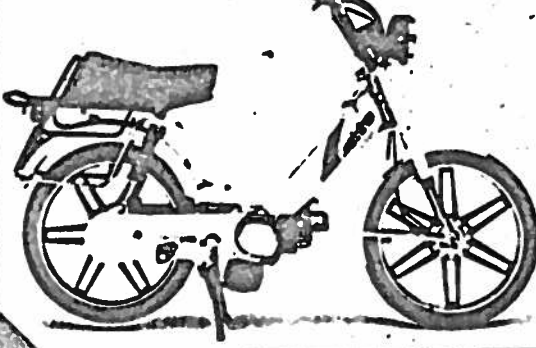
MOPED



PX50-B
 Type
 Air cooled, single cylinder, 2-stroke
 Max Horsepower
 1.8w (2.55hp) at 5,000rpm (DIN)
 Lubrication System
 Oil/petrol mixture
 Ignition System
 CDI
 Transmission
 Single speed
 Automatic centrifugal type clutch
 Overall Length
 1730mm
 Overall Width
 660mm
 Overall Height
 1090mm
 Seat Height
 611g
 Fuel Tank Capacity
 0.89 gals
 Colours Available
 White, Red

PX50

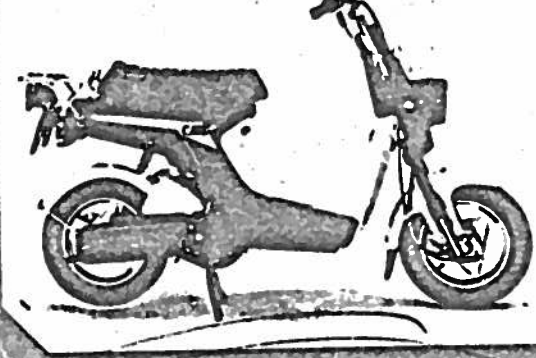
CAMINO SPORTS MOPED



PX50-DX-VLS CAMINO SPORTS
 Type
 Air cooled, single cylinder, 2-stroke
 Max Horsepower
 2.3ps at 8,500rpm (DIN)
 Lubrication System
 Oil/petrol mixture
 Ignition System
 Magneto and ignition coil
 Transmission
 Automatic with centrifugal clutch
 Overall Length
 1650mm
 Overall Width
 640mm
 Overall Height
 993mm
 Seat Height
 790mm
 Curb Weight
 20kg
 Fuel Tank Capacity
 3.0 litres
 Colours Available
 Red, Black, White

PX50

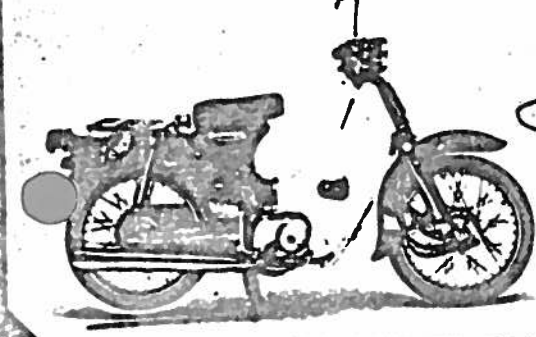
CAREN MOPED



PX50-B CAREN
 Type
 Air cooled, single cylinder, 2-stroke
 Max Horsepower
 3.1ps at 5,500rpm (DIN)
 Lubrication System
 Oil/petrol mixture
 Ignition System
 CDI
 Transmission
 Automatic cone clutch with V-bar
 Overall Length
 1568mm
 Overall Width
 620mm
 Overall Height
 962mm
 Seat Height
 715mm
 Curb Weight
 61kg
 Fuel Tank Capacity
 2.0 litres
 Colours Available
 Red, Blue, Yellow

CS0L

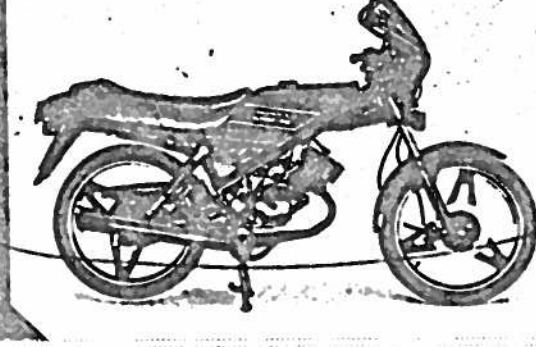
MOPED



CS0L
 Type
 Air cooled, single cylinder, OHV 4-stroke
 Max Horsepower
 2.7ps at 7,000rpm (DIN)
 Lubrication System
 Wet sump
 Ignition System
 Flywheel
 Magneto
 Transmission
 3-speed constant mesh
 Overall Length
 70.3ms
 Overall Width
 25.2ms
 Overall Height
 38.4ms
 Seat Height
 30.5ms
 Curb Weight
 163.0s
 Fuel Tank Capacity
 0.66 gals
 Colours Available
 Red, Blue

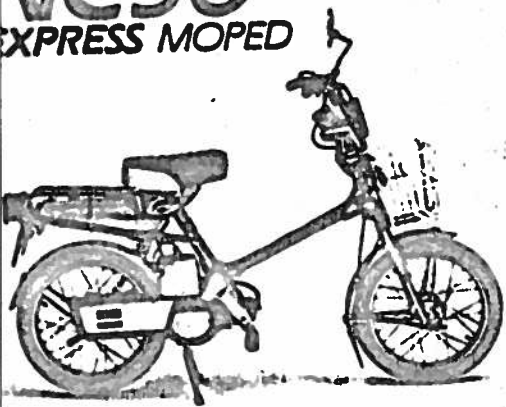
PX50

SPORTS MOPED



PX50S-A
 Type
 Air cooled, single cylinder, 2-stroke
 Max Horsepower
 2.55ps at 6,000rpm (DIN)
 Lubrication System
 Honda 2-stroke oil injection
 Ignition System
 CDI
 Transmission
 5-speed constant mesh
 Overall Length
 74.0ms
 Overall Width
 25.8ms
 Overall Height
 45.2ms
 Seat Height
 29.5ms
 Curb Weight
 198.0s
 Fuel Tank Capacity
 2.47 gals
 Colours Available
 Red, Blue, White

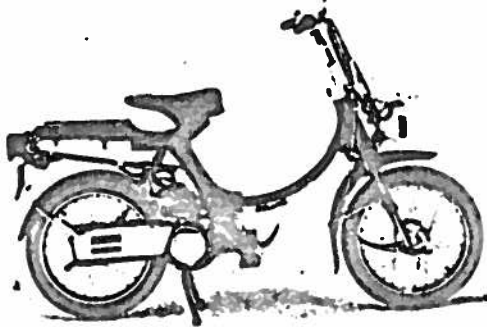
VCSU EXPRESS MOPED



VCS0K-1

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
2.6ps at 6,500rpm (DIN)
Lubrication System
Oil/petrol mixture
Ignition System
Magneto and battery
Transmission
Single speed
Overall Length
610ms
Overall Width
230ms
Overall Height
384ms
Seat Height
291ms
Curb Weight
105.6lbs
Fuel Tank Capacity
0.44 gal
Colours Available
Blue, Yellow, Orange

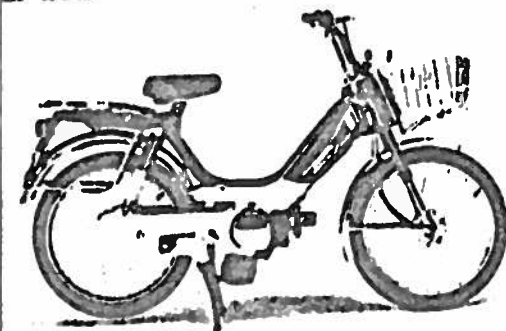
VCSU Exhibit 4 EXPRESS DELUXE MOPED



VCS0-A DELUXE

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
2.6ps at 6,500rpm (DIN)
Lubrication System
Oil/petrol mixture
Ignition System
Magneto and battery
Transmission
Single speed
Overall Length
610ms
Overall Width
230ms
Overall Height
394ms
Seat Height
291ms
Curb Weight
105.6lbs
Fuel Tank Capacity
0.44 gal
Colours Available
Blue, Orange

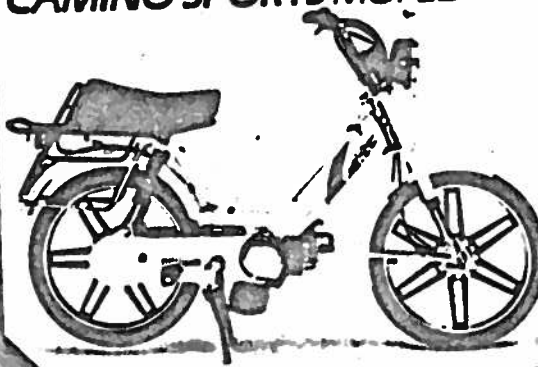
PASU CAMINO MOPED



PAS0-DX-VL CAMINO

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
2.3ps at 5,500rpm
Lubrication System
Oil/petrol mixture
Ignition System
Magneto and ignition coil
Transmission
Variable gear belt drive
Overall Length
640ms
Overall Width
244ms
Overall Height
387ms
Seat Height
311ms
Curb Weight
103.6lbs
Fuel Tank Capacity
0.44 gal
Colours Available
Brown, Red, Blue

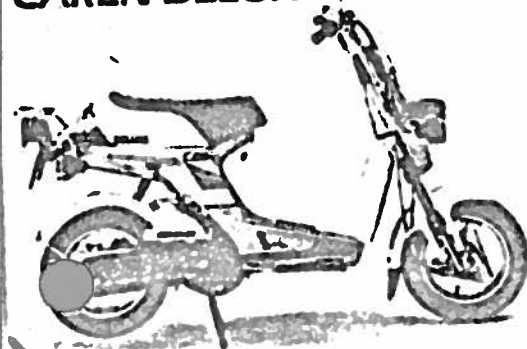
PASU CAMINO SPORTS MOPED



PAS0-DX-VLS CAMINO SPORTS

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
2.3ps at 5,500rpm (DIN)
Lubrication System
Oil/petrol mixture
Ignition System
Magneto and ignition coil
Transmission
Automatic with centrifugal clutch
Overall Length
650mm
Overall Width
240mm
Overall Height
393mm
Seat Height
310mm
Curb Weight
100kg
Fuel Tank Capacity
0.44 litres
Colours Available
Red, Black, White

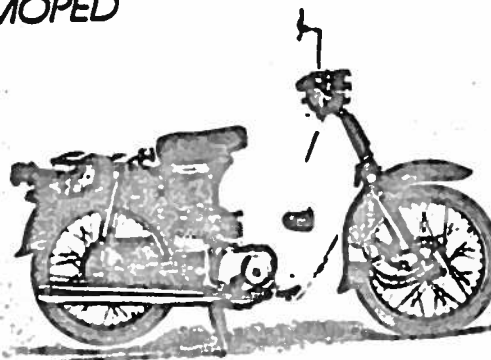
VX350 CAREN DELUXE MOPED



VX350M-B CAREN DELUXE

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
3.1ps at 5,500rpm
Lubrication System
Oil/petrol mixture
Ignition System
CDI
Transmission
Automatic with centrifugal clutch
Overall Length
1560mm
Overall Width
620mm
Overall Height
960mm
Seat Height
715mm
Curb Weight
61kg
Fuel Tank Capacity
3.0 litres
Colours Available
Rec. Blue, Yellow

CSUL MOPED



CS0L

Type
Air cooled, single cylinder, 2-stroke
Max Horsepower
2.7ps at 7,000rpm (DIN)
Lubrication System
Wet sump
Ignition System
Flywheel magneto
Transmission
3-speed constant mesh
Overall Length
703ms
Overall Width
252ms
Overall Height
384ms
Seat Height
305ms
Curb Weight
163ms
Fuel Tank Capacity
0.66 gal
Colours Available
Red, Blue

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

P.O. BOX 898

SACRAMENTO, CALIFORNIA 95804

(916) 322-5380



February 27, 1981

File No.: 36.A1750.A2560

Honorable Robert Price
Nevada State Assembly
Legislative Building, Capitol Complex
Carson City, NV 89710


Attention Miss Shelley Chase

Dear Mr. Price:

You inquired about the safety factor of roof-mounted lights on patrol vehicles. Enclosed are the results of a study done in 1974, which indicate substantial safety factors in four types of situations. All of these were in high-traffic areas in the San Francisco, Los Angeles, and San Diego regions.

If there are further questions, please call Hal Eldredge, Safety Coordinator, (916) 445-6478.

Very truly yours,


GEORGE E. ADAMS
Commander
Personnel Bureau

Enclosure

CALIFORNIA HIGHWAY PATROL
AUTO ACCIDENTS AND TWINSONIC EQUIPMENT
1974

The effectiveness of Twinsonic equipment in reducing CHP accidents is illustrated in four significant types of situations, each of which involves the use of emergency lighting equipment:

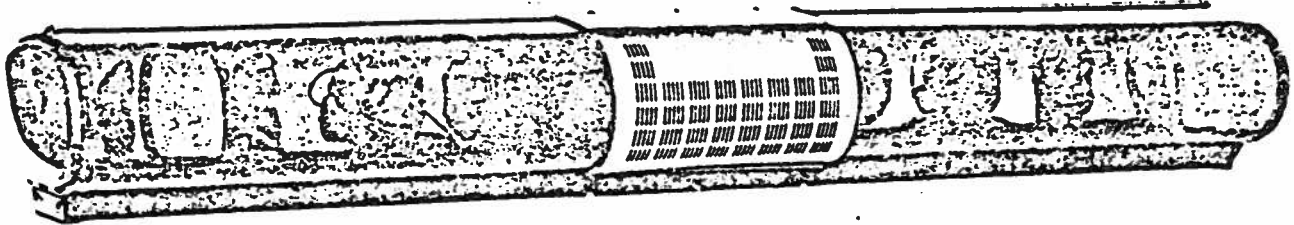
	Twinsonic Equipped		Not Twinsonic		Ratio
	#	Rate*	#	Rate*	
CHP parked outside traffic lane	2	.15	11	.43	1:2.87
CHP parked in a traffic lane	1	.08	5	.19	1:2.38
While passing, other vehicle changed lanes	1	.08	5	.19	1:2.38
Intersection collisions	4	.30	11	.43	1:1.43
Miles Traveled:	13,272,359		25,693,830		

*Rate: Number of accidents per million miles. "Miles" includes all Twinsonic-equipped miles, and not-equipped miles as derived by deducting Twinsonic miles from Area total miles, only in Areas in Zones III, V, and San Diego where Twinsonics are included in Area fleets.

NOTE: It is believed the effectiveness is even greater than indicated above. While 344 Twinsonics were in use in 1974, there also were 310 overhead light bars being used, essentially in the same Areas as were equipped with Twinsonics. Because both provide high-level illumination to the rear, situations involving parked CHP vehicles would be affected favorably with light bars, it would seem. Data was not reasonably available to test this. However, with this assumption, the difference favoring Twinsonic could be as much as 45 percent greater in the two kinds of situations where the CHP vehicle is parked.

Announcing:

AN IMPROVED AERODYNIC™ ...



FEDERAL ENGINEERED TO SAVE YOU MORE GAS, MORE MONEY.

HERE'S PROOF:

FUEL SAVINGS CHART

Estimated Annual Dollar Savings* with the improved AeroDync

Miles Driven per year (000)	Current TwinSonic™ Users		Current AeroDync Users	
	City/Town av. speed 35 mph	County/State av. speed 55 mph	City/Town av. speed 35 mph	County/State av. speed 55 mph
30	\$115	\$263	\$ 71	\$105
40	154	351	94	140
50	193	439	118	175
60	231	527	142	210
70	270	615	165	245

*Based on gasoline price of \$1.25 gallon.

—TwinSonic Owners: Reduce drag up to 50% by upgrading your light bar system with a newly improved AeroDync.

—AeroDync Owners: Update your system and reduce drag by 30% with improved AeroDync features.

Federal engineering has scored another breakthrough. An important design improvement in the world's most fuel efficient light bar offers you even more efficiency—more savings. Now you have more reason than ever to upgrade your present light bar system to Federal's improved AeroDync.





**SIGNAL
DIVISION**
Federal Signal Corporation

Ex. E

THIS AERODYNIC[®] IS EQUIPPED
WITH A NEW
AERODYNAMIC SPEAKER GRILLE

Through extensive research and testing, Federal has developed a new speaker grille for the AeroDync Light/Sound System.

The new grille design combines Aerodynamic and acoustic principles resulting in a dramatic 30% decrease in drag over the previous AeroDync design while maintaining optimum siren warning capability.

Federal's new grille design (patent pending) offers a new level of Aerodynamic efficiency resulting in significant added savings of your fuel costs.

Federal AeroDync—The best light bar in the world is even better now!

Over 8000 municipalities worldwide have installed AeroDyncs on their vehicles since Federal introduced them in 1977. Nothing has come close since in matching the AeroDync for design, performance, efficiency and durability. That is, until Federal improved its own product.

If you don't have an AeroDync(s) now, this is the time to upgrade your vehicles' warning system.

If you have AeroDync(s) you can quickly and inexpensively update your units with an

Opposition to single light systems
ie: Spot lights and deck mounted rear lights

- 1. Burn out, vehicle out of service as emergency vehicle
- 2. Directional beam, singular directed light source
- 3. Eliminated light source, by vehicles parking to front or rear of Emergency Vehicle obscuring light emission source
- 4. Decreases identity of Emergency Vehicle in time of need of assistance
- 5. Increases possibility of injury to officers or victims at accident scenes
- 6. Light source limited to one side or the other of emergency vehicle
- 7. Not always possible to park emergency vehicle to attain ultimate light source emission
- 8. Single light source may be confused with other single light sources, stop lights, turn signals, etc.
- 9. Increased traffic flows, demand better lighting for emergency equipment as opposed to forty years ago, ie: high speed chases, blood runs, serum runs, officer assists etc.
- 10. Increased liability aspects.

NEVADA STATE BOARD OF NURSING

1135 Terminal Way, Rm. 209, Reno, Nevada 89502

Exhibit F



March 17, 1981

Heather Sharp
Prison Health Services
200 East Carson
Las Vegas, NV 89109

Dear Ms. Sharp:

This is in reference to our telephone conversation concerning L.P.N.'s drawing blood.

If the L.P.N. has been taught and has had supervised clinical practice in the procedure, he may do venipuncture and draw blood.

To do intravenous therapy is another matter. In that area the Board would recommend a greatly expanded course.

A proposed regulation in the area of IV Therapy has been prepared but not yet adopted by the Board. This will be discussed at the March 19-20, 1981 meeting of the Board.

Very truly yours,

NEVADA STATE BOARD OF NURSING

Jean T. Peary
Mrs. Jean T. Peary, R.N.
Executive Secretary

JTP:ms

TOTAL HEALTH CARE SYSTEMS



Exhibit G

PRISON HEALTH SERVICES, INC.

PRISON HEALTH SERVICES

2 CHEYNEY ROAD

CHEYNEY, PENNSYLVANIA 19

(215) 399-8946

200 E. CARSON
LAS VEGAS, NV 89101
(702) 386-3289HEATHER SHARP
PROGRAM DIRECTOR

TO: LARRY KETZENBERGER, ASSISTANT SHERIFF

APRIL 7, 1981

FROM: HEATHER SHARP, PROGRAM ADMINISTRATOR-PHS

SUBJECT: LICENSED PRACTICAL NURSES DRAWING BLOOD ALCOHOL SPECIMENS

Per your request, enclosed is the information regarding the utilization of Licensed Practical Nurses to obtain blood specimens for legal blood alcohol testing. In the past, Prison Health Services has used Registered Nurses to do the testing; enclosed is a letter from the Nevada State Board of Nursing in regards to this matter.

Some advantages in using a Licensed Practical Nurse rather than a Registered Nurse, is one of staffing requirements. In Nevada there is a severe shortage of Registered Nurses and an influx of Licensed Practical Nurses, therefore, the availability of Licensed Practical Nurses is greater. The second advantage is that of a financial nature. There is an annual savings of \$5,200 using a Licensed Practical Nurse verses a Registered Nurse. On that stand point alone, the utilization of a Licensed Practical Nurse is more favorable.

In addition, the usage of a Licensed Practical Nurse enables the available Registered Nurses to ensure higher standards of health care in the detention facility.

From my experience, as long as a Licensed Practical Nurse is trained adequately, under the supervision of a Registered Nurse and/or Physician, she is perfectly capable of drawing blood without assistance as a routine measure.

If you require additional information, please feel free to contact me.

Sincerely,

Heather Sharp
Program Administrator
Prison Health Services

HS:pe

cc: Paul Bailey, Joe Evers, Ed Bazar
Attachments

REGIONAL OFFICES

WILMINGTON, DELAWARE
FT. LAUDERDALE, FLORIDA
LAS VEGAS, NEVADA

495

TRAFFIC LAWS

484.393

department of motor vehicles shall issue an order suspending the license, privilege or permit to drive a motor vehicle, unless the suspension order has already been made, in which case the order shall be affirmed. If a negative finding is made on any of the issues then no suspension shall be ordered or the prior suspension order shall be rescinded, as the case may be. If, after such hearing, an order of suspension is issued or a prior order of suspension is affirmed the person whose license, privilege or permit has been suspended shall have the right to a review of the matter in district court in the same manner as provided by NRS 483.520.

(Added to NRS by 1969, 594; A 1971, 83; 1973, 485, 1504; 1975, 1463)

484.389 Persons under the influence of intoxicating liquor, controlled substance: Admissibility of evidence in criminal action of refusal to submit to required chemical test; availability of test information.

1. If a person refuses to submit to a required chemical test provided for in NRS 484.383, evidence of such refusal shall be admissible in any criminal action arising out of acts alleged to have been committed while such person was driving a vehicle while under the influence of intoxicating liquor or a controlled substance.

2. If a person submits to such a test, full information concerning such test shall be made available, upon his request, to him or his attorney.

(Added to NRS by 1969, 594; A 1973, 1504)

484.391 Persons under the influence of intoxicating liquor, controlled substance: Opportunity of arrested person to choose qualified person to administer chemical test.

1. A person arrested for driving a vehicle while under the influence of intoxicating liquor or a controlled substance shall be permitted, upon his request and at his expense, reasonable opportunity to have a qualified person of his own choosing administer a chemical test or tests for the purpose of determining the alcoholic content of his blood or the presence of a controlled substance in his blood.

2. The failure or inability to obtain such a test or tests by such person shall not preclude the admission of evidence relating to the refusal to submit to a test or relating to a test taken upon the request of a police officer.

3. A test obtained under the provisions of this section may not be substituted for or stand in lieu of the test required by NRS 484.383.

(Added to NRS by 1969, 594; A 1973, 1504)

see page following

484.393 Persons under the influence of intoxicating liquor, controlled substance: Admissibility of results of blood tests; persons authorized to administer tests.

1. The results of any blood test administered under the provisions of NRS 484.383 or 484.391 shall not be admissible in any hearing or

insert "licensed practical nurse"

criminal action arising out of the acts alleged to have been committed while a person was under the influence of intoxicating liquor or a controlled substance unless the blood tested was withdrawn by a physician, registered nurse or a technician employed in a medical laboratory.

2. The limitation contained in subsection 1 shall not apply to the taking of a chemical test of the urine, breath or other bodily substance.

3. No such physician, registered nurse or technician shall incur any civil or criminal liability as a result of the administering of a blood test when requested by a police officer or the person to be tested to administer such test.

(Added to NRS by 1969, 595; A 1973, 1505)

484.394 Persons under the influence of intoxicating liquor: Blood tests of deceased accident victims required.

1. Any coroner, or other public official performing like duties, shall in all cases of motor vehicle accidents where a death or deaths have occurred as a result of such accidents, whether the person killed is a driver, passenger, or pedestrian, cause to be drawn from each decedent, within 8 hours of such accident, a blood sample or samples to be analyzed for the presence and amount of alcohol.

2. The findings of such examinations shall be a matter of public record and shall be reported to the department of motor vehicles by the coroner or such other public official within 30 days of such death.

3. Blood alcohol analyses shall be acceptable only if made by laboratories licensed to perform this function.

(Added to NRS by 1973, 893)

STOPPING, STANDING AND PARKING

484.395 Stopping, standing or parking outside of business or residence districts.

1. Upon any highway outside of a business or residence district no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the paved or main-traveled part of the highway when it is practicable to stop, park or so leave such vehicle off such part of the highway, but in every event an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicles shall be available from a distance of 200 feet in each direction upon such highway.

2. This section shall not apply to the driver of any vehicle which is disabled while on the paved or main-traveled portion of a highway in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

(Added to NRS by 1969, 1502)

484.397 Police officers authorized to remove vehicles.

1. Whenever any police officer finds a vehicle standing upon a highway in violation of any of the provisions of this chapter, such