

December 10, 2024

Transmitted via electronic submission

Re: OPEI Comments on OH HB 237 and Proposed Amendments to Regulations for Utility Vehicles

The Outdoor Power Equipment Institute (OPEI) is an international trade association representing more than 100 manufacturers and their suppliers of outdoor power equipment, including golf cars, personal transport vehicles (PTVs) and utility vehicles / “side-by-sides” (UTVs) for a wide range of product education and advocacy needs.

In addition to its education and advocacy work, OPEI leads the development of voluntary safety standards for many categories of outdoor power equipment and specialty vehicle applications. OPEI is a recognized American National Standard Institute (ANSI) Standards Development Organization and actively participates in the development of related international product standards through the International Standards Organization (ISO). Included in OPEI’s standard portfolio is *ANSI/OPEI B71.9-2022, American National Standard for Multipurpose Off-Highway Utility Vehicles*. The 2022 revision, the third edition of the standard, includes state-of-the-art safety requirements for equipment, configuration, and performance for Multipurpose Off-Highway Utility Vehicles (MOHUVs) which are included in the scope of OH HB 237.

In addition to MOHUVs additional vehicle categories are included in the scope of OH HB 237. These vehicles include “recreational off-highway vehicles (ROVs) and light utility vehicles, collectively referenced as “UTVs” for the purpose of these comments.¹ See Annex A for additional information about these different vehicle categories. The existing OPEI, Recreational Off-Highway Vehicle Association (ROHVA), and Society of Automotive Engineers (SAE) standards are widely recognized and adopted by UTV manufacturers.²

OPEI is concerned OH HB 237 will permit and encourage on-road use of UTVs for purposes other than trail crossing. Additionally, OPEI is concerned OH HB 237 requirements are not harmonized with existing voluntary standards, and as a result will result in interstate trade hardships for U.S. manufacturers. As a result, OPEI opposes revisions related to UTVs included in OH HB 237.

¹ For the purpose of these comments, “utility vehicle” and UTV means the proposed definition in OH HB 237, including MOHUVs, ROVs and light utility vehicles. Annex A provides a summary of different “specialty” vehicles, including UTVs, PTVs and “golf cars”, highlighting their manufacturer-intended use and the voluntary safety standards which establish safety specifications and requirements.

Miller, Plumber, OH H.B. No. 237 As-Introduced, July 11, 2023, “*Utility vehicle means a self-propelled vehicle with not less than four wheels, including a vehicle commonly known as a side-by-side, designed primarily for off-road use, that has non-straddle seating and a steering wheel for steering control.*”, pg. 64, line 1834

² *ANSI/OPEI B71.9:2022, American National Standard for Multipurpose Off-Highway Utility Vehicles*
ANSI/ROHVA-1-2023, American National Standard for Recreational Off-Highway Vehicles
SEA J2258_202207, Surface Vehicle Standard – Light Utility Vehicles

I. UTILITY VEHICLES ARE NOT INTENDED FOR ON-ROAD USE. ON-ROAD USE OF UTILITY VEHICLES INCREASES THE RISK OF INJURY OR DEATH.

OPEI opposes regulations and codes that permit the use of utility vehicles on-road. UTVs are designed and tuned specifically for off-highway (off-road) use. Data confirms that on-road use of UTVs tuned for off-highway use negatively impacts these vehicles stability and handling. Compromised vehicle stability and handling increases the risk of dangerous vehicle rollovers and crashes. Data also confirms on-road use of UTVs may result in injury causing or fatal collisions with larger vehicles, such as automobiles and trucks.

UTV's tires, suspensions, powertrains and safety features are designed specifically to handle a wide variety of off-highway terrain. These systems cannot generally be optimized for both on-road and off-highway use, and as a result manufacturers warn against on-road use of UTVs. For example, operating UTVs with off-road tires on-road can result in unintended handling and stability hazards. Additionally, off-road suspension and powertrain systems, designed and tuned for off-road use, react differently on-road due to surface friction differences between concrete/asphalt and common off-highway terrain such as loose dirt or grass.

When studying UTV stability Polaris found that changing a vehicle's tires for on-road use significantly reduced the steering wheel input needed to generate two-wheel lift – a precursor to loss of control, compromised stability and rollover. In short, two-wheel lift occurred much more quickly and more abruptly for machines on paved surfaces with on-road tires than with off-road tires³. The study also found that when the same on-road tire equipped vehicle was taken off-road, the vehicle was unable to traverse terrains, and/or handle turns, and/or brake the same as the vehicle equipped with its original off-road tires. In summary, a vehicle modified for on-road use will not perform as expected in off-road environments and increases risk in the manufacturer-intended off-road environment. This is an important consideration, as OPEI believes it is unlikely that vehicles for "legal" on-road operation would be used exclusively on-road.

Reports by the US Consumer Product Safety Commission (CPSC) make clear the above concerns and consequences for ignoring manufacturer warnings regarding UTVs on-road use. In our review of 435 CPSC Epidemiological Investigation Reports related to CPSC's 2016 UTV vehicle stability rulemaking⁴, OPEI found that approximately 45 percent of incidents were related to on-road vehicle use. In most cases, unmodified UTVs were unable to negotiate on-road changes in direction or turns, changes in surface friction, or obstacles, resulting in the vehicle leaving the road and crashing, and/or collisions with other on-road vehicles. These events often resulted in serious injury or death. In its study of CPSC data, OPEI found 24 cases where UTVs collided with another motor vehicle while traveling on a public roadway. For these reasons OPEI opposes regulations and codes that permit on-road utility vehicle use.

II. REQUIREMENTS OF OH HB 237 SHOULD BE HARMONIZED WITH WELL ESTABLISHED INDUSTRY VOLUNTARY STANDARDS.

³ "Public Meeting: CPSC Staff Meets with ROHVA – Part 1" 1:36:12, <http://www.cpsc.gov/en/Newsroom/Multimedia/?vid=70952> . "Public Meeting, CPSC Staff Meets with ROHVA – Part 2" 0:02:34, <http://www.cpsc.gov/en/Newsroom/Multimedia/?vid=70953> .

⁴ U.S. Consumer Product Safety Commission, *Safety Standard for Recreational Off-Highway Vehicles*, Notice of Proposed Rulemaking, 16 CFR 1422, 79 FR 68964, Docket No. CPSC-2009-0087, Document Number 2014-26500

OPEI is concerned OH HB 237 proposes vehicle requirements that are inconsistent with the widely adopted industry voluntary standards. UTV voluntary standards are frequently reviewed and revised and reflect state-of-the art requirements and best-practices for UTV design and use in their intended environments. Disparate requirements with the existing voluntary standards create potential barriers for interstate trade and will negatively impact many US vehicle manufacturers by unnecessarily requiring vehicle deviations from state to state. OPEI appreciates the bills intent to increase vehicle design and use safety, however, to eliminate unnecessary hardships, OPEI recommends UTV requirements in the proposed legislation is aligned with the related voluntary standards.

For example, OH HB 237 Section 4519.20(5) proposes to add requirements for UTVs to include a (rearward viewing) mirror, two red taillights, and two red reflectors. OPEI and ROHVA standards were recently revised to include requirements for taillights and reflectors, but only one taillight and reflector are required (more are optional), and a rearward facing mirror is not required because the on-road risks for which rearward facing mirrors are intended to address (commonly occurring surrounding and passing vehicles) are not generally factors in UTV off-highway accidents.

Additionally, proposed requirements for “roll cages” and “occupant restraining devices” are inconsistent with voluntary standard requirements for some of the vehicles included in legislations proposed “utility vehicle” definition. Specifically, SAE J2258 for Light Utility Vehicles, which range in maximum speed up to 25 mph, have varying requirements for operator protection systems (including “roll cages” and “occupant restraining devices”) based on the vehicles maximum speed and stability. Because of their low speed, high stability, and typical uses, these vehicles have a low risk of rollover. These low-speed UTVs are often used for farming, construction and similar activities with frequent stops where users enter and exit the vehicle. Operator protection systems may burden users in common uses cases and as a result may create unintended hazards for operators. For example, users may choose not to use seat belts because of the frequent ingress/egress – then, in the unlikely event of a low-speed rollover the circumstances may create a significant risk of crushing if an unrestrained operator is ejected from the vehicle and struck by the “roll cage”. On the other hand, requiring only occupant restraints (but not “roll cages”), may increase the risk of crushing restrained occupants in the unlikely event of a low-speed rollover. For these reasons the referenced voluntary standards have been thoughtfully developed to address risks associated with the typical uses of these vehicles and the unlikely rollover events.

Finally, utility vehicles may or may not have NHTSA / SAE coded Vehicle Identification Numbers (VIN) referenced throughout the bill. Since 1981, auto manufacturers have utilized the VIN numbering system to describe a vehicle for identification purposes. Historically, the VIN was to accommodate both on-road and selected off-road vehicles. However, in 2003 the U.S. National Highway Traffic Safety Administration (NHTSA) confirmed that off-road vehicles were outside its regulatory jurisdiction and advised SAE that the World Manufacturer Code (WMC) used in VINs to identify on-road vehicle manufacturers, should no longer be issued to off-road vehicle manufacturers. As a result, off-road vehicle manufacturers may or may not have WMCs and the ability to comply with VIN regulations.

Following NHTSA’s determination, SAE worked with the industry to develop a new off-road vehicle identification system. The new, ISO-compatible system, was named the Product Identification Number, or PINS for short. Similar to the VIN, the PINs system standardizes a 17-digit identification code for off-road vehicle manufacturers, complete with an SAE assigned WMC. Additional information about PINs system can be found at SAE’s website:

<https://www.sae.org/standardsdev/groundvehicle/pin.htm>

It is OPEI's understanding that Section 4519.56(2) permits the use of different types of vehicle identification codes for utility vehicles in place of VINs for the purpose of the regulation – The bill does not propose to require a VIN for utility vehicles (which many manufacturers cannot comply with due to NHTSA limiting WMC's to on-road vehicle manufacturers). OPEI is seeking confirmation of this understanding.

III. OPEI SUPPORTS REGULATIONS AND CODES THAT REQUIRE VEHICLE FEATURES AND SAFE OPERATION OF PERSONAL TRANSPORT VEHICLES (PTVs) DESIGNED EXCLUSIVELY FOR USE ON DESIGNATED ROADWAYS.

Different from UTVs, Personal Transport Vehicles (PTVs) are designed exclusively for use on designated roadways. OPEI supports regulations and codes outlining requirements for on-road use of PTVs. For reference, Annex A provides a summary of different "specialty" vehicles, including UTVs, PTVs and "golf cars", highlighting their manufacturer-intended use and the voluntary safety standards which establish safety specifications and requirements.

In the event Ohio wishes to establish regulations and codes for the use of PTVs, Annex B includes OPEI's model PTV legislation for consideration.

In closing, modification of UTVs for the purpose of on-road use presents serious user risk. Changes in vehicle specifications for on-road use may result in drastic handling and performance changes, both on- and off-road. These handling and performance changes are often underestimated, or not understood at all, and increase the risk of accidents in all operating environments. For these reasons OPEI opposes regulations that permit the use of UTVs on public roadways.

Please contact me if you have any questions or would like to further discuss these concerns.

Kind regards,

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ANNEX A
OPEI Specialty Vehicle Summary and Comparison Table

Vehicle Requirements



SPECIFICATION / REQUIREMENT ¹	VEHICLE CATEGORY							
								
	Golf Car	Personal Transport Vehicle (PTV)	Personnel / Burden Carrier	Light Utility Vehicle (UTV)	Low Speed Vehicle (LSV)	Multipurpose Off-Highway Utility Vehicle (MOHUV)	Recreational Off-Highway Vehicle (ROV)	All-Terrain Vehicle (ATV)
Standard	OPEI Z130.1	OPEI Z135	ITSDF B56.8	SAE J2258	FMVSS 500 SAE J2358	OPEI B71.9	ROHVA-1	SVIA-1
Use	Golf Courses	Designated Roadways or Closed Communities ²	Indoor and Outdoor Improved Surfaces	Off-Highway	On-Road ²	Off-Road ⁵	Off-Road ⁵	Off-Road ⁵
Speed	≤ 15mph	≤ 20mph	< 25mph	≤ 25mph	20-25mph	> 25mph	> 30mph	Category Specific – See SVIA-1
	Gas/Electric	Gas/Electric	Gas/Electric	Gas/Electric	Gas/Electric	Gas/Electric	Gas	Motorized
Powertrain	NA	Four or more wheels	Three or more wheels	Three or more wheels or tracks	Four wheels	Four or more wheels, two or four tracks, or combination of	Four or more wheels	Four low pressure tires
Gross Vehicle Weight Rating	NA	< 4000lb	NA	< 5500lb	< 3000lb	< 5500lb	< 5512lb	None
Cargo Capacity	NA	NA	< 10,000lb	NA	NA	> 350lb		None
Width	NA	NA	NA	max 72"	NA	max 80"		NA
Seating Arrangement	Traditional ³	Traditional ³	Traditional ³	Traditional ³	Traditional ³	Traditional ³	Traditional ³	Straddle
Steering	Steering Wheel	Steering Wheel	Steering Wheel or Tiller Bar	Various	Steering Wheel	Steering Wheel	Steering Wheel	Handlebars
Head Lamps	NA	Required	NA	Optional	Required	Required	Required	Optional – See SVIA-1 for Standard Requirements
Reflectors	NA	Required	NA	Optional	Required	Required	Required	Required
Side Marker Lamps	NA	Optional	NA	Optional	Optional	NA	NA	Category Specific – See SVIA-1
Stop Lamps	NA	Optional	NA	Optional	Required	Required	Required	Category Specific – See SVIA-1
Tail Lamps	NA	Required	NA	Optional	Required	Required	Required	NA
Turn Signals	NA	Optional	NA	Optional	Required	NA	NA	NA
Horn	NA	Required	Required	Optional	Required	NA	NA	NA
Mirror(s) Side/Rear-View	NA	Required	NA	Optional	Required	NA	NA	NA
Seat Belts	NA	Optional ⁴	NA	Conditional Requirements ⁶	Required	Required	Required	NA
OPS / ORS / ROPS⁸	NA	Optional	NA	Required	Required ⁷	Required	ROPS & ORS Required	NA
Other						Seat belt reminder w/ speed limiter	Seat belt reminder w/ speed limiter	

1 - In accordance with listed standard

2 - Where permitted by law or regulatory authority rules

3 - Non-straddle; Typically side-by-side

4 - OPS required if seatbelts installed

5 - Operator information requirements – The vehicle is not designed or intended to be used on public roadways.

6 - Required for vehicles between if stability is below minimal values in Figure 2 (generally less than 20-30 degrees, depending on maximum vehicle speed)

7 - Required by SAE J2358 / Not required by FMVSS 500

8 - Occupant Protective Structure (OPS), Occupant Retention System (ORS), Roll Over Protective Structure (ROPS)

ANNEX B
OPEI Z130/Z135 Golf Car & PTV Committee Personal Transport Vehicle Model
Regulation / Code

May 10, 2023

RE: Model Personal Transport Vehicle Model Code

As many states are authorizing local municipalities to implement rules for the use of lower speed vehicles on roadways, The OPEI Z130/Z135 Golf Car & Personal Transport Vehicle Standards Development Committee is providing the following guidance and model code to assist in rulemaking. See Annex A, Model Personal Transport Vehicle Code. Following this guide will help ensure the safety of your constituents as well as harmonize rules across the country. You may request this model code in Word format from info@opei.org.

Before we get started, there is a need to clearly define the different types of vehicles and what they are called. The most common confusion occurs between golf cars and personal transport vehicles (PTVs). Golf cars are equipped for use on golf courses to play golf. PTVs are equipped for use on roads. In some cases, golf cars can be modified into PTVs by adding the proper equipment for use on roads. See Annex B, Vehicle Comparison Table. This model code includes provisions for PTVs and exemptions for golf cars.

ANSI/OPEI Z135 defines the safety requirements for PTVs. The Committee recommends that all PTVs meet this minimum safety standard. The sample language includes a few of the key elements from that standard. The standard is available for free download at <https://www.opei.org/golf-cars-and-personal-transport-vehicles/>.

It is important to note that seat belts are optional in the ANSI/OPEI Z135 standard. In accordance with the standard, seat belts shall not be installed without an Occupant Protective Structure. Not all PTVs have Occupant Protective Structures.

This model legislation is provided as a guide to aid in your development of local regulations. There are a number of decisions to be made based on the needs and desires of your constituents. The following paragraphs offer specific topics for consideration and discussion as you customize your code.

There are two approaches to designating roadways for PTV use. The first approach is designation by speed limit. The second approach is designation by map. A combination of these approaches may also be appropriate.

For the speed limit approach, the maximum speed limit of roads travelled must be determined. Some states have prescribed speed limits. These limits generally are between 25 and 35 mph. The determination of speed limits should consider local conditions. Local codes should be consistent with applicable state laws.

There are situations where PTVs must cross higher speed roads. The speed limits of roads that PTVs may cross should be considered. The location of crossing should also be considered, such as marked PTV crossings or controlled intersections.

For the map approach, a process must be developed for submission and approval of each road that would allow PTV use. In addition, adopting signage requirements to clearly designate those roads may be appropriate.

Some regulations require vehicle registration and decals. This model code provides sample language if you choose to enact these requirements.

Some regulations also require insurance. This model code provides sample language if you choose to enact this requirement.

Some regulations require a slow-moving vehicle triangle. This is not addressed in this model code.

Some municipalities may permit PTV use on multi-use paths/trails. This is not addressed in this model code.

Sincerely,

The OPEI Z130/Z135 Standards Development Committee

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www.opei.org

ANNEX A

Model Personal Transport Vehicle Code

OPEI PTV MODEL LOCAL ORDINANCE

The Golf Cars and Personal Transport Vehicles committee of the Outdoor Power Equipment Institute (OPEI) offers this model ordinance for consideration by political subdivisions contemplating passing an ordinance or regulation allowing citizens to operate personal transportation vehicles on its roadways. The Committee recognizes that each jurisdiction is different and may have varying requirements for its ordinances.

Title _____

ARTICLE __. OPERATION OF GOLF CAR BASED VEHICLES, ("PTVs").

Section 1. Policy Statement.

The purpose of this Ordinance shall be to establish terms and conditions within [NAME OF LOCAL JURISDICTION] to promote the health, safety and welfare of persons operating motorized personal transportation vehicles ("PTVs" as defined below) within [NAME OF LOCAL JURISDICTION] and to protect the safety of their passengers and other users of roads.

The passage of this Ordinance recognizes that PTVs, if properly used, are an effective way to travel for short distances within [NAME OF LOCAL JURISDICTION]. However, to ensure the public safety and welfare, the operation of PTVs must not only comply with existing traffic regulations, but also the requirements of this Ordinance. This Ordinance establishes the basic, minimum standards of care to be used by the operators of PTVs on public roads, streets, and highways.

All persons who operate or ride as passengers in PTVs within [NAME OF LOCAL JURISDICTION] do so at their own peril. The passage of this Ordinance may not be used to argue that [NAME OF LOCAL JURISDICTION] has assumed any liability for the operation of PTVs within its jurisdiction.

Section 2. Definitions.

- a. "Controlled Operating Environment" means that territory under the jurisdiction

of [NAME OF LOCAL JURISDICTION] designated by it for PTV use, including the privately owned land of any owner that consents to [NAME OF LOCAL JURISDICTION] having jurisdiction to regulate the operation of PTVs on private property.

- b. "PTV" means a *self-propelled vehicle with a minimum of 4 wheels, capable of a maximum level ground speed of less than 32 kph (20 mph), with a manufacturer's maximum gross vehicle weight rating (GVWR) of up to 1,814 kg (4,000 lbs) operating on designated roadways or property where permitted by law, or the applicable regulatory authority.* A PTV shall not include all-terrain vehicles ("ATVs"), lawn mowers, golf cars which have not been equipped for road use, or vehicles designed for off road use.
- c. "Golf car" means a vehicle used to convey a person or persons and equipment to play the game of golf in an area designated as a golf course, and is not equipped for road use, per section 3.
- d. "Public road" means all public streets and ways within the corporate limits of [NAME OF LOCAL JURISDICTION] that are under the municipality's jurisdiction.
- e. "Valid driver's license" means a license or permit valid for persons to operate motor vehicles on the public roads of this State.

Section 3. Required equipment for operation of PTVs on designated roadways:

- Service Brakes
- Main Power Switch
- Headlamps
- Tail Lamps
- Stop Lamps
- Reflex Reflectors
- Front and Rear Turn Signal Lamps
- Horn
- Mirrors

Required equipment specifications shall be defined by the edition of ANSI/OPEI Z135 that corresponds to the year the PTV was manufactured or the year the vehicle was converted to a PTV.

Section 4. Operation of PTVs on public roads not otherwise designated for such operation.

It shall be unlawful for any person to operate a PTV on or over any public road in [NAME OF LOCAL JURISDICTION], except as provided in this Ordinance.

Section 5. (Option 1 – less restrictive) Designation of public roads of [NAME OF LOCAL JURISDICTION] for PTV operation

1. Pursuant to Section _____ of the [NAME OF STATE MOTOR VEHICLE CODE], the [NAME OF LOCAL JURISDICTION'S LEGISLATIVE BODY] may authorize by ordinance, the operation of PTVs on public roads with posted speeds of [MAXIMUM ALLOWABLE SPEED LIMIT FOR PTV USE AS DETERMINED BY THE JURISDICTION] or less, within the [NAME OF LOCAL JURISDICTION].

Section 5. (Option 2 – more restrictive) Designation of public roads of [NAME OF LOCAL JURISDICTION] for PTV operation; posting of signs.

1. Pursuant to Section _____ of the [NAME OF STATE MOTOR VEHICLE CODE], the [NAME OF LOCAL JURISDICTION'S LEGISLATIVE BODY] may authorize by ordinance, the operation of PTVs on designated public roads within the [NAME OF LOCAL JURISDICTION] after (i) considering the speed, volume, and character of motor vehicle traffic using public roads, and (ii) determining that PTV operation on particular roads is compatible with state and local transportation plans and consistent with the [STATE'S] statewide pedestrian policy. No public road of [NAME OF LOCAL JURISDICTION] shall be designated for use by PTVs if PTV operation will impede the safe and efficient flow of motor vehicle traffic, or if the road's posted speed limit is greater than [MAXIMUM ALLOWABLE SPEED LIMIT FOR PTV USE AS DETERMINED BY THE JURISDICTION].

2. All requests made to have specific roads designated for PTV use shall be directed to the [TITLE OF RESPONSIBLE OFFICIAL].
3. Any public road of the [NAME OF LOCAL JURISDICTION] designated for PTV operations shall be posted with signs indicating this designation.
4. Maps that clearly indicate locations of Controlled Operating Environments should be posted on the [NAME OF LOCAL JURISDICTION]'s web site [INSERT URL OF WEB SITE] and be distributed or made available in printed form to all known users.
5. The [NAME OF LOCAL JURISDICTION'S LEGISLATIVE BODY] will periodically review the map. Citizens may request the addition of specific roads to the map. The [NAME OF LOCAL JURISDICTION'S LAW ENFORCEMENT DEPARTMENT] will review the request and recommend to the [NAME OF LOCAL JURISDICTION'S LEGISLATIVE BODY] whether to add roads based on an assessment of traffic volume, topography, intersections, and other relevant public safety variables.

Section 6. Limitations and Safety Criteria.

PTV operation on designated public roads of the [NAME OF LOCAL JURISDICTION] shall be in accordance with the following limitations:

1. Any PTV that is operated on a public road as allowed by this Ordinance must be covered by liability insurance.
2. PTVs must be registered and/or permitted by [NAME OF STATE MOTOR VEHICLE CODE] and/or [NAME OF LOCAL JURISDICTION]
3. No person shall operate a PTV on a public road of the [NAME OF LOCAL JURISDICTION] unless that road is designated for PTV operation, per section 5.
4. No PTV shall be driven across any road at an intersection where the road being crossed has a posted speed limit of more than [MAXIMUM ALLOWABLE SPEED LIMIT FOR PTV CROSSING AS DETERMINED BY THE JURISDICTION]. Any crossing that is specifically a PTV crossing should be conspicuously marked by signage and apparent to oncoming motor vehicles.

5. The maximum occupancy of a PTV traveling on roads will be one person per designated seat.
6. The use or consumption of alcoholic beverages or other mind altering substances while operating or occupying a PTV on public roads is prohibited.
7. Driving while distracted or otherwise doing another activity that takes the driver's attention away from driving is prohibited.
8. No person shall operate any PTV on any designated public road of the [NAME OF LOCAL JURISDICTION] unless the person possesses a valid driver's license.
9. PTV operators shall maintain their PTVs in a safe condition and ensure that an unobstructed view to the rear is maintained at all times the PTV is in operation on public roads.
10. Rules of the Road:
 - a. All PTVs are entitled to full use of a lane, and no motor vehicle shall be driven in such a manner as to deprive any PTV of the full use of a lane.
 - b. The operator of a PTV shall not overtake and pass in the same lane occupied by the vehicle being overtaken.
 - c. No person shall operate a PTV between lanes of traffic or between adjacent lines or rows of vehicles.
 - d. PTVs shall not be operated two or more abreast in a single lane.

Section 7. Exceptions for Golf Cars.

The limitations set forth in Sections 6.(1), (2) above shall not apply to golf cars being operated:

1. To cross a road from one portion of a golf course to another portion thereof or to another adjacent golf course; or
2. To travel between a person's home and golf course if (i) the trip would not be longer than [MAXIMUM ALLOWABLE DISTANCE (MILE(S)) FOR GOLF CAR USE AS DETERMINED BY THE JURISDICTION] in either direction, and (ii) the speed limit on the road is no more than [MAXIMUM ALLOWABLE SPEED

LIMIT FOR GOLF CAR USE AS DETERMINED BY THE JURISDICTION].

Section 8. Penalties

Any act constituting a violation of this Ordinance or a failure to comply with any of its requirements shall subject the offender to a civil penalty of _____, Repeat offenders may have the privileges granted by this Ordinance revoked

Section 9. Conflict with State Law

An ordinance adopted under this subsection shall not conflict with or duplicate another state law.

Section 10. Effective Date.

This Ordinance shall become effective_____.

Sections 11. – 20. [RESERVED]

[SIGNATURE BLOCK]

ANNEX B

Vehicle Comparison Table

Vehicle Requirements

OPEI Golf Car Z130.1 vs OPEI PTV Z135



SPECIFICATION /REQUIREMENT ¹	VEHICLE CATEGORY	
		
Standard	Golf Car OPEI Z130.1	Personal Transport Vehicle (PTV) OPEI Z135
Use	Golf Courses	Designated Roadways or Closed Communities ²
Speed	≤ 15mph	≤ 20mph
Head Lamps	NA	Required
Reflectors	NA	Required
Side Marker Lamps	NA	Optional
Stop Lamps	NA	Optional
Tail Lamps	NA	Required
Turn Signals	NA	Optional
Horn	NA	Required
Mirror(s) Side/Rear-View	NA	Required

1 - In accordance with listed standard
2 - Where permitted by law or regulatory authority rules