

I'll jump right into the fact. What can be registered? The bottom line is ATVs/Utvs are required to be registered. Whether they're on a farm, US Republic trail systems, or just on private property, technically, the machines are required to be registered through the Department of Natural Resources, just like a car driving down the roadway, they got to have registration. So do these utvs and ATVs. Now, unfortunately, or fortunately, they make all kinds of varieties, right? They, there's a gazillion different models and makes. So we have a definition. The definition has changed recently. In fact, in March, some of the definitions and I kind of highlighted this definition change on this slide. The big changes: the width requirement and when you see the width of 50 inches or less for an ATV, that's measuring from the outer wheel well, or wheel rim to the outer wheel rim. So the tire itself might be wider as that tire inflates it kind of bulges out. Now the definition is from rim to rim horizontally so takes a little bit of effort to measure that. You just have to make sure that that machine and most manufacturers, manufacture them um with a 50 inch or less, but now the law says rim to rim, so that's something that changed recently. And the other big change is three or more tires. It used to be low pressure tires, on an ATV or UTV. Now the law says that you just have to be three or more tires so they they can be car tire tires, things like that there is no requirement to have a low pressure tire. In fact, they can be pneumatic tires where they have no air, necessarily in them at all, any at all. So that's a big change. In the definition and what you can and can register as an ATV, the UTV is like I said, they're becoming more and more popular. But that definition has changed a little bit too. It's less or equal to 2000 pounds. Now, whether you believe it or not, they're they're making machines that are way over 2000 pounds. Some of those machines are 2500 pounds, things like that and they are not legal to be registered. And registration kind of really comes into play here on a farm or a farm ATV or UTV because if you can register it as a farm ATV or UTV, you can the machine can be used on the highways or the roadways. If it's not legal to be registered as such, then you have to go back to is it an implement of husband- husbandry, do the county or state patrol designate it as a motorized vehicle, things like that. So that really makes it - that really matters. So if you decide that you or your family or you know, a farmer that you're working for is looking at registering a machine or buying a machine. You want to look at these, these, these definitions of a UTV or ATV because it really could, it could matter whether or not you're going to actually use it legally on road. Again, four or more tires, not necessarily low pressure tires, like we once had. All these other things you can read just as much as I can. The big ones are again, now the width maximum width is from outer rim to rim, not necessarily from the widest portion of that machine. It's rim to rim is defined by that so something to keep in mind. Um, on a, on a UTV the roll bar is is vital, obviously for for reasons of safety, they sit higher, and we're going to talk about what is what is the safest ways to operate a UTV, especially due to those roll bars down down the line here. What else can be registered? Basically those six wheeler type machines, they really don't qualify as an ATV. They're typically weigh heavier than 900 pounds. But you could, you could register them as a UTV based on these requirements, right. So again, three or more tires, not necessarily low pressure 65 inches or less, outer rim to rim. So, again, that's a change in the definition, but they have to be equal or less than 2000 pounds. Again, that's mainly these UTVs that are- or ATVs that are six wheelers. They really don't meet the definition of an ATV because they're too heavy. But they got the dump box and things like that. What can't be registered, this is important. Some guys, some people do not modify things. They, they widen out the wheel bases, they might create their own machine or buy one of these Argos down the lower left hand corner or something like that. And they want to use them for farm work and that and that's fine on private property, you can do that and use that kind of stuff. I think I see, I see more and more golf carts being utilized on private properties or farms. Put a little more aggressive tire on it, and you can buzz around

and and you probably save a bit of money by doing that. ATVS/UTVs are pretty expensive these days. They're making them bigger and badder I guess. Golf carts sometimes can, can sort of serve you well. But again, they're not considered an ATV or UTV by DNR definition. Therefore, you'd have to verify that they're..... if you're going to use them for such.

Talk a little bit about ag registration. This is pretty good important. I don't know if we can move. Is everybody seeing this? I can maybe slide this out of the way. Does that matter?

Looks pretty good Bob.

Okay, so maybe I'm just - fine. Okay. All right. So you can see that the ag registration, that sticker down there, that's what you're going to get when you register your machine. It's basically for this is for air cultural use and it'll say ARG or air cultural on the actual registration. And what does that mean? Well it means it's, it's going to be used for agricultural purpose and those purposes are defined here. And this is really, really important because just because you have an ag sticker on your machine, it doesn't mean that you get to drive to town and have breakfast or lunch with your buddy or go to town to buy gas or, or or stopover in a neighbor's house to have a cup of coffee. That's really not what it's designed for. It's really defined based on these three, these three points: to transport farming implements or equipment, or supplies or products on a farm or between farms. It's not meant to load up your your tree stand and, and jump in and go hunting for the day. It's not designed to go and drop off a bunch of guys to bring a deer drive, things like that - it's really designed for use for agricultural purposes. The sticker is only valid during operation on public roads for agricultural purpose again, and it's valid until the ownership of it is transferred. So you know, the farmer that you're working for sells it, that ag use sticker can be tossed, or your parent is registered it or you registered it, it's valid until you sell the machine or it doesn't work anymore. For private registration, and this is another option for folks that maybe own a business or own a family land and they're only going to use that machine on private land, their own private land, then then it's valid. And again, remember, all ATVs utvs are technically supposed to be registered, right? So some people don't want to buy the - they can't, they can't - they don't qualify for the air cultural private sticker, but they would qualify for the private sticker. And again, that's a non expiring sticker. It's can only be used for exclusively on private land owned by the applicant or by the immediate family member. And you can see the definition of immediate family member there.

So Bob those are a one time registration?

A one time registration, you know, 30, but I think it's 30 bucks for the .... machine is long .....

Okay. That was question.

Yep. Yep. One time registration. It's really convenient for air cultural and private. So and then we'll get into the public and that that expires. But so you can see that how you, you you meet the requirement by getting it registered and you only pay one time fee. But it does have limitations. And that's where that's where that comes into play. So this is some of the public stuff. There is a trail pass requirement now. There's a public registration, it's a two year registration, running from April 1 to march 31. And again, that's mainly that's for public use. We have a free weekend though. It's pretty neat. First weekend in June, where you can ride the public trails for free, you don't have to have the trail passes and stuff. That's kind of a neat idea. Give people an opportunity to explore and and try it out for a weekend. Just

like free fishing weekend. It's the same. I think it falls on the same weekend. So just a little tidbit of information there.

Um, these are some of the requirements for public registration and private for that matter. The decals are required to be affixed by the backing, there's a little sticker type decal there. I'll show you a picture of that, you are required to carry the registration if it's a temporary, so you want to have that along because the sticker might not be valid, but you have it registered, carry that proof along with you. So this is what you'd want to do, whether it's private, whether it's agricultural, private or public, you want to get them display. Sometimes you'll see stickers, you always want to have them on the forward half of the machine. You don't want them below enough where your leg is covering them. You want them high forward half typically up by the you know, maybe up to the headlight up there by the EFI there that's a good spot that's right store are attached mine on my work machine or, or right there along the side where we can see him from the from the from the side. So that's how you're supposed to display them whether it's private, public or or agricultural. If you aren't going to register it, you can do register machine that's perfectly fine. So if you have a machine that's for agricultural purpose, you'd have to stick around, but you want to use it for public use. Whether you want to go ice fishing in the wintertime, ride public trails up in Jackson or, you know, Clark County, you can register in both ways, if it's meant, if it's registered for public use and using it for public use, you got to get this license plate put out. And we don't we don't supply the license plate. But you can get them you know, on the internet pretty quickly and easily. Make them manufacturer for you, and you just snap them on and you're good to go. The reason for that license plate is really for public use on public trails. We have ATV ambassadors out there looking for people that are doing things wrong, like getting off the trail tearing up yards, tearing up private property, trying to find and see that little sticker on the side of the machine is very difficult. So they put a larger plate on there to help the trail ambassadors and people identify machines that are doing you know, bad things, or doing damage to property or things. And that's basically the definition of, of how much the size and the the breakup of that of that license. This is an example of our registration card that we send out. If you get this, you can slap it in there, throw it in there. You don't necessarily need this car. A lot of people think you got to have this card to sell the machine typically you don't. But it's nice to have because it has all the pertinent information, the serial number, the registration number, things like that.

So let's get into some pretty important stuff here related to you know, where you guys where you stand, related to age restrictions, and this gets a little convoluted here. So I apologize, but I'll try to do my best at at clarifying. Let's just talk about UTV. Again, UTVs are becoming, you know, obviously more popular. There's lots of them out there. They're really user friendly, but they do have some age or age restrictions associated with your activity when working on a farm or in order.... to break this down for you. Let's talk about agricultural use. That's why you're here. So it's okay to operate in - a UTV under the age of 16 with adult supervision, alright. So here's an example. Right? You, you're working for a farmer, where you're working for your parents or whatever, more farm purpose, right? And, and you need to run a piece of equipment from that farm, you know, out into a field or something like that. All right, you need to be supervised, well, it doesn't necessarily require continuous verbal direction, or control. But it means me you got to be kind of you got to be available or someone's an adult has to be available to kind of be around, right. You can't just go off on your own and do your thing. You just need supervision. Company means basically within sight/voice contact, right? I mean, that's a big difference for that supervision. So that's, if you're under 16, which some of you probably are, I think the class is really designed for that

1314 year old and some may be the age of 16. But you can see how that breaks down here. And let's just - we're just talking strictly UTV use on a on a farm here, for various agricultural purpose on private property. If you're age 16, or over now, you must be certified to operate. So there's a line there, which it's kind of like driving a car, right? You know, at some point, you got to get a license to drive a car and we kind of draw that line at 16. And of course, a lot of you will do that because you want to drive a car, right? So if you want to drive UTV, rare cultural use, you got to get certified. No, that's not going through some, you know, 10 minute process with the Polaris dealer, right. That's a process The DNR offers for ATV/UTV safety class, so you can sign up. We we offer them in the county. We do it every other year out of the CFC School District. There's a class typically every other year. This year we're on the off year. Next year will be ATV class, we hope.

And then in conjunction to that Gilmanston. The - Mr. Rudd, Cory Rudd puts on an ATV/UTV safety class in Gilmanston every other year. Every other year that we don't, it's kind of a coverage thing that we're trying to get available for our, for our students. But you can also I believe, do it online. There's some options for you to do them do it online, you pay a little bit more to do that. But keep that in mind. These age restrictions on utvs are really funny. It sounds like why why would a kid that's 15 and be able to operate with adult supervision but a kid that 16 has to have the class? Well that's just the way they wrote the bill. I don't know why, necessarily, but that's, that's the rule. So keep that in mind when, when you're operating. As we continue through there, there's some regulations about private property. So you may not necessarily be, you know, working on a farm, but you might be on your own private property and there's no age restriction. When you're out there bombing around on your own private property. There's no supervision requirement. For example, my son is now 12. We have a UTV, he drives around on our property. I don't have to supervise them by law. We typically know about where he is right and make sure that if he goes off into the woods that we - he comes back in on an appropriate amount of time, that kind of thing, but technically by law, there is no requirement there. A little bit different on a farm right? For your cultural use on private land. Um, so what if you go out, you may take your ATV to a neighbor, right? Other private property with permission, right? You might - neighbor says come on over and you know, bomb around. If you're under age of 12, it's okay to operate. But you have to be accompanied by an adult, okay, and you can see the definition of accompanied at the bottom of the screen. So it gets a little complicated, so you just have to kind of figure out where you are, and then decide. It'll define what you need, what you're allowed to do, where you are. But no operation law between the ages of 12-15 again, that's the way the law is written. I don't know why they do that and then operating at 16 and older must have certified. So 16 is really the kind of the the link there to, to - having the freedom to operate that UTV anywhere, right? (Getting certified.) So that's important to think about.

Let's talk about ATVs. Right? These are the smaller machines, right? They straddle the seat. For ag use, basically the - there's no road use until or unless, you're at least 12 years of age, and you're certified in ATV safety. So I'm guessing most of you are 12 at least. If you want to use those machines for ag purposes, when they have the ag sticker on, then you got to be at least 12 and you got to have the class - you got to have a ATV safety. All right?

On private property, owned by an immediate family member, get any age without safety certificate, and you don't have to have supervision. I prefer supervision, right. I think that's a good idea. Letting people know where you are when you're going to return - things like that are pretty good things to do. Again, on other private property, with permission, if it's under - under age 12 is okay, if accompanied by an

adult from age 12 and older, you must be certified. So they put a little more restriction on these ATVs. Again, get certified at 12 you're golden to be driving on somebody else's land or for agricultural purpose. That gives it again a definition of immediate family member there... is basically you know, somebody that you're your parent or you're living with there.

So, okay, so air cultural roadway use, all right. We talked about agricultural purpose, and we just kind of covered that already. The bottom thing is really the most important, right, no ATV operation under the age of 12, and no UTV operation under the age of 16 - for any reason on the roads. Alright, so you're probably over, you're probably past the 12 year old issue with the ATV. But some of you may not be past that 16 year old operation on public roads or UTV. That's that way the law's written. I can't change it. I just enforce it. Just something to keep in mind. The legislature must feel that, you know, it's really no different than driving a car, in a sense that there are vehicles driving on the highway that are going 60 miles an hour and you know, things like that. And we want to protect those that are, are - have, they have the authority to ride the roads. So keep that in mind as we go about this, but again, 12 years of age for ATVs with certification, and then 16 years of age, with utvs certification. So.

All right, those are that's a key one right there. I - in my opinion. Okay.

Obviously with ATVs and ATVs, I would say every time you jump on one of those machines, a helmet is the right thing to do. There are some exceptions to the law. Basically, if you're on your own land, or at least by immediate family members, you don't have to wear the helmet. If you're operating - for you guys, right during agricultural use, there's an exemption or while engaged in a hunting and fishing activity. So if you're under 18, which most of you are, I'm assuming - you're out there toolin' around on somebody else's property...for fun, you got to have it. Right? But if you're out there working on the farm, for a farmer, it's not necessarily required by law. Is that a good idea? Yes, it is. All right, we know that protecting your head is probably the most, obviously the most important thing to do. Right? It helps you decide what you're doing and when to do it. So, I would recommend wearing a helmet at all times. I know it's not necessarily convenient at all times. But that that would be the right recommendation that you did have there. But you can see the exemptions and when you are required and when you are not. When you're on public trails, for example, and things like that, then you are required, unless you're 18 or older.

Oh, this is a new one. This is an interesting one. This may cause some questions. This came out in March of this year, basically, eliminating the majority of ATVs from having a passenger. Now, there's been lots of questions about this as it's coming out into the public. But basically, if the manufacturer has not designated that machine as a two passenger machine, or three, then it's meant for one person. Right? There's, again, there'll be lots of questions or issues about that down the road, I'm sure. But what we are telling people is exactly what's on the screen. You can buy aftermarket seats and those seats can, you know, you can legally buy those seats. But by definition, if the machine is not manufactured for two, which most ATVs are not, based on our understanding, then you're by law you're required to operate with one. And I can assume that the core issue is safety. When you put a put two people on a machine, you change the balance of the machine. You change the dynamics of the machine weight distribution. Sometimes they get top heavy or you know, as that individual is further back or standing sitting higher. Not exactly sure what happened and related to this law change, but I just wanted to let you know that this is something brand new out of the box here in March. And I'm sure there'll be more discussion and more direction in the future. But I think you'll recognize a lot ATVs have these placards, on the on the

wheel wells and things like that .... patch on the machines. You have to adhere to that based on what the recommendation is from the manufacturer.

Okay, so, as we talked about, generally speaking, ATVs and utvs are not allowed on the highways. You know, start with that. They're really not allowed on paved roads or highways, township roads, county highways, state highways, of course. Right. They're really not allowed to be on the ditches or, or road right of ways. Generally speaking now, you know there are some exceptions. One is if it's a route, right, a route is a designated road, whether it's a township road, a county highway, or a private drive, that allows ATVs or UTV to be on the highway. You know, again, highways are designed for vehicular traffic for the most part. cars and trucks, semis aren't looking for a little ATVs?utvs. So that's where the inherent danger lies. There are several exceptions. One of the exceptions of course is, route where it's designated by sign. Another one is of course, agricultural purpose. So a farmer can transport some equipment or some product from one farm to another, using the road. They still have to abide by the regulations on the road. They can't exceed the speed limit, and they have to stay to the far right. Those kinds of things. But they do have afforded - they are afforded the ability to be on that highway for a purposes.

Hey, Bob, can I ask a question about them?

Yeah.

You said speed limit with ATVs, along for farm use. Is there like, I know a couple counties where they allow ATVs/Utvs on the highway. Maybe it's just utvs? I don't remember for sure. But they have to stay at 35 miles an hour less or 45 miles an hour. Does, for ag use, do they have to do that also, or is it just below 55 which is posted speed limit?

That's a great question and my guess is that if there's a local ordinance that allows a UTV or an ATV to be on the road, whether it's on a, you know, obviously that's a route then. Then you, you abide by the more restrictive law. Look, more local ordinances can be more restrictive than state law. They just can't be less restrictive. Right? So, for example, we have a shining law in the county that allows you, the state law says that you can't shine past 10pm from September 15 to the end of the year. That's what the state law says. The county ordinance says you can't shine from a public roadway. That's certainly more restrictive. So I would say that in this situation with an ATV or UTV you can be on the road, and by law, you can operate as long as you're not exceeding the speed limit from state law. But if the county ordinance says if you're on the road, you have to minimize-- you have to go 35 or less, then you have to go 35 or less. That's the way I would understand it. Okay. Does that help you out?

Yep. Thanks.

Okay. This is where I think the safety, really some of the biggest safety issues come into play. So you're going to see that UTV passengers must ride in or on a UTV in areas manufactured for passengers, right. So, I get it. It's very convenient to load up the UTV with a bunch of kids in the back dump box. It's a, it's very convenient to, you know, you know, transport people that way or whatever. But technically, that's illegal. You're not necessarily allowed to drive or operate a UTV with passengers in areas that are not designated for those individuals by the manufacturer. Right? Besides that, all passengers in a UTV must wear a seatbelt at all times. So, notice the passenger portion of this, right? It does not require by law, that the driver wear a seatbelt, by law right.

Now I'm going to tell you a couple stories that, in my opinion, really highlight the need for drivers to be wearing their seatbelts. And in the last, I suppose it's been about the last three to four years, we have, we've had two fatal, UTV accidents that I know of in Pepin and Buffalo County. One, one what happened in Pepin county up by Pepin with a young gal, a young gal, she hit a fence, driving on private property. The UTV, which it has a roll bar - tipped over, she was not seat belted in, and she was, her head and neck were crushed by the roll bar. And she died. The second incident that we've had, again, we've only had two fatalities in the last at least five years, if not more, was an individual driving a UTV with a roll bar right? Driving a little crazy, doing jumps and such but crashed, was ejected and was killed by the roll bar. Now, as you can imagine, in a car or a vehicle, driving on the road, the seatbelt is designed to what? What's the reason for the seatbelt? Hold you in, right? It's really designed to keep you inside that cage, inside that protective area. Not saying you're going to be safe... in all circumstances. We know that that's not the case. But generally speaking, it eliminates your ability to be ejected and crushed by the machine then as it rolls over, or parts fly or whatever, it keeps you in that cage. Now we've had vehicle accidents where individuals were not buckled in driving on the highway. They have an accident. They bounced around inside the cab. They don't necessarily get ejected. Their airbags go off, but the airbags didn't hit them because they were in the passenger seat. And they ended up dying because of that, right? So the really, the goal for seatbelts is - and I'm not telling you anything you don't know, I'm guessing, but they're really designed to keep you where you're supposed to be. And so in light of some of those, you know, challenging fatalities that I have to go to right? You know, you got to buckle up. And whether it's law or not, it takes you three seconds to click that buckle. And I'm telling you, it happens in a blink of an eye, you, it, even on the farm or private property. These things are top heavy because they're really, you know, they're tall and they will, they'll tip over pretty easily. If you're getting ejected, you have a much higher risk of getting crushed. Well, you might break an arm if your seatbelted in, you could live with that, right? You can repair yourself. You can't necessarily survive getting your head crushed, and I know that sounds brutal, but it's the facts and we see this time and time again. So, unfortunately, the law does not require you to buckle up, but common sense would say you need to buckle up whether you're operating for ... down the road ....

Hey Bob, if I could interrupt for just a second, it's exactly the same reason that we say when you have a tractor that has a rollover protection or ROPS that you need to wear your seatbelt because it's designed to keep you - the ROPS only protects you if you stay in that seat. It won't do anything for you if you're bouncing out of the seat, again being crushed by the by the ROPS itself or some other part of the equipment. So seat belts are a must with any tractor with a ROPS on it. Especially, especially in our terrain; we have ditches, we have hills, etc. I'm sure it's the same with the UTVs or as it is with tractors that we probably have more turnovers than a lot of places around the country because of our terrain.

Absolutely, our terrain is, it's relatively, you know, rare to just have flat ground. I mean, there are a few places in the county where there is flat ground but again, anytime you get into the bluffs going up logging roads and, and that, that distribution of weight distribution on those machines varies and fluctuates continuously. And now, we used to use, you know, used to be, the requirement was low pressure tires, low pressure tires help you in a sense that they take a lot of the pedal punishment of the of the uneven terrain, whether it's rocks, you know, whatever, but now that harm is gone too. So now you have, you know, potentially a third high pound tire - high pressure tire, not taking the changed terrain like like they once were, which creates a little more probability, in my opinion that you can have turnovers quicker. So that's something to factor into. So technically, again, passengers are required to

be buckled up. Drivers are not by law, but it'd be smart to do so. We talked about home made or aftermarket seats, they're not legal for UTVs in Wisconsin, you can see some creative designs there, right? There's a lot of aftermarket stuff out there. Just like fireworks, you could buy a lot of fireworks, you're just not legally allowed to shoot them off, you know, so they make the stuff and I'm sure other states maybe allow it, but we don't we don't allow it. So we follow the factory's recommendation there even though it looks like a pretty good seat, you know, you got a three point harness or or a five point harness there but again, technically not manufactured. So market type stuff not allowed. Here's another example. Pretty good idea, right? You got a child safety seat in the machine that's great. It's not technically required, but it's probably a good idea. But the helmets perfect. You know, it fits, it fits really well it from what it looks like- I don't know if he added extra padding or what, but a kid that if he's riding around on public trails or on someone else's property or whatever that child needs a helmet. And that's a good thing to do and, and not all people throw a bicycle helmet on somebody or a kid and say, "Oh, good enough" and no, we don't - we require a Department of Transportation certified helmet. That's been tested and certified. You'll typically see that sticker on the back of the helmet - DOT they call it. Certified, so you're - it's been tested, you know, that thing's been punished. No, you hit the pavement, it's not gonna fall apart and crack for you and do the same to your head. So, it's something to really consider getting a good helmet, slapping it on and takes 10 seconds to get out and buckle up. So pretty good idea.

Let's talk a little bit about intoxicated operation. A lot of you obviously aren't in that realm yet, but we're - I'm not naive to think that people don't drink and drive UTVs and ATVs right? You know, just like a car or automobile or even in a boat. If you're above .08% alcohol concentration or over, you're driving under the influence or you're actually in violation. Now you certainly - somebody that doesn't tolerate alcohol that well and they may not be .08, they still could be arrested for drunk driving. If you're operating and you're not able to operate safely and I determine that, you can be arrested for that. And of course, you know controlled substances go the same way. What we find typically is when we have ATV fatalities and accidents, we're finding speed and alcohol are related a lot of the times. So if alcohol is a depressant, you think of a depressant, what does it do? Right? What the alcohol will do to ya, most people over time drinking they get tired. Yeah, some people pass out Why? Well, it's depressant. It's not a stimulant. It doesn't keep you awake. It actually makes you sleepy, groggy things like that eventually. And that reduces your reaction time, it reduces your ability to respond to something coming up. You know, your reaction time is not as quick and you can't make decisions as quickly. So it doesn't do you any good. I always say if alcohol was was a good thing to use, then our doctors and surgeons would be drinking alcohol before they do a surgery, and that just isn't the case. So, um, it's not really designed, it's not good for operating machine that goes 65-70 miles an hour. You can have all the power in the world and end up in a wall. So you got to be conscious about that and think about that. Now I know you guys are not of age to be legally drinking. But I'm not naive. You know, so keep that in mind and, and be be be be conscious about that and if you know you have the power to to press upon others to do be smart about things and keep that keep that in mind. As you get into those these ages of getting certified, getting hunter educated certified, you know, you're allowed to go hunting alone at 14 and drive a UTV on the highway at 16 and things like that. You're taking on responsibility and just like a car, you got you got, you know, you can you could make decisions and press upon others to make the right decisions too,` you have that power now and you're getting to the adult stage of your career life here that you're gonna have to make hard decisions sometimes. Well, seometimes you gotta do that. So keep that in mind. A little bit -

Bob, if I could ask one more question, somebody wrote in, okay, let's say I'm working for a neighbor. I don't have a ride to get there. They're three/four miles away, can I take my ATV down the road to get to my neighbor's, which is a farm, get to my farm job?

Yeah, that's a common question. It's - unfortunately - I can't say it's okay. Because the machine, unless it's a route, that has - gives you the authority above and beyond anything else, you cannot use an ATV or UTV for transportation purposes. On a highway, you can't do it. It's only allowed and how do you how do you look at that? You say, well, if the activity is generated from the farm, to another farm, you know, to the fire another farm they own down the road or to an agricultural field where you're, you're taking some baler wire or whatever you need - equipment or tools... That's different because you're generating the activity from that farm. But going from your residence to the farm for work that's not necessarily legal by any stretch.

Now, there's been some, you know, this is a little bit of a sidelight. But there have been interest, there has been some townships that are interested in creating some regulations associated with routes. And, for example, across the township across. I think they actually passed their ordinance to allow ATVs/Utvs on their township roads. Now, I don't think that's in effect, because they're not the roads aren't signed yet. So there's going to be movement and transition and change with townships and even county highways. So you just got to know which township you're in keeping keep abreast of what their law changes are. That may afford you at some point, the opportunity if you're living along a township road or potentially a county highway. If there's a - route is generated, then you could you can utilize that option.

Getting back to the equipment requirements, this is a complete change here too. Based off of the march legislative change, the highlighted in red there, your headlights and taillights need to be on at all times in all locations. So, historically it's always been when you're on a route or a roadway. You had to have your headlights on and your taillight on, illuminated, whether it's day or night. Now it's at all times so you're driving, you're bobbing around the farm, you're working for a farmer. Turn your headlights on have your taillights on, by law. All right? Um, I assume they, the those that wanted this law, feel that the more visible you are, the better. And I get complaints about that. That's probably not a bad idea. Um just like in cars. Now a lot of cars have their headlights on at all times, day and night. You are probably more visible, so that's not so bad. These other ones are pretty simple and straightforward. A lot of people like to mess with the, function- mufflers and that, holy cow it's almost 11. But you can see - so much for a half hour Carl - but you can see some of these other regulations there, I'm almost done. Um, we do have a noise limit. So keep that in mind. You know, these ATVs can get really loud. So you want to make sure that you're conscious about that. (96 decibals?) is the maximum most manufacturers you know, they they create those mufflers to, to meet that. Spark arresters once you start jacking around with your muffler, you could lose that spark arrestor and that could of course cause fire. So you don't want to do that. I'm not going to cover that too much. But remember, UTV, ATV crashes happen. If you're hurt, beyond first aid meaning you go to the, you go to, you go to the hospital to get fixed. You got to report that within 10 days to us, there's a form to fill out. If there's a fatal, someone dies, I come or another officer Warden comes and we investigate that thoroughly. We've had lots unfortunately, we've had, you know, accidents here throughout the county over the years. A lot of times they're involved in going up and down bluff roads and in woodland areas due to terrain typically, and taking it where you shouldn't be taking it. The other issue is utvs crashing and people getting ejected, like we talked about. Alright. That's a nutshell thing. It's, like it, I thought it was gonna be a half hour and it turns

out to be an hour. And that's just the way it goes. I mean, there's just a lot to talk about. I apologize for that. But yet, I think it's important. So any questions?

You guys questions, you can unmute yourself and ask a question if you'd like. Nobody? Wow, you must have covered it well Bob. There's a couple things that, and I did put this in the chat that, that Bob said that I want to - in your book, I'm sure you've read about the implement of husbandry. And I wanted to make sure everybody saw that in the chat and implement of husbandry is like a tractor combine anything that's self propelled, utvs and ATVs fit under that - correct - under the ag use as an implement of husbandry. Only use for farm use is what an implemented of husbandry is.

Yeah, I can tell you that e went away, the state went away from that term or that set of terms basically associated with implemental husbandry. Because I guess the definition got a little narrower. It may still apply by the fact that you UTV used for agricultural purposes isn't a movement of husbandry but we, when we used to, when we registered ATV as an agricultural or for ... or purpose, slash implemented husbandry, then it opened up the option like, well, I tree farm and I'm using it as an implement of husbandry for farming trees and we really, that definition of ag really got confined or broke, you know, narrowed down to really agriculture, farm use, not so much tree farming not so much you know, managing your, your woodland for deer hunting that kind of stuff. That's no longer considered.

So one other one other question or a comment, and I'll read it just as it was typed. So no matter what you have to have a certificate to drive an ATV, except private property on your own correct?

Okay. A safety certificate?

Yes.

For an ATV?

Yes.

Okay. So on your private property, you don't need it. Okay. All right. So, until you turn 12 for other other people's, right so on your own private property - ADH right. For ag use, you got to be at least I would also apply for private property. So that's that's where that falls into play under 12 is okay. 12 or older must be. So yeah, yep.

Because you can't get certified until you're 12. Correct?

You can take the course but you really won't get your certification until you turn 12.

Sure.

Yep. Yep.

All right.

12 is the is kind of the bottom line there for ag use or ATV use since 16 would really be the bottom line for the UTV.

Any other questions? Otherwise, thank you Bob. I am going to end the recording.