

SB

78



HOUSE JUDICIARY COMMITTEE

STATE CAPITOL, ROOM 120
(907) 465-4990

COMMITTEE MEMBERS

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Rep. Lindsey Holmes
Room 405
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MEMORANDUM

Date: April 5, 2008

To: Representative John Coghill
Chair House Rules Committee

From: Representative Jay Ramras
Chair House Judiciary Committee

Re: Referral File for SB78

Please accept this memorandum as the referral file for SB78. Attached are the following documents:

- Sponsor Statement
- HCSCSSB78(JUD) 25-LS0526\L
- Failed HJUD Amendments 1 and 2
- CSHB78(JUD) 25-LS0526\C
- Fiscal Notes
 - DPS – 0
 - LAW – 0
- 13 AAC 04.223
- Back-up
- Support
- HJUD Committee Report
- Bill History

Alaska State Legislature



Senator Hollis French

SB 78 - Motor Vehicle Window Tinting

Sponsor Statement

Illegally tinted windows cause a number of safety concerns in Alaska's local communities. The dark tints create a danger for peace officers who approach vehicles, as they can completely block any view of the driver and passengers. In addition, these tints deny pedestrians, bikers and motorcyclists the opportunity to confirm they have been seen by a driver when meeting in an intersection or sharing a roadway.

Currently it is illegal for a vehicle to be on Alaska's roadways if the window tinting allows less than seventy percent of the light to transmit through the glass. However, it is not illegal for higher levels of tinting to be installed by auto detailing shops and similar businesses.

SB 78 would close this loophole by making it a violation to install illegal window tinting. The bill would also help enforcement efforts by allowing police to "go to the source" by writing violations for installers.

Please join me in supporting this legislation.

FAILED

25-LS0526L.1
Luckhaupt
4/4/08

AMENDMENT # 1

OFFERED IN THE HOUSE

BY REPRESENTATIVE RAMRAS

TO: HCS CSSB 78(JUD), Draft Version "L"

- 1 Page 1, line 12:
- 2 Delete "70"
- 3 Insert "50"

AMEND # 2 - FAILED

Move 13 AAC 04.223 (d)(e)

into statute

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: SB78-DPS-AST-3-6-07
 Bill Version: SB 78
 () Publish Date: _____

Revision Date/Time : _____ Dept. Affected: Public Safety
 Title "An Act relating to the installation of window tinting in automobiles." RDU Alaska State Troopers
 Component AST Detachments
 Sponsor Senator French
 Requester Senate Transportation Committee Component No. 2325

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

SB 78 makes it a crime to install window tinting on portions of a vehicle that the department has deemed improper or to install window tinting that does not allow for an appropriate level of light transmittance to pass through. AST does not expect a great number of these crimes to occur and predicts little impact to the Department of Public Safety.

Prepared by: Lt. Rodney Dial Phone 907-247-4480
 Division: Division of Alaska State Troopers Date/Time 3/5/07 1600
 Approved by: Commissioner Walt Monegan Date 3/6/2007
 Agency: Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: SB078-LAW-CJL-3-E 07
 Bill Version: SB078
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Law
 Title An Act relating to motor vehicle window tinting RDU Criminal
 Component Criminal Justice Litigation
 Sponsor SENATOR FRENCH
 Requester SENATE TRANSPORTATION Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The bill would make it a crime to install tinted windows on those parts of a motor vehicle where they are not permitted by the department (DOA) or at a level of darkness that is not allowed by the department. The penalty for conviction of this prohibition is a misdemeanor, with a maximum fine of \$500 and 90 days incarceration.

The Department of Law does not anticipate any significant fiscal impact from passage of this legislation.

Prepared by: Robert Meiners, Acting Director
 Division: Administrative Services Division
 Approved by: Robert Meiners for Talis Colberg, Attorney General
 Agency: Department of Law

Phone 465-5427
 Date/Time 3/6/07 9:20 AM
 Date 3/6/2007

above that emitted by the muffler originally installed on the vehicle for use on the highway or a vehicular way or area. A person may not alter an exhaust particle emission system built into a motor vehicle to decrease its effectiveness.

(b) The engine and power mechanism of a motor vehicle must be equipped and adjusted to prevent the escape of excessive fumes or smoke.

(c) Repealed 6/28/79.

(In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Authority: AS 28.05.011

13 AAC 04.220. Mirrors. (a) A motor vehicle must be equipped with a mirror mounted on the left side of the vehicle; every motor vehicle except a motor-driven cycle, bicycle, or off-highway vehicle, must be equipped with a mirror mounted either inside the vehicle approximately in the center, or outside the vehicle on the right side.

(b) The following motor vehicles must be equipped with mirrors on both the left and right sides of the vehicle:

(1) a bus or school bus;

(2) a motor vehicle constructed, loaded or designed to be loaded in a manner which obstructs the driver's view through the rear window; or

(3) a motor vehicle towing a vehicle when the towed vehicle or its load obstructs the driver's view through the rear window.

(c) All mirrors required by this section must be maintained in good condition and located to reflect to the driver a view to the rear of the vehicle. (In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Authority: AS 28.05.011

13 AAC 04.223. Tinted vehicle windows. (a) A person may not drive a motor vehicle on a highway, public road, street, or parking lot with mirrored tinting material on any window of the vehicle. Except as provided in this section, a person may not drive a motor vehicle on a highway, public road, street or parking lot with aftermarket tinting material or aftermarket striping material on any window of the vehicle.

(b) Aftermarket tinting of vehicle windows is allowed as follows:

(1) the front windshield may have a strip of tinting material applied to the top edge, known in the industry as an "eyebrow," which does not extend downward more than five inches from the top of the glass;

(2) the driver and front passenger side windows may have tinting material that permits at least 70 percent light transmittance.

(3) the rear door windows, quarter glasses, and back glasses may have tinting material that permits at least 40 percent light transmittance;

(4) limousines and passenger buses used to transport persons for hire, motor homes, and vehicles identified by the vehicle manufacturer as multipurpose may have tinting material that complies with Standard No. 205, Glazing Materials, in 49 C.F.R. 571.205 (1992).

(c) The windows of a vehicle may have tinting material that permits less light transmittance than that specified in (b) of this section if

(1) a driver or a passenger who frequently travels in the vehicle is required for medical reasons to be shielded from the direct rays of the sun;

(2) the medical reasons are certified annually by a physician licensed to practice in this state; and

(3) the certification is carried in the vehicle.

(d) Tinting materials must be green, gray, bronze, or neutral smoke in color, or a sun reflective auto film.

(e) Light transmittance must be measured by using a light transmittance measuring device with an allowance for manufacturing variances of plus or minus three percent. The accuracy of the device must be certified by the manufacturer.

(f) In this section, "light transmittance" means the ratio, expressed as a percentage, of the amount of total light that is allowed to pass through a window, including glazing, to the amount of total light falling on the window.

(g) All vehicles must comply with this section by July 1, 1994.

(h) A tinted rear window on a motor vehicle is exempt from regulations relating to the tinting or luminous transmittance materials used in motor vehicle windows, if the vehicle's owner has proof that the rear window tinting was installed before July 1, 1994, and the vehicle is equipped with driverside and passenger-side rearview mirrors. (Eff. 10/2/92 Register 123; am 4/2/94, Register 129; am 2/8/98, Register 145)

Authority: AS 28.05.011

13 AAC 04.225. Windshields and wipers. (a) No person may drive a motor vehicle which is not equipped with a windshield, nor may a person drive a motor vehicle equipped with a defective windshield or windows which obstructs, obscures or impairs the driver's view. This section does not require a windshield as equipment upon a motor-driven cycle, bicycle, or off-highway vehicle.

(b) No person may drive a motor vehicle with a sign, poster or other nontransparent material on the front windshield or window of the vehicle which obstructs, obscures, or impairs the driver's view; nor may a person drive a motor vehicle when there is an accumulation of snow, ice or frost on the windshield or windows which obstructs, obscures or impairs the driver's view.



WINDOW TINT

ALASKA / FEDERAL LAW

ALASKA LAW

- Front windshield 5" strip of tint
- Front driver and passengers side windows must allow 70% Visible Light Transmission (VLT).
- All other rear windows must allow 40% VLT, (some exemptions).
- Special use vehicles must comply with 49 C.F.R. 571.205 (Federal Law)

FEDERAL LAW

- The Federal DOT specifies a minimum of 70% VLT for window tinting on the windshield and the windows to the immediate left and right of the driver.
- The Federal DOT does not specify any VLT requirements for any other windows

OTHER JURISDICTIONS

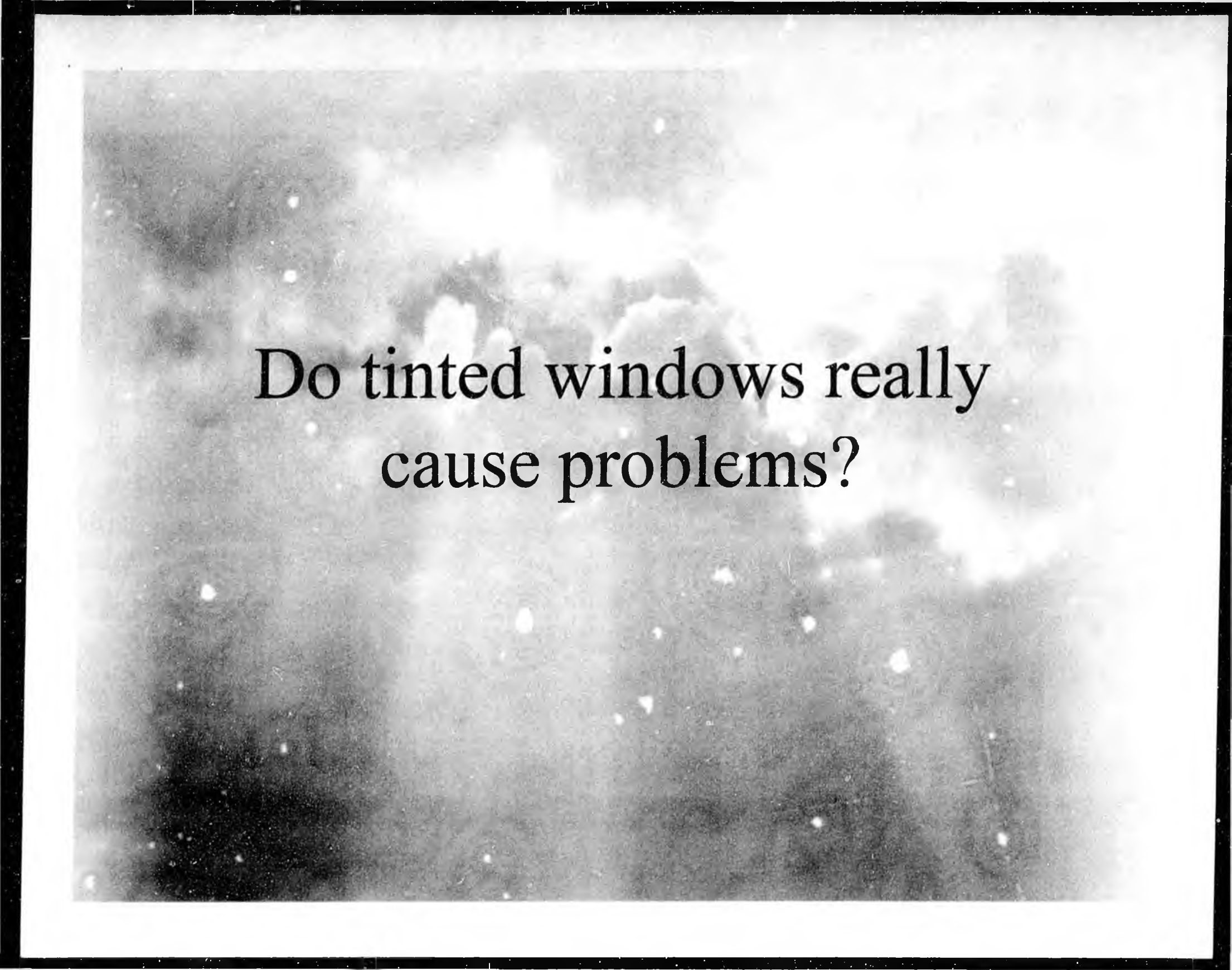
- At least 13 other States have similar, or more restrictive laws.
- 90% of Canadian provinces have a similar or more restrictive laws.
- 5 States allow 50% VLT (front sides)
- 31 States range from 20%-40% VLT (front sides)
- General rule, the hotter the climate, the greater window tint allowed.

For Consideration

- Driving with tinted windows at night is the same as driving with sunglasses on.
- Sunglasses are regulated by the Food and Drug Administration (FDA) as medical devices.
- Per the American National Standards Institute (ANSI) Cosmetic sunglasses must let through at least 40% of the visible light (not recommended for wear at night).
- Most people choose General Purpose sunglasses in the 15 to 25% VLT range.
- **Some want Alaska's Tinted window law to allow tints that only allow 30% of VLT.**

Common filter colors

- light gray, which transmits **35 to 43%** of visible light.
- dark gray, which transmits **14 to 25%** of visible light
- light brown or tan, which transmits **27 to 29%** of visible light
- dark brown, which transmits **18 to 27%** of visible light
- yellow, which transmits **68 to 71%** of visible light
- amber, a high-definition filter that inhibits blue light
- neutral gray or brown, for indoor or computer use, transmitting **60% of visible light**

A black and white photograph of a cloudy sky, viewed through a window with a white border. The clouds are soft and textured, with varying shades of gray and white. The text is centered over the image.

Do tinted windows really
cause problems?

Police Officer Shot To Death After Car Chase

(March 24, 2007)--A Dallas police officer was shot and killed Friday after a car chase in which the suspect's car ended up nose to nose with the squad car, a police spokesman said.

Senior Corporal Mark Timothy Nix, 33, was declared dead at Parkland Memorial Hospital. He had been on the force nearly seven years and was a veteran of the first Gulf War. The car chase ended in a West Dallas neighborhood when the suspect lost control of his car.

The police car and the suspect's car ended up front bumper to front bumper.

A police spokesman says the suspect opened fire, shooting from inside his car.

The chase began around 5 p.m. after officers spotted the man, initially believed to be a suspect in a killing committed earlier this week, driving down the street, the spokesman said.

Police spokesman Vernon Hale said the car's dark, tinted windows initially prevented officers from knowing how many people were inside.

Texas Law allows 65% tint / 35% VLT - Front D/P

“The red and gray Chevrolet Caprice with customized rims, driven by Mr. Ruiz, had nearly blacked-out tinted windows, and the officers could see neither the race of the driver – the suspects in the Wednesday morning slaying were black – nor how many people were in the car”.

With his other hand, he yanked out his expandable baton, known as an asp, and began hammering on the window trying to break it.

The Caprice's window barely budged, held together by the heavy tint. He managed no more than a small hole when a shot came from inside the car. Police later found his baton and sidearm laying beside the car.

Mr. Ruiz fired at least one round from an assault rifle, which may have at some point jammed. The bullet pierced Senior Cpl. Nix's neck near his **priv**icle. He dropped to the ground. He did not fire his weapon.

Examples of other problems

- Chicago - Police officers unable to see clearly through a tinted window mistakenly shot a passenger they thought had a gun (cell phone). *Mayor vowed to ban all tinted windows.*
- Numerous examples of criminals who were not identified because witnesses could not see the driver through tinted windows.
- Collisions with motor vehicles and pedestrians blamed on poor visibility due to tinted windows.

- The National Highway Traffic Safety Administration has noted that tinted windows can hamper police in determining whether a vehicle's occupants are wearing seat belts or have their children properly protected in car seats.
- Heavy tints may also prevent other motorists from viewing the road ahead by looking through the cabins of cars in front of them - something many drivers do, especially when roads are congested.
- Tinted windows can impair a driver's vision, particularly at night, making it difficult to see pedestrians and bicyclists, for example.

TINT EXAMPLES

Taken from the Tint industry and photographs
of actual vehicles in Alaska

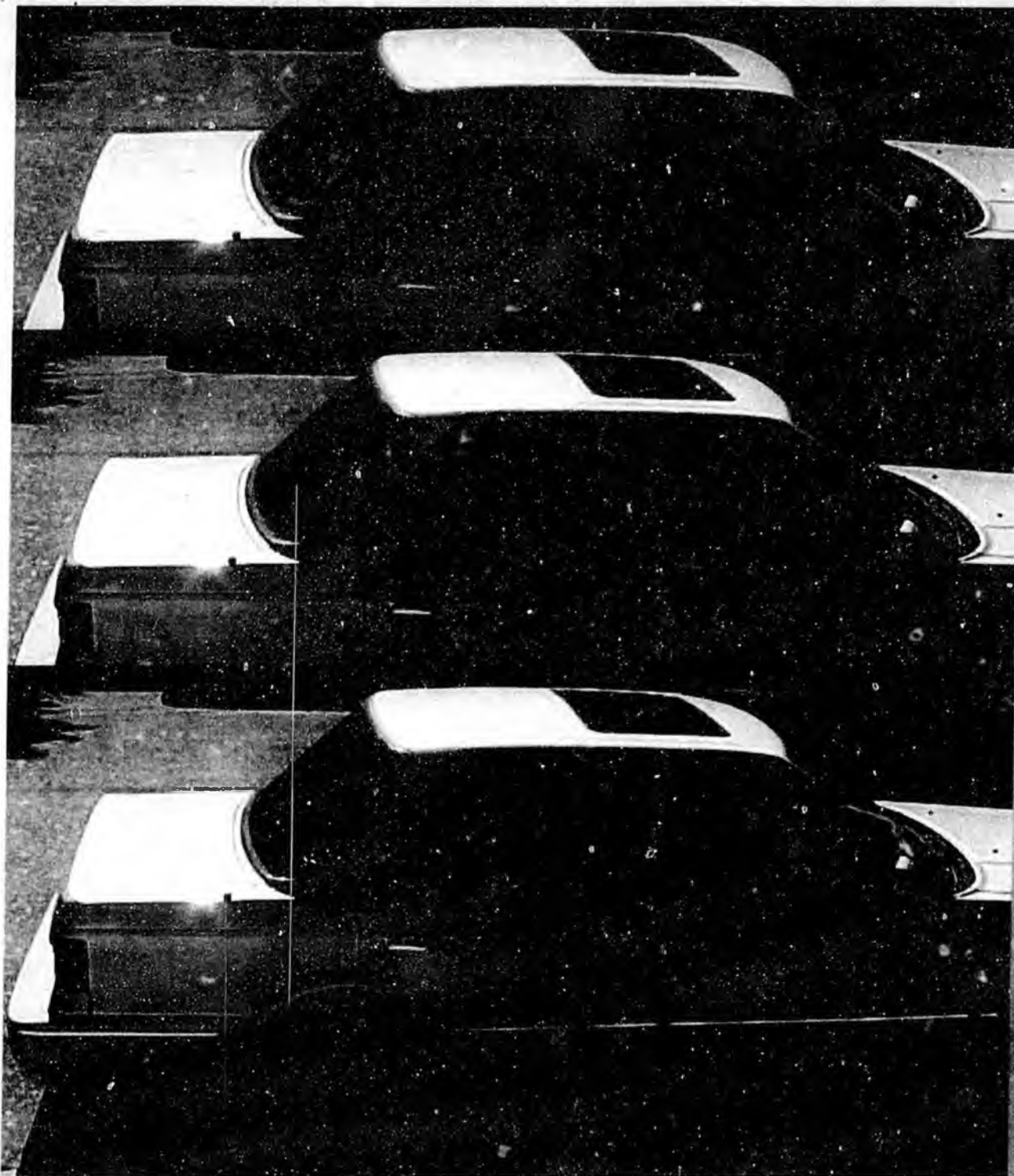
Nissan Maxima

70% VLT
(Light / Legal)

30% VLT
(medium)

5% VLT
(Heavy /Limo)

Note: pictures taken on a sunny day (see shadows), far harder to seen inside during periods of low light





Ford Bronco - Front DR/PS 75% VLT Rear doors/windows 20%
VLT (black)



Dodge Durango - Front DR/PS 80% VLT Rear doors/windows
20% VLT (stock).



Toyota Camry - Front DR/PS 70% VLT (stock), Rear doors 35% VLT, Rear Window 20% VLT (aftermarket).

Reasons not to change current law

- Our current standard assures that Alaskan vehicles are in compliance with the tinted window laws in most States and Canadian provinces.
- Increased visibility for the driver.
- Increased safety for pedestrians.
- Increased safety for Law Enforcement officers.

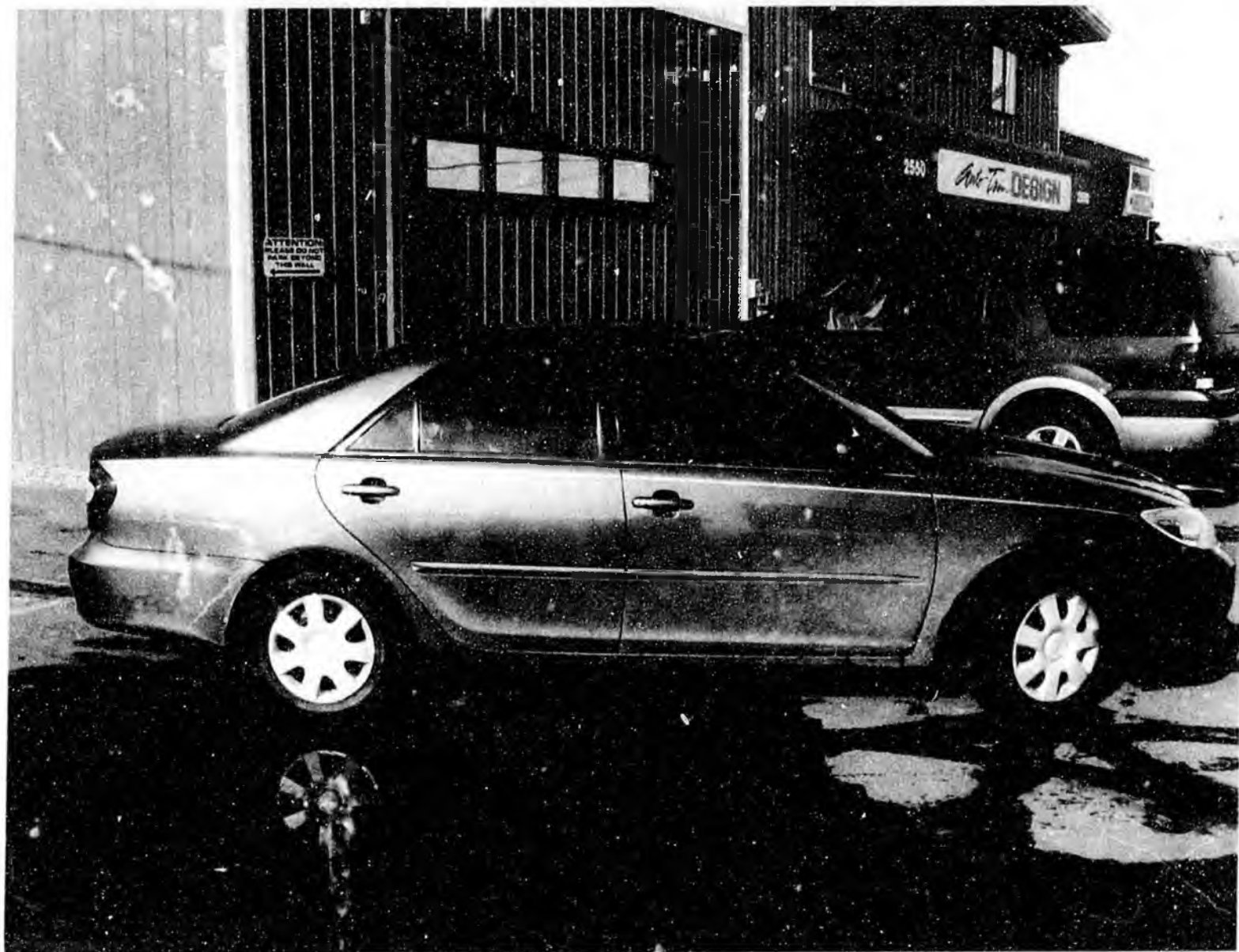
Reasons to support SB78

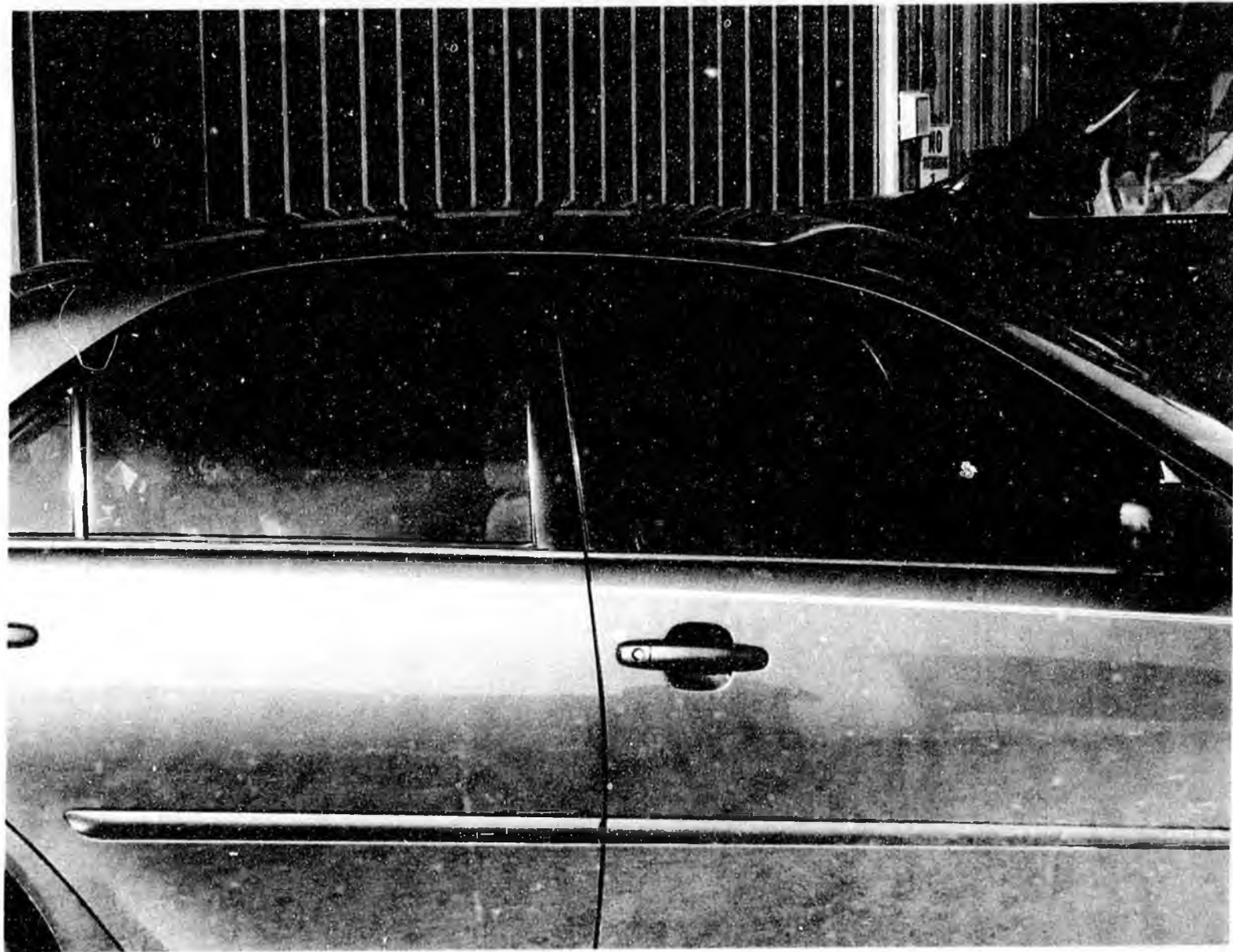
- Protects the public from unethical installers who would tint a vehicle, knowing that the installation is illegal.
- Will reduce the number of citations issued to motorists.
- Will increase safety on our highways.

You can always wear sunglasses on a sunny day, but can't take off window tint at night.



THANK YOU
ANY QUESTIONS?









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STATE WINDOW TINTING RULES & LAWS

ST	YEAR ENACTED	TYPE	% OF VISIBLE LIGHT TRANSMISSION						% OF REI		RESTRICTED COLORS		L&R MRR REQ	CERTIF REQ	SIGNR/LOC	MEDICAL
			WIND-SHIELD	F SIDE	B SIDE	B SIDE	REAR	REAR	F RIDE	RIDE	ALL CLASS	(SEE LEGEND)				
			(MPV)	(MPV)	(MPV)	(MPV)	(MPV)	(MPV)	(SEE LEGEND)	(SEE LEGEND)	(SEE LEGEND)	(SEE LEGEND)				
AL	96	NET	6"	32	32	ANY	32	ANY	20	20	N/S	NO	YES	SPEC/ALL	YES	
AZ	94	NET	AS1	33	ANY	ANY	ANY	ANY	35	35	R.A	YES	NO	NO	YES	
AR	93	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	SPEC/DRIVER	YES	
CA	93	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	SPEC/DRIVER	YES	
CO	85	NET	NO	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	R.A	NO	NO	NO	NO	
CO	95	NET	4"	27	27	27	27	27	NMMA	NMMA	R.A	YES	NO	RECOMMEND	NO	
CT	94	NET	AS1	35	35	ANY	ANY	ANY	21	27	N/S	YES	YES	SPECIAL	NO	
DE	93	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	NO	YES	
FL	81	NET	AS1	28	15	8	15	6	25	35	ALL	YES	NO	SPEC/DOOR	YES	
GA	2005	NET	6"	32	32	ANY	32	ANY	20	20	R.A	NO	NO	NO	YES	
HI	86	NET	4"	35	35	ANY	35	ANY	NR	NR	N/S	YES	NO	NO	NO	
IA	92	NET	AS1	35	35	ANY	35	ANY	35	35	N/S	NO	NO	NO	YES	
ID	92	FILM	AS1	35	20	ANY	35	ANY	35	35	N/S	YES	NO	NO	YES	
IL	92	NET	5"	25	25	10	10	10	NR	NR	N/S	YES	NO	NO	YES	
IN	2003	VAGUE	AS1	30	30	VAGUE	30	VAGUE	25	25	N/S	NO	YES	NO	YES	
KS	87	NET	AS1	35	35	35	35	35	MBNR	MBNR	R.A.Y	YES	NO	RECOMMEND	NO	
KY	94	FILM	AS1	35	18	8	18	8	25	25	N/S	NO	YES	SPEC/DOOR	NO	
LA	93	NET	AS1	40	25	ANY	12	ANY	20	20	N/S	NO	YES	SPEC/DRIVER	YES	
MA	85	NET	8"	35	35	35	35	35	35	35	N/S	YES	NO	RECOMMEND	YES	
ME	1993	FILM	4"	50	50	ANY	50	ANY	MBNR	MBNR	N/S	YES	YES	NO	YES	
MD	95	NET	5"	35	35	ANY	35	ANY	NONE	NONE	R.A.Y	YES	YES	SPECIAL	YES	
MI	2000	NET	4"	4"	ANY	ANY	ANY	ANY	35	35	N/S	NO	NO	NO	YES	
MN	85	VAGUE	NO	50	50	***V	50	***V	20	20	N/S	NO	NO	SPEC/DRIVER	YES	
MO	2002	NET	AS1	35	ANY	ANY	ANY	ANY	35	35	N/S	YES	NO	NO	YES	
MS	2006	NET	AS1	28	28	ANY	28	ANY	20	20	N/S	NO	YES	SPEC/ALL	YES	
MT	91	FILM	AS1	35	20	ANY	20	ANY	35	35	N/S	NO	NO	RECOMMEND	YES	
NC	2001	NET	AS1	35	35	ANY	35	ANY	20	20	R.A.Y	YES	NO	NO	YES	
ND	2003	NET	70	50	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO	
NE	2008	NET	AS1 OR 5"	35	20	35	20	35	35	35	***R.A.Y	VAGUE	NO	NO	YES	
NJ	2003	NET	70	50	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES	
NM	97	NET	AS1 OR 5"	20	20	ANY	20	ANY	NONE	NONE	***R.A.Y	YES	YES	SPEC/ALL	YES	
NV	93	NET	AS1	35	ANY	ANY	ANY	ANY	NONE	NONE	N/S	YES	YES	NO	YES	
OH	2004	NET	70	50	ANY	ANY	ANY	ANY	MNR	MNR	R.Y	YES	YES	SPEC/ALL	YES	
OK	2005	NET	AS1 OR 5"	25	25	ANY	25	ANY	25	25	N/S	YES	YES	NO	YES	
OR	2003	NET	6"	35	35	ANY	35	ANY	13	13	R.O.A.Y.BK	YES	YES	NO	YES	
SC**	97	NET	AS1	27	27	ANY**	27	ANY	MBNR	MBNR	R.A.Y	YES	YES	SPEC/ALL	YES	
SD	97	NET	AS1	35	20	NR	20	NR	NR	NR	N/S	NO	YES	SPEC/ALL	YES	
TN	90	NET	AS1	35	35	ANY	35	ANY	NR	NR	N/S	NO	NO	SPEC/ALL	YES	
TX	2003	NET	AS1 OR 5"	25	25	ANY	ANY	ANY	25	25	R.B.A	YES	YES	SPEC/DRIVER	YES	
UT	2005	NET	AS1	43	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES	
VT	84	NET	AS1	NO	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO	
VA	99	NET	AS1	50	35	ANY	35	ANY	20	20	R.A.Y	YES	NO	NONE	YES	
WA	93	FILM	6"	35	35	ANY	35	ANY	35	35	R.Y.G.BK	YES	YES	SPEC/DRIVER	YES	
WI	96	NET	AS1	50	35	35	35	35	MBNR	MBNR	N/S	YES	NO	NO	YES	
WV	91	NET	5"	35	35	ANY	35	ANY	20	20	R.A.Y	YES	YES	SPEC/ALL	YES	
WY	96	NET	AS1 OR 5"	28	28	ANY	28	ANY	20	20	N/S	YES	NO	NO	YES	

This information is prepared for NFA members by the Legislative Committee and consultants and represents our understanding of the law, regulations and rules of the

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STATE WINDOW TINTING RULES & LAWS

STATE	YEAR	LAW TYPE	% OF VISIBLE LIGHT TRANSMISSION						% OF REFLECTIVITY		RESTRICTED COLORS		SPECIAL	REMARKS	
			FRONT		SIDE		REAR		FRONT	REAR	FRONT	REAR			
			WVLT	MIN	WVLT	MIN	WVLT	MIN	%	%	RED	IR			
AL	96	NET	6"	32	32	ANY	32	ANY	20	20	NS	NO	YES	SPEC/ALL	YES
AZ	94	NET	AS1	33	ANY	ANY	ANY	ANY	35	35	R, A	YES	NO	NO	YES
AR	93	NET	5"	25	25	10	10	10	NR	NR	NS	NO	NO	SPEC/DRIVER	YES
CA	99	NET	4"	70	ANY	ANY	ANY	ANY	MNR	MNR	R, A, B	YES	NO	NO	YES
CO	95	NET	4"	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	R, A	NO	NO	NO	NO
CO	95	NET	4"	27	27	27	27	27	NMMA	NMMA	R, A	YES	NO	RECOMMEND	NO
CT	94	NET	AS1	35	35	ANY	ANY	ANY	21	27	NS	YES	YES	SPEC/ALL	NO
DE	92	NET	AS1	70	ANY	ANY	ANY	ANY	NR	NR	NS	YES	NO	SPEC/DRIVER	YES
FL	91	NET	AS1	28	15	6	15	6	25	35	ALL	YES	NO	SPEC/DOOR	YES
GA	2005	NET	6"	32	32	ANY	32	ANY	20	20	R, A	NO	NO	NO	YES
HI	89	NET	4"	35	75	ANY	35	ANY	NR	NR	NS	YES	NO	NO	NO
IA	83	NET	AR1	70	70	ANY	ANY	ANY	NE	NE	NS	NO	NO	NO	YES
ID	92	FILM	AS1	35	20	ANY	35	ANY	35	35	NS	YES	NO	NO	YES
IL	98	NET	6"	NO	ANY	ANY	ANY	ANY	MNR	MNR	NR	YES	NO	NO	YES
IN	2003	VAGUE	AS1	30	30	VAGUE	30	VAGUE	25	25	NS	NO	YES	NO	YES
KS	87	NET	AS1	35	35	35	35	35	MBNR	MBNR	R, A, Y	YES	NO	RECOMMEND	NO
KY	94	FILM	AS1	35	18	8	18	8	25	25	NS	NO	YES	SPEC/DOOR	NO
LA	93	NET	AS1	40	25	ANY	12	ANY	20	20	NS	NO	YES	SPEC/DRIVER	YES
MA	85	NET	6"	35	35	35	35	35	35	35	NS	YES	NO	RECOMMEND	YES
ME	1993	FILM	4"	50	50	ANY	50	ANY	MBNR	MBNR	NS	YES	YES	NO	YES
MD	95	NET	5"	35	35	ANY	35	ANY	NONE	NONE	R, A, Y	YES	YES	SPEC/ALL	YES
MI	2000	NET	4"	4	ANY	ANY	ANY	ANY	35	35	NS	NO	NO	NO	YES
MI	85	VAGUE	NO	50	50	***V	50	***V	20	20	NS	NO	NO	SPEC/DRIVER	YES
MO	2002	NET	AS1	35	ANY	ANY	ANY	ANY	35	35	NS	YES	NO	NO	YES
MS	2006	NET	AS1	28	28	ANY	78	ANY	20	20	NS	NO	YES	SPEC/ALL	YES
MT	91	FILM	AS1	35	20	ANY	20	ANY	35	35	NS	NO	NO	RECOMMEND	YES
NC	2001	NET	AS1	35	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NO	YES
ND	2003	NET	70	50	ANY	ANY	ANY	ANY	NR	NR	NS	YES	NO	NO	NO
NE	2006	NET	AS1 OR 5"	35	20	35	20	35	35	35	***R, A, Y	VAGUE	NO	NO	YES
NH	92	NET	5"	70	70	ANY	70	ANY	70	70	NS	YES	NO	RECOMMEND	NO
NJ	2003	NET	NO	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	NS	YES	NO	NO	YES
NM	97	NET	AS1 OR 5"	20	20	ANY	20	ANY	NONE	NONE	***R, A, Y	YES	YES	SPEC/ALL	YES
NV	93	NET	AS1	35	ANY	ANY	ANY	ANY	NONE	NONE	NS	YES	YES	NO	YES
OH	2004	NET	5"	70	70	ANY	70	ANY	70	70	NS	YES	YES	SPEC/ALL	YES
OH	2004	NET	70	50	ANY	ANY	ANY	ANY	MNR	MNR	R, A, Y	YES	YES	SPEC/ALL	YES
OK	2005	NET	AS1 OR 5"	25	25	ANY	25	ANY	25	25	NS	YES	YES	NO	YES
OR	2003	NET	6"	35	35	ANY	35	ANY	13	13	R, G, Y, BK	YES	YES	NO	YES
PA	92	NET	70	70	70	70	70	70	70	70	NS	YES	YES	SPEC/ALL	YES
PA	2005	NET	AS1	70	70	ANY	70	ANY	70	70	NS	YES	YES	NO	YES
SC**	92	NET	AS1	27	27	ANY**	27	ANY	MBNR	MBNR	R, A, Y	YES	YES	SPEC/ALL	YES
SD	89	NET	AS1	35	20	NR	20	NR	NR	NR	NS	NO	YES	SPEC/ALL	YES
TN	90	NET	AS1	35	35	ANY	35	ANY	NR	NR	NS	NO	NO	SPEC/ALL	YES
TX	2003	NET	AS1 OR 5"	25	25	ANY	ANY	ANY	25	25	R, B, A	YES	YES	SPEC/DRIVER	YES
UT	2005	NET	AS1	43	ANY	ANY	ANY	ANY	NMMA	NMMA	NS	YES	NO	NO	YES
VT	84	NET	AS1	NO	ANY	ANY	ANY	ANY	NR	NR	NS	YES	NO	NO	NO
VA	90	NET	AS1	50	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NO	YES
WA	93	FILM	6"	35	35	ANY	35	ANY	35	35	R, Y, G, BK	YES	YES	SPEC/DRIVER	YES
WA	90	NET	AS1	50	35	35	35	35	MBNR	MBNR	NS	YES	NO	NO	YES
WY	91	NET	5"	35	35	ANY	35	ANY	20	20	R, A, Y	YES	YES	SPEC/ALL	YES
WY	95	NET	AS1 OR 5"	28	28	ANY	28	ANY	20	20	NS	YES	NO	NO	YES







Selected States' Laws Regarding Illegal Installation of Window Tinting

State	Statutes	Crime Classification	Maximum Penalty
Arizona	A.R.S. § 28-959.01 (Prohibition) A.R.S. § 28-121 (Classification) A.R.S. § 13-802 (Penalty)	Class 2 Misdemeanor	\$750 fine
California	Cal. Veh. Code § 26708.5 (Prohibition) Cal. Veh. Code § 42002 (Penalty)	Misdemeanor	\$1,000 fine and/or six months in jail
Colorado	C.R.S. § 42-4-227	Misdemeanor	\$500 (minimum) to \$5,000 fine
Idaho	Idaho Code § 49-944 (Prohibition) Idaho Infraction Rule 9 (Penalty)	Infraction	\$57.00 fine set by Court Rule
Montana	Mont. Code § 61-9-429 (Prohibition) Mont. Code § 46-18-212 (Penalty)	Misdemeanor	\$500 fine and/or six months in jail
Nevada	Nev. Rev. Stat. § 484.6195 (Prohibition) Nev. Rev. Stat. § 484.999 (Classification) Nev. Rev. Stat. § 193.150 (Penalty)	Misdemeanor	\$1,000 fine and/or six months in jail
New Mexico	N.M. Stat. § 66-30846.1	Petty Misdemeanor	\$75 fine
Oregon	O.R.S. § 815.221 (Prohibition) O.R.S. § 815.222 (Penalty) O.R.S. § 153.138 (Fine Schedule) O.R.S. § 153.800 (Violations Clerk)	"Illegal Window Tinting"	Fine amount set by the Violations Bureau of the presiding Court
Utah	Utah Code § 41-6a-1635 (Prohibition) Utah Code § 41-6a-202 (Classification) Utah Code § 76-3-301 (Penalty)	Class C Misdemeanor	\$750 fine
Washington	RCW § 46.37.430 (Prohibition) RCW § 46.37.435 (Classification) RCW § 9A.20.021 (Penalty)	Misdemeanor	\$1,000 fine and/or ninety days in jail

Notes: All but two of the states we reviewed allow courts the discretion to set actual penalties at any level below the statutory maximum. Two states--Idaho and Oregon--have fixed fines. Idaho sets its fine in Court Rule while Oregon allows fines to be set by the "Violations Bureau" of each local jurisdiction.

Source: Lexis database of states' laws

I hope you find this information to be useful. Please do not hesitate to contact us if you have questions or need additional information.



STATE WINDOW TINTING RULES & LAWS

ST	YEAR	TYPE	% OF VISIBLE LIGHT TRANSMISSION						% OF REFLECTIVITY		RESTRICTED COLORS		LAFEMIRR	CERTY	STOR/LOC	MEDICAL
			WIND	FRONT SIDE		REAR		FRONT	REAR	ALL GLASS	R.A.B	R.A				
				SHIELD	(MPV)	(MPV)	(MPV)									
AL	98	NET	6"	32	32	ANY	32	ANY	20	20	N/S	NO	YES	SPEC / ALL	YES	
AK	94	NET	5"	70	40	ANY	40	ANY	NMMA	NMMA	R.A.Y	NO	NO	NO	YES	
AZ	94	NET	AS1	33	ANY	ANY	ANY	ANY	35	35	R.A	YES	NO	NO	YES	
AR	92	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	SPEC / DRIVER	YES	
CA	99	NET	4"	70	ANY	ANY	ANY	ANY	MNR	MNR	R, A, B	YES	NO	NO	YES	
CO	95	NET	4"	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	R, A	NO	NO	NO	NO	
CO	95	NET	4"	27	27	27	27	27	NMMA	NMMA	R, A	YES	NO	RECOMMEND	NO	
CT	84	NET	AS1	35	35	ANY	ANY	ANY	21	27	N/S	YES	YES	SPECIAL	NO	
DE	92	NET	AS1	70	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	SPEC / DRIVER	YES	
FL	91	NET	AS1	28	15	5	15	5	25	35	ALL	YES	NO	SPEC / DOOR	YES	
GA	2005	NET	6"	32	32	ANY	32	ANY	20	20	R, A	NO	NO	NO	YES	
HI	89	NET	4"	35	35	ANY	35	ANY	NR	NR	N/S	YES	NO	NO	NO	
IA	83	NET	AS1	70	ANY	ANY	ANY	ANY	NE	NE	N/S	NO	NO	NO	YES	
ID	92	FILM	AS1	35	20	ANY	35	ANY	35	35	N/S	YES	NO	NO	YES	
IL	98	NET	6"	NO	ANY	ANY	ANY	ANY	MBNR	MBNR	N/S	YES	NO	NO	YES	
IN	2003	VAGUE	AS1	30	30	VAGUE	30	VAGUE	25	25	N/S	NO	YES	NO	YES	
KS	87	NET	AS1	35	35	35	35	35	MBNR	MBNR	R, A, Y	YES	NO	RECOMMEND	NO	
KY	94	FILM	AS1	35	18	8	18	8	25	25	N/S	NO	YES	SPEC/DOOR	NO	
LA	93	NET	AS1	40	25	ANY	12	ANY	20	20	N/S	NO	YES	SPEC / DRIVER	YES	
MA	85	NET	6"	35	35	35	35	35	35	35	N/S	YES	NO	RECOMMEND	YES	
ME	1993	FILM	4"	50	50	ANY	50	ANY	MBNR	MBNR	N/S	YES	YES	NO	YES	
MD	95	NET	5"	35	35	ANY	35	ANY	NONE	NONE	R, A, Y	YES	YES	SPEC/ALL	YES	
MI	2000	NET	4"	4"	ANY	ANY	ANY	ANY	35	35	N/S	NO	NO	NO	YES	
MN	85	VAGUE	NO	50	50	**V	50	**V	20	20	N/S	NO	NO	SPEC/DRIVER	YES	
MO	2002	NET	AS1	35	ANY	ANY	ANY	ANY	35	35	N/S	YES	NO	NO	YES	
MS	2006	NET	AS1	28	28	ANY	28	ANY	20	20	N/S	NO	YES	SPEC / ALL	YES	
MT	91	FILM	AS1	35	20	ANY	20	ANY	35	35	N/S	NO	NO	RECOMMEND	YES	
NC	2001	NET	AS1	35	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NO	YES	
ND	2003	NET	70	50	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO	
NE	2006	NET	AS1 OR 5'	35	20	35	20	35	35	35	**R, A, Y	VAGUE	NO	NO	YES	
NH	90	NET	6"	NO	35	ANY	35	ANY	NR	NR	N/S	YES	NO	RECOMMEND	NO	
NJ	2003	NET	NO	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES	
NM	87	NET	AS1 OR 5'	20	20	ANY	20	ANY	NONE	NONE	**R, A, Y	YES	YES	SPEC / ALL	YES	
NV	93	NET	AS1	35	ANY	ANY	ANY	ANY	NONE	NONE	N/S	YES	YES	NO	YES	
NY	91	NET	6"	70	70	ANY	ANY	ANY	NR	NR	N/S	YES	NO	SPEC/ALL	YES	
OH	2004	NET	70	50	ANY	ANY	ANY	ANY	MNR	MNR	R, Y	YES	YES	SPECIAL	YES	
OK	2005	NET	AS1 OR 5'	25	25	ANY	25	ANY	25	25	N/S	YES	YES	NO	YES	
OR	2003	NET	6"	35	35	ANY	35	ANY	13	13	R, G, A, Y, BK	YES	YES	NO	YES	
PA	99	NET	NO	70	70	ANY	70	ANY	NR	NR	N/S	YES	NO	SPEC/REAR	YES	
RI	2000	NET	AS1	70	70	ANY	70	ANY	NONE	NONE	N/S	NO	NO	NO	YES	
SC**	92	NET	AS1	27	27	ANY**	27	ANY	MBNR	MBNR	R, A, Y	YES	YES	SPEC / ALL	YES	
SD	89	NET	AS1	35	20	NR	20	NR	NR	NR	N/S	NO	YES	SPEC / ALL	YES	
TN	90	NET	AS1	35	35	ANY	35	ANY	NR	NR	N/S	NO	NO	SPEC / ALL	YES	
TX	2003	NET	AS1 OR 5'	29	25	ANY	ANY	ANY	25	25	R, B, A	YES	YES	SPEC / DRIVER	YES	
UT	2005	NET	AS1	43	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES	
VT	84	NET	AS1	NO	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO	
VA	99	NET	AS1	50	33	ANY	39	ANY	20	20	R, A, Y	YES	NO	NONE	YES	
WA	93	FILM	6"	35	35	ANY	35	ANY	35	35	R, Y, G, BK	YES	YES	SPEC / DRIVER	YES	
WI	98	NET	AS1	50	35	35	35	35	MBNR	MBNR	N/S	YES	NO	NO	YES	
WV	91	NET	5"	35	35	ANY	35	ANY	20	20	R, A, Y	YES	YES	SPEC / ALL	YES	
WY	08	NET	AS1 OR 5'	28	28	ANY	28	ANY	20	20	N/S	YES	NO	NO	YES	
Wash., DC	NET	AS1 OR 5'	70	50	35	50	35								YES	

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* Medical Exemption Day Time Only **Pick-Up Trucks are not considered MPV's ***Above AS1 only
 **V - exemption for vans and pickups (50%) with SUV replacement at factory level only

LEGENDS:
 NET = 99% refers to the combined LT of film and glass
 Reflectivity: NR = NOT REGULATED, NE = NOT EXCESSIVE (NOT SPECIFIC), MBNR = MUST BE NON-REFLECTIVE (NOT SPECIFIC),
 MBNR = MUST NOT INCREASE REFLECTIVITY, NMMA = NO METALLIC OR MIRRORING APPEARANCE, NONE = NO REFERENCE
 TO REFLECTIVITY IN THE CURRENT LAW
 Colors: R = RED, A = AMBER, Y = YELLOW, B = BLUE, G = Gold, BK = BLACK, N/S = NOT SPECIFIED.

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More info can be found @ iwfa.com

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STATE WINDOW TINTING RULES & LAWS

7/19/07 Updated			% OF VISIBLE LIGHT TRANSMISSION						% OF REFLECTIVITY		RESTRICTED COLORS				
ST	YEAR	TYPE	WIND- SHIELD	F. SIDE	B. SIDE	B. SIDE	REAR	REAR	F. SIDE	B. SIDE	ALL GLASS	L&R MIRR	CERTIF	STCKR/LOC	MEDICAL
ENACTED				(car)	(MPV)	(car)	(MPV)	(SEE LEGEND)		(SEE LEGEND)	REQ.	REQ.			
AL	98	NET	6"	32	32	ANY	32	ANY	20	20	N/S	NO	YES	SPEC / ALL	YES
AZ	94	NET	AS1	33	ANY	ANY	ANY	ANY	35	35	R. A	YES	NO	NO	YES
AR	9	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	SPEC / DRIVER	YES
CA															
CO	95	NET	4"	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	R. A	NO	NO	NO	NO
CO	95	NET	4"	27	27	27	27	27	NMMA	NMMA	R. A	YES	NO	RECOMMEND	NO
CT	94	NET	AS1	35	35	ANY	ANY	ANY	21	27	N/S	YES	YES	SPEC/ALL	NO
DE									NR	NR	N/S	YES	NO	SPEC / DRIVER	YES
FL	91	NET	AS1	28	15	6	15	6	25	35	ALL	YES	NO	SPEC / DOOR	YES
GA	2005	NET	6"	32	32	ANY	32	ANY	20	20	R. A	NO	NO	NO	YES
HI	89	NET	4"	35	35	ANY	35	ANY	NR	NR	N/S	YES	NO	NO	NO
IA									NE	NE	N/S	NO	NO	NO	YES
ID	82	FILM	AS1	35	20	ANY	35	ANY	35	35	N/S	YES	NO	NO	YES
IL									MBNR	MBNR	N/S	YES	NO		YES
IN	2003	VAGUE	AS1	30	30	VAGUE	30	VAGUE	25	25	N/S	NO	YES	NO	YES
KS	87	NET	AS1	35	35	35	35	35	MBNR	MBNR	R. A, Y	YES	NO	RECOMMEND	NO
KY	94	FILM	AS1	35	18	8	18	8	25	25	N/S	NO	YES	SPEC/DOOR	NO
LA	93	NET	AS1	40	25	ANY	12	ANY	20	20	N/S	NO	YES	SPEC / DRIVER	YES
MA	85	NET	6"	35	35	35	35	35	35	35	N/S	YES	NO	RECOMMEND	YES
ME	1993	FILM	4"	50	50	ANY	50	ANY	MBNR	MBNR	N/S	YES	YES	NO	YES
MD	95	NET	5"	35	35	ANY	35	ANY	NONE	NONE	R. A, Y	YES	YES	SPEC/ALL	YES
MI	2000	NET	4"	4"	ANY	ANY	ANY	ANY	35	35	N/S	NO	NO	NO	YES
MN	85	VAGUE	NO	50	50	***V	50	***V	20	20	N/S	NO	NO	SPEC/DRIVER	YES
MO	2002	NET	AS1	35	ANY	ANY	ANY	ANY	35	35	N/S	YES	NO	NO	YES
MS	2006	NET	AS1	28	28	ANY	28	ANY	20	20	N/S	NO	YES	SPEC / ALL	YES
MT	81	FILM	AS1	35	20	ANY	20	ANY	35	35	N/S	NO	NO	RECOMMEND	YES
NC	2001	NET	AS1	35	35	ANY	35	ANY	20	20	R. A, Y	YES	NO	NO	YES
ND	2003	NET	70	50	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO
NE	2006	NET	AS1 OR 5"	35	20	35	20	35	35	35	***R, A, Y	VAGUE	NO	NO	YES
NH	2003	NET	NO	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO		YES
NM	97	NET	AS1 OR 5"	20	20	ANY	20	ANY	NONE	NONE	***R, A, Y	YES	YES	SPEC / ALL	YES
NV	93	NET	AS1	35	ANY	ANY	ANY	ANY	NONE	NONE	N/S	YES	YES	NO	YES
OH	2004	NET	70	50	ANY	ANY	ANY	ANY	MNIR	MNIR	R, Y	YES	YES	SPEC/ALL	YES
OK	2005	NET	AS1 OR 5"	25	25	ANY	25	ANY	25	25	N/S	YES	YES	NO	YES
OR	2003	NET	6"	35	35	ANY	35	ANY	13	13	R, G, A, Y, BK	YES	YES	NO	YES
SC**	92	NET	AS1	27	27	ANY**	27	ANY	MBNR	MBNR	R, A, Y	YES	YES	SPEC / ALL	YES
SD	89	NET	AS1	35	20	NR	20	NR	NR	NR	N/S	NO	YES	SPEC / ALL	YES
TN	90	NET	AS1	35	35	ANY	35	ANY	NR	NR	N/S	NO	NO	SPEC / ALL	YES
TX	2003	NET	AS1 OR 5"	25	25	ANY	ANY	ANY	25	25	R, B, A	YES	YES	SPEC / DRIVER	YES
UT	2005	NET	AS1	43	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES
VT	94	NET	AS1	NO	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO
VA	99	NET	AS1	50	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NONE	YES
WA	93	FILM	6"	35	35	ANY	35	ANY	35	35	R, Y, G, BK	YES	YES	SPEC / DRIVER	YES
WI	96	NET	AS1	50	35	35	35	35	MBNR	MBNR	N/S	YES	NO	NO	YES
WV	91	NET	5"	35	35	ANY	35	ANY	20	20	R, A, Y	YES	YES	SPEC / ALL	YES
WY	98	NET	AS1 OR 5"	28	28	ANY	28	ANY	20	20	N/S	YES	NO	NO	YES

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STATE WINDOW TINTING RULES & LAWS

7/19/07 Updated			% OF VISIBLE LIGHT TRANSMISSION						% OF REFLECTIVITY		RESTRICTED COLORS				
ST	YEAR	TYPE	WIND	F SIDE	B SIDE	R SIDE	REAR	REAR	F SIDE	B SIDE	ALL GLASS	L&R MIRR	CERTIF	STCKR/LOC	MEDICAL
ENACTED			SHIELD	(car)	(MPV)	(car)	(MPV)	(SEE LEGEND)		(SEE LEGEND)	REQ	REQ			
AL	96	NET	6"	32	32	ANY	32	ANY	20	20	N/S	NO	YES	SPEC/ALL	YES
AZ	94	NET	AS1	33	ANY	ANY	ANY	ANY	35	35	R, A	YES	NO	NO	YES
AR	93	NET	5"	25	25	10	10	10	NR	NR	N/S	NO	NO	SPEC/DRIVER	YES
CA	89	NET	4"	70	ANY	ANY	ANY	ANY	MNIR	MNIR	R, A, B	YES	NO	NO	YES*
CO	95	NET	4"	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	R, A	NO	NO	NO	NO
CO	95	NET	4"	27	27	27	27	27	NMMA	NMMA	R, A	YES	NO	RECOMMEND	NO
CT	94	NET	AS1	35	35	ANY	ANY	ANY	21	27	N/S	YES	YES	SPEC/ALL	NO
DE	92	NET	AS1	70	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	SPEC/DRIVER	YES
FL	91	NET	AS1	28	15	6	15	6	25	35	ALL	YES	NO	SPEC/DOOR	YES
GA	2005	NET	6"	32	32	ANY	32	ANY	20	20	R, A	NO	J	NO	YES
HI	89	NET	4"	35	35	ANY	35	ANY	NR	NR	N/S	YES	NO	NO	NO
IA	83	NET	AS1	70	ANY	ANY	ANY	ANY	NE	NE	N/S	NO	NO	NO	YES
ID	92	FILM	AS1	35	20	ANY	35	ANY	35	35	N/S	YES	NO	NO	YES
IL	98	NET	6"	NO	ANY	ANY	ANY	ANY	MBNR	MBNR	N/S	YES	NO	NO	YES
IN	2003	VAGUE	AS1	30	30	VAGUE	30	VAGUE	25	25	N/S	NO	YES	NO	YES
KS	87	NET	AS1	35	35	35	35	35	MBNR	MBNR	R, A, Y	YES	NO	RECOMMEND	NO
KY	94	FILM	AS1	35	18	8	18	8	25	25	N/S	NO	YES	SPEC/DOOR	NO
LA	93	NET	AS1	40	25	ANY	12	ANY	20	20	N/S	NO	YES	SPEC/DRIVER	YES
MA	85	NET	6"	35	35	35	35	35	35	35	N/S	YES	NO	RECOMMEND	YES
ME	1993	FILM	4"	50	50	ANY	50	ANY	MBNR	MBNR	N/S	YES	YES	NO	YES
MD	95	NET	5"	35	35	ANY	35	ANY	NONE	NONE	R, A, Y	YES	YES	SPEC/ALL	YES
MI	2000	NET	4"	4"	ANY	ANY	ANY	ANY	35	35	N/S	NO	NO	NO	YES
MN	85	VAGUE	NO	50	50	***V	50	***V	20	20	N/S	NO	NO	SPEC/DRIVER	YES
MO	2002	NET	AS1	35	ANY	ANY	ANY	ANY	35	35	N/S	YES	NO	NO	YES
MS	2006	NET	AS1	28	28	ANY	28	ANY	20	20	N/S	NO	YES	SPEC/ALL	YES
MT	91	FILM	AS1	35	20	ANY	20	ANY	35	35	N/S	NO	NO	RECOMMEND	YES
NC	2001	NET	AS1	35	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NO	YES
ND	2003	NET	70	50	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO
NE	2006	NET	AS1 OR 5"	35	20	35	20	35	35	35	***R, A, Y	VAGUE	NO	NO	YES
NJ	2003	NET	NO	NO	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES
NM	97	NET	AS1 OR 5"	20	20	ANY	20	ANY	NONE	NONE	***R, A, Y	YES	YES	SPEC/ALL	YES
NV	93	NET	AS1	35	ANY	ANY	ANY	ANY	NONE	NONE	N/S	YES	YES	NO	YES
OH	2004	NET	70	50	ANY	ANY	ANY	ANY	MNIR	MNIR	R, Y	YES	YES	SPEC/ALL	YES
OK	2005	NET	AS1 OR 5"	25	25	ANY	25	ANY	25	25	N/S	YES	YES	NO	YES
OR	2003	NET	6"	35	35	ANY	35	ANY	13	13	R, G, A, Y, BK	YES	YES	NO	YES
SC**	92	NET	AS1	27	27	ANY**	27	ANY	MBNR	MBNR	R, A, Y	YES	YES	SPEC/ALL	YES
SD	89	NET	AS1	35	20	NR	20	NR	NR	NR	N/S	NO	YES	SPEC/ALL	YES
TN	90	NET	AS1	35	35	ANY	35	ANY	NR	NR	N/S	NO	NO	SPEC/ALL	YES
TX	2003	NET	AS1 OR 5"	25	25	ANY	ANY	ANY	25	25	R, B, A	YES	YES	SPEC/DRIVER	YES
UT	2005	NET	AS1	43	ANY	ANY	ANY	ANY	NMMA	NMMA	N/S	YES	NO	NO	YES
VT	84	NET	AS1	NO	ANY	ANY	ANY	ANY	NR	NR	N/S	YES	NO	NO	NO
VA	99	NET	AS1	50	35	ANY	35	ANY	20	20	R, A, Y	YES	NO	NONE	YES
WA	93	FILM	6"	35	35	ANY	35	ANY	35	35	R, Y, G, BK	YES	YES	SPEC/DRIVER	YES
WI	96	NET	AS1	50	35	35	35	35	MBNR	MBNR	N/S	YES	NO	NO	YES
WV	91	NET	5"	35	35	ANY	35	ANY	20	20	R, A, Y	YES	YES	SPEC/ALL	YES
WY	96	NET	AS1 OR 5"	28	28	ANY	28	ANY	20	20	N/S	YES	NO	NO	YES

This information is prepared for IWA members by the Legislative Committee and consultants and represents our understanding of the law, regulations and rules of the state published and if you are an IWA member and you have questions on these interpretations, call the IWA office. In all cases refer to your local authority for current laws, rules or regulations. Your current state laws are the final authority.

* Modified Exemption Day Time Only **This Exemption is not considered MPV's ***State is 1 only
 ***V - exemption for vans and pickups (50% with SUV replacement at factory level only)

LEGENDS:

NET = VISIBLE LIGHT TRANSMISSION
 Reflectivity NR = NOT REGULATED NE = NOT EXCLUSIVE (NOT SPECIFIC) MBNR = MUST BE NON-REFLECTIVE (NOT SPECIFIC)
 MNIR = MUST NOT INCREASE REFLECTIVITY NMMA = NOT MIRROR OR MIRRORED APPEARANCE NONE = NO REFERENCE TO REFLECTIVITY IN THE CURRENT LAW
 Colors: R = RED A = AMBER Y = YELLOW B = BLUE G = GREEN BK = BLACK N/S = NOT SPECIFIED

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OPINION

Anchorage Daily News (AK) - April 6, 2007

Author: Staff

Too dark

Why is it legal to sell this product?

In Alaska, it is illegal to drive a car with tinted front **windows** that screen out more than 30 percent of the light. Back **windows** can screen out no more than 60 percent of the light.

However, it is not illegal for an Alaska business to install **window tinting** that violates the law.

This makes no sense. It's like saying, "It's illegal to smoke marijuana, but if you want to sell it to somebody, -- sure, go ahead. You're not breaking the law. Your customers are."

There are good reasons for limiting how dark a vehicle's front **windows** can be. At about sunrise and sunset, dark **tinting** makes it harder for drivers to see potential hazards. In many situations, safety requires pedestrians, bicyclists and other motorists to make eye contact with another driver.

Heavily tinted **windows** are also a threat to police officers when they need to stop a vehicle. Officers can't see whether the motorist is going to be cooperative or draw a weapon.

Anchorage Sen. Hollis French wants to close the loophole that allows **window - tinting** businesses to profit from selling an illegal product. His measure, Senate Bill 78, would stop the problem at the source, instead of requiring police to chase down customers who might not know they had spent their hard-earned money to break the law.

Sen. French's original proposal made it a misdemeanor to sell illegally tinted **window** installations. That was probably too harsh, and it would have been too cumbersome to enforce. The latest version of his bill fixes that flaw by letting police issue a ticket to the business doing the installing.

After police write a few tickets, businesses should get the message: There's no profit in selling a product that violates the law.

BOTTOM LINE: Tinted car **windows** are illegal and businesses shouldn't profit from installing them.

Jane Pierson

From: Dan Hoffman [dphoffman@ci.fairbanks.ak.us]
Sent: Tuesday, April 01, 2008 11:47 AM
To: Jane Pierson
Cc: bobb@autotrimdesignalaska.com
Subject: SB 78- Window Tinting [SCANNED]
Attachments: SB 78- Window tint.doc

Good morning Jane-

I spoke this morning with Bob at AutoTrim Design, & let him know that I would be sending you a subsequent communication. For Bob's benefit, I'm also attaching a copy of a letter I sent approx. one year ago on this same topic.

As reflected in my earlier letter, my primary concern is that there should be a penalty involved for any installer who knowingly installs an illegal window-tint. As I related in the letter, (and in my subsequent conversation w/Bob) if installers such as AutoTrim Design do not feel that these window-tinting requirements are fair or proper, they need to work with the legislature to change the underlying Administrative Regulation which mandates the level of allowable light-transmittance.

From speaking with Bob, it is my understanding that this is the avenue he is now pursuing. I know that Alaska is currently among the most restrictive states when it comes to the level of allowable tinting, and I could certainly support a *reasonable* lessening of these levels, provided that they still comport with the majority of other States' established standards, and- most importantly- allow for adequate visibility for approaching law enforcement officers.

I don't purport to be an expert on this subject, and as such I'm somewhat uncomfortable trying to "commit" to some certain defined transmittance-level. As we discussed, I believe it'd be proper to look at other similar states, & perhaps see if a similar/compromise level could be reached.

Thanks for your time and attention on this issue!

-Dan Hoffman, Chief
Fairbanks Police Department

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FAIRBANKS POLICE DEPARTMENT

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Fairbanks, AK 99701-4616
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March 27, 2007

RE: SB 78

To Whom It May Concern:

I am writing to voice my support for Senate Bill 78, which would make it a violation to install illegal window-tinting. For some time now, the State of Alaska has required that front passenger windows on a vehicle allow 70% transmittal of light, with rear windows having a limit of 40% transmittance. These regulations were supported by our State's Department of Public Safety for a variety of safety reasons, to include:

- The necessity for drivers to see outside of their vehicle clearly
- The necessity for pedestrians and other drivers to make eye-contact with a vehicle's operator when preparing to cross a street, enter traffic, etc.
- The legitimate safety need for police officers and other first-responders to be able to see into a vehicle upon their approach.

In spite of these common-sense regulations, it appears that numerous businesses have engaged in the practice of installing window-tinting which exceeds these standards. It has further come to my attention that many of these businesses have voiced opposition to SB 78, citing that it would hurt their respective business operations.

While I understand these business-owner's concerns, I would respectfully suggest that their efforts are somewhat misplaced. If these businesses feel that current window-tint requirements are unduly restrictive, they should be working to change the underlying administrative regulation (13AAC 04.223). Regardless of whether or not a business owner personally agrees with current tint-requirements, *they all know what the current law is*. For them to consciously disregard that law and install a window-tint which they know to be illegal (and passing on the subsequent cost, for both the violation and tint-removal, to their often ignorant and unsuspecting customers) is wrong, and should not be allowed to continue.

Sincerely,

A handwritten signature in black ink that reads "Daniel P. Hoffman".

Daniel P. Hoffman, Chief
Fairbanks Police Department

Emily Beatley

From: Paul Lindhag [plindhag@northpolepolice.org]
Sent: Tuesday, April 01, 2008 2:23 PM
To: Rep. Jay Ramras; Emily Beatley; Jane Pierson
Subject: Tinting regulations

Dear Alaska State Legislators,

Today I had the opportunity to speak with Mr. Bob Boswood (President of Auto Trim Design of Fairbanks Inc) and view his personal truck outside which has had the front windows tinted to 35% tint/light transmission. Based upon my conversation with Mr. Boswood and seeing the transparency of 35% light transmission tint on his truck I agree that this level of tint presents no safety issues and I urge you to pass an amendment to SB78 modifying 13 ACC 04.223 to allow 35% light transmission tint on the front passenger and drivers windows of commercial and multipurpose vehicles and a maximum of 35% light transmission tint on all passenger car windows.

If you have any questions, please feel free to contact me at 907-488-6902 or you can email me at plindhag@northpolepolice.org. Thank you for your consideration.

Paul C. Lindhag
Chief of Police
North Pole Police Department
Work: (907) 488-6902
Fax: (907) 488-5299

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**INTERNATIONAL
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March 21, 2008

The Honorable Jay Ramras
Judiciary Chair
State Capital, Room 118
Juneau, Alaska 99701

Representative Ramras,

I am writing to you regarding our desire to utilize Senate Bill 78, introduced by Senator Hollis French, as a vehicle to address some longstanding concerns with the current regulatory provisions contained in 13 AAC 04.223.

We have been working for over a year with one of your constituents, Mr. Bob Boswood, who is the owner of Auto Trim Design of Fairbanks, and his employee, Mr. Andrew Felt, to address the window film issue in Alaska in a proactive and supportive manner. I am the Executive Director of the International Window Film Association, and we have been actively working with Mr. Felt through our industry's Legislative Consultant, Lynwood Butner, since Senate Bill 78 was introduced in February, 2007, to provide relevant information and to participate in the process that will impact Alaska's statewide businesses in the future.

Initially, I should advise that as an industry we do not support the use of illegal tint and work with all states and the enforcement communities in state, provincial, and local areas to establish reasonable regulations that can be consistently enforced. As an industry, we support penalty provisions for the installation and use of illegal film products. It seems that as an industry we are always working to address the misconception that window film products are only available in the versions installed illegally that darken windows to the extent there are concerns for and by the enforcement community. As an association, we are working through the American Association of Motor Vehicle Administrators (AAMVA) to address this issue with the state and provincial enforcement communities to better communicate the value of our products for safety, security, ultraviolet protection-all environmentally friendly products that add value to the consumer if utilized properly and safely.

I want to emphasize our industry's approach recognizes the necessity of proactive partnership and continual support of and communication with the law enforcement community. We have worked successfully in a number of states and provinces to complement legislatures and the law enforcement communities through industry and

consumer education to achieve a better understanding of the necessity of complying with statutory provisions. We appreciate and support the professional concerns of the law enforcement community and have been successful in achieving the implementation of reasonable standards that protect the safety of our enforcement community and provide the many benefits of our product to the consumer.

I am attaching the reference material provided by our industry as a Model Law which contains information on very specific standards such as the Federal Motor Vehicle Safety Standard 205, which is currently referenced in Alaska's regulations, as well as definitions, and model legislation. This perhaps can be of assistance to Ms. Jane Pierson of your staff in assessing potential amendments to compliment Senate Bill 78 which will be business-friendly as well as address the concerns relative to the use of illegal tint. I note that we fully support the initiative of Senator French and concur with his sponsor's statement that it should be "illegal for a vehicle to be on Alaska's roads if the window tinting allows less than thirty percent light to transmit through the glass." We would even be receptive to having identification of the installers provided on each vehicle to assist law enforcement in identifying the installer which could perhaps make Senator French's proposed legislation even more effective.


We ask your consideration of several areas in particular that would greatly assist our members and the consumers in Alaska. The current limit on the front side windows adjacent to the driver and front seat passenger is 70 percent. This is essentially the level of visible light transmittance (vlt) allowed for original equipment manufactured vehicles. I think Mr. Boswood and Mr. Felt have discussed the need to allow for the use of 35 percent film on the front side windows. This would result in a visible light transmittance in the range of the 30 percent advocated by Senator Hollis. This change would not be significantly noticeable from an enforcement perspective but would provide for the comfort, safety, and health benefits not available through factory glass for the consumer. We would also strongly encourage the same standard for the passenger vehicle as currently provided for the multipurpose vehicle. We should not penalize the consumer who chooses to purchase a more fuel efficient vehicle to adhere to a greater standard than those authorized under current statutory provisions. This level would be consistent with those states such as Montana, Idaho, and North Dakota which are most similar to Alaska in the western portion of the country and also have similar weather and demographics as Alaska. We also will work with the enforcement personnel to implement regulations for effective enforcement and inspection needed to administer the law, because a well-intentioned law without an effective means of enforcement will not hold up in the courts and will not be constructive.

Alaska already has exemptions for limousines and passenger buses, multipurpose vehicles (pickup trucks, vans, and SUV's), and for vehicles transporting occupants with certified medical conditions. We suggest an exemption could also be considered for enforcement vehicles which is common in most states due to the nature of work and time spent in the vehicles. This is particularly true for any canine units in the Alaskan enforcement community.

We sincerely appreciate your support of the business community in Alaska, your desire to address our business concerns, and your willingness to work to make statutory provisions and regulations reasonable for the consumer, enforcement community, as well as the businesses such as the one operated by Mr. Boswood. We also appreciate the assistance provided by your legislative assistant, Ms Jane Pierson, as we have attempted to address our concerns with the enactment of Senate Bill 78 without addressing the related issues of tinting laws and standards. Your desire to strengthen Senator French's legislation with enhanced regulatory provisions will address these issues in a much broader and more effective context.

If we can be of any further assistance or provide you with more information, please do not hesitate to advise.

Regards,



Darrell Smith
IWFA Executive Director

cc: Bob Boswood
Andrew Felt
Lynwood Butner



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Model Law

Suggested Model Legislation for Automotive Window Tinting

Model legislation that is applicable to each and every jurisdiction is not possible because most jurisdictions amend existing safety or glazing statutes to restrict window film. Generally, the law that sets the standard for window film also specifies the restriction for signs, decals, and stickers.

Introduction & Issues

Federal Motor Vehicle Safety Standard 205 specifies the amount of tinting that is allowed in the new motor vehicles prior to the sale of the vehicle. Following the sale of the new vehicle, window tinting is regulated by the individual states.

Federal Standard 205 is silent with respect to the windows to the rear of the driver and the front seat passengers on multi-purpose vehicles; therefore, the purchaser of a new vehicle may specify unlimited tinting on the vehicles. Individual jurisdictions usually also allow unlimited tinting on the rear of multi-purpose vehicles provided the vehicle is equipped with outside mirrors.

Most (90%) of windows in new motor vehicles have some tinting. Once after market window film is applied, it is almost impossible and certainly not practical to measure the light transmittance of the glass and the film separately. Accordingly, it is strongly recommended that legislation specify the minimum total light transmittance of the factory glass and the after market film.

Legislation should be written to allow practical enforcement. It should be a violation to operate a vehicle in violation of the statute and also to install film that reduces the light transmittance to a level not in compliance with the law. Portable, hand-held light meters are now available that are simple to operate, reasonably inexpensive and accurate within plus or minus 2% points. When laws are not enforced, dark film causes concern by law enforcement and encourages further abuse of the law. The window film industry strongly supports enforcement and will loan light meters to law enforcement for training and demonstration.

Generally, convictions will be obtained with a 5% net light transmission tolerance, the practical limit of measurement with this issue. Variance levels in light meters and film manufacturers will not allow a tougher standard. Most important is that

the 5% tolerance is not discernible by the human eye or of any safety consequence.

Some jurisdictions attempt to regulate film by requiring the installer to place a decal or sticker between the film and the glass that certifies compliance and identifies the installer by name and address. This method has had limited success because of fraudulent stickers and film that is applied by non-professionals.

State law regulations, in recent years, specify the minimum visible light transmission required by motor vehicle windows. Light meters are required to measure the light transmission.

Generally, the legislation will delegate by statutes to the appropriate oversight agency the responsibility of establishing technical criteria and performance standards the manufacturers must incorporate in the meter.

The state oversight agency will also adopt uniform operating instructions.

The International Window Film Association will provide recommended technical data, criteria, and testing standards for light meters. The Association will also recommend operating guidelines and instruction for usage of the meter upon request.

Summary

The public installs film for various reasons, the dominant ones being comfort, health, and safety. Some prefer it for aesthetics. Window film, like many other products, is available in varying degrees of effectiveness. High performance films are available from almost all manufacturers, which reject 45-55% of the heat and 95-99% of the ultra-violet rays. The right of the public to use film should not be ignored.

Understanding the issues, getting the facts, and looking for compromise, while maintaining and displaying respect for the positions of each party, are keys to good legislation that is acceptable to law enforcement, the public, and the industry.

Definitions:

As used in this section:

Tinting film means any material or substance that is designed to be used in conjunction with motor vehicle safety glazing materials for reducing the effects of the sun.

Reflectance means the ratio of the amount of total light that is reflected outward by the product or material to the amount of total light falling on the product or material.

Non-reflective means a product or material designed to absorb light rather than to reflect it, not to exceed 20% luminous reflectance.

Passenger car means a motor vehicle with motive power, except a multipurpose passenger vehicle, motorcycle, or trailer, designed for carrying ten people or less.

Multipurpose passenger vehicle means a motor vehicle with motive power, except a trailer, designed to carry ten people or less that is constructed either on a truck chassis or with special features for occasional off-road operation.

Truck means a motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment.

Bus means a motor vehicle with motive power, except a trailer, designed for carrying more than ten people.

Dealer means any person or business engaged in the distribution or installation of sun screening products or materials designed to be used in conjunction with vehicle glazing materials for the purpose of reducing the effects of the sun.

Light meter means a high precision instrument designed to measure the percentage of light transmission through a semi-transparent glass such as a tinted automobile window. Manufacturers usually guarantee accuracy within +/- two percentage points; however, caution must be exercised.

Model Legislation

_____ (Jurisdiction) Acts of the Assembly

Chapter _____.

An Act to amend and reenact _____ (Code #) of the

Code of _____ relating to sun-shading and

tinting films on motor vehicles. Be it enacted by the

General Assembly of _____ (Jurisdiction),

that _____ of the Code of

_____ (Jurisdiction) is amended and

reenacted (or enacted) as follows.

1. Except as otherwise provided in this article or permitted by federal law, it shall be unlawful for any person to operate a motor vehicle that is registered or required to be registered in this State on any public highway, road, or street that has a tinting film on the windshield, the side windows adjacent to the right and left of the driver, the side windows to the rear of the driver, or rear windows that do not meet requirements of this section.
2. Tinting film when used in conjunction with the windshield or any other glazing throughout the vehicle must be a non-reflective type and may not be red, yellow, or amber in color. Tinting film may not be used on the windshield except along the top of the windshield and may not extend downward beyond the AS1 line or more than five inches from the top of the windshield, whichever is closer to the top of the windshield.
3. Tinting film, when used in conjunction with the safety glazing materials of the front side windows located at the immediate left and right of the driver, must have total light transmissions through both the window film and the glazing of not less than _____ percent.
4. Window film, when used in conjunction with the safety glazing materials of the side windows behind the driver and the rearmost window, must have a total light transmission through both the film and glazing of not less than _____ percent.
5. No tinting film may be applied or affixed to any window of a motor vehicle that has reflectance of light exceeding twenty percent (20%).
6. If any tinting film is added to any windows behind the operator, one left and one right outside rear view mirror shall be required.
7. The requirements of this section shall not apply to windows behind the driver of trucks, buses, recreational vehicles, vans, and multipurpose passenger vehicles.
8. No person or firm may apply or affix to the windows of any motor vehicle in this state tinting film that is not in compliance with requirements of this section. Additionally, the dealer shall affix a sticker between the film and the glass in the lower back corner of each glass that is visible from the outside of the vehicle, no larger than one (1) inch by two (2) inches which certifies compliance and identifies the installer by name and address.

Notwithstanding the foregoing provisions, a motor vehicle operated by or regularly used to transport any person with a medical condition which renders them susceptible to harm or injury from exposure to sunlight or bright artificial light may be equipped, on all the windows except the windshield, with tinting films that reduce the transmissions of light in to the vehicle to levels not less than twenty-five percent. Such tinting film may be applied to the windshield of a motor vehicle provided the total light transmittance is not reduced to any level less than seventy percent, except for the upper five inches of such windshield or the AS-1

line, whichever is closer to the top of the windshield. Vehicles equipped with tinting films shall not be operated on any highway unless, while being so operated, the driver or an occupant of the vehicle has in his possession a certificate issued by the _____ (Official responsible)

The _____ (Official responsible) shall issue such certificate only upon receipt of signed statement from a licensed physician or licensed optometrist (i) identifying with reasonable specificity the person seeking the certificate and (ii) stating that, in the physician's or optometrist's professional opinion, the equipping of vehicle with tinting film is necessary to safeguard the health of the person seeking the certificate. Certificates issued by the _____ (Official responsible) under this section shall be valid so long as the condition requiring the use of the tinting films persists or until the vehicle is sold, whichever first occurs. In the discretion of the _____ (Official responsible), one or more certificates may be issued to an individual or family.

Enforcement and regulatory (inspection) officials shall allow a tolerance of five percent when considering enforcement of punitive action.

"The State Department _____ shall determine the proper standards for equipment or devices used to measure light transmittance through the windows of motor vehicles as required by Section _____."

Any persons or business violating the provisions of this section is guilty of a misdemeanor and, upon conviction, may be fined.

The provisions of this section apply to all vehicles manufactured after the effective date of this act.

Emily Beatley

From: Andrew Felt [andrewf@autotrimdesignalaska.com]
Sent: Thursday, March 20, 2008 9:34 AM
To: Jane Pierson
Subject: State law chart (in color!) for window tint.
Attachments: State Law Chart 7-19-07.xls

Jane,

Thank you for your time on Wednesday evening to talk about SB78.

I have attached the chart of state by state window tint laws with color coding to make it a little easier to decipher.

Green : States that allow at least 35% Visible Light Transmission (VLT)

Yellow : At least 50% VLT

Orange: Higher than 50% VLT, but less restrictive than Alaska in other areas

Red: As restrictive as Alaska for the most part.

As you will see, the majority of the states allow a VLT of 35% or less. I tallied the population of those state from the US Census, it came to 152 million people, over half the estimated population of the nation. In addition, all the western states, except California (which is more lenient than Alaska) allow a VLT of at least 35% on passenger car windows.

I hope this information is useful to you. Please call me with any questions. I am eager to help.

Andrew Felt
Auto Trim Design of Fairbanks
2550 S. Cushman
Fairbanks, AK 99701
907-388-2577 cell
andrewf@autotrimdesignalaska.com

Jane Pierson

From: Steve Vincent [SteveV@autotrimdesignalaska.com]
Sent: Wednesday, March 19, 2008 7:09 PM
To: Jane Pierson
Cc: Rep. Jay Ramras; Bob Boswood
Subject: How tint percentages work

This is just in case it's as confusing to you as it was to me at first.

The lower the number, the darker the tint. So, 100% is pure air in a vacuum. Almost any glass that is not a light collecting lens will have a 10% loss, or 90% tint.

Factory automotive front side window glass has a slight UV inhibitor and is 70% tint. Most normal "clear" eye glasses and most newer home windows are also at least 70% tint because of the slight UV inhibitor. Sun glasses/fashion glasses that have a light tint, a tint where you can see a person's eyes, eye lids, eye brows, wisdom wrinkles and so on with good definition would be about 30-35% tint. Sunglasses where you can see a persons eyes and some features around the eye would be about 20% tint. Sun glasses that have no reflective tint, but you still cannot see the persons eyes would be 5% tint or lower, also known as "heavy/dark/limo tint".

Thanks for you time,

Steve Vincent
Director of Operations/General Manager
Auto Trim Design of Fairbanks Inc
2550 S. Cushman St.
Fairbanks, Alaska, 99701
907-456-8400 voice
907-456-8406 fax

Dear Rep. Ramras,

While looking at additional data regarding SB78 we re-read Senator French's sponsor statement of SB78 and found that we agree with the sponsor statement's basis for SB78 as written. We also support SB78 with amendment to reflect the desires of the sponsor statement.

We agree with Senator French's first paragraph that dark tints, also known as "5% tint", "heavy tint", or "limo tint", installed on the front windows of any vehicle is a safety hazard from many aspects.

We agree with Senator French's second paragraph that 30% tint (known as medium light tint) should be the tint darkness limit on the front two windows of any vehicle. The International Window Film Association (IWFA) and the majority of the states in the union also recognize that automotive front window tint should be limited to 30%-35%. Steps should be taken to insure that 30% is the darkest allowable tint level on automotive front windows.

Although we feel SB78 will be difficult to enforce upon the majority of shade tree renegade tinters that are by and large responsible for the "heavy tint" installation on most vehicles and place most of the burden on legitimate business that have been self policing and not installing "heavy tint" on front windows for many years, we agree in principle with the last paragraph.

The problem with SB78 in its current form is that it does not reflect the change in 13 AAC 04.223, from 70% light transmittance to 30% light transmittance that Senator French refers to as a change that had already taken place in Alaska Law when he wrote his sponsor statement.*

We request that an amendment be added to SB78 changing 13 AAC 04.223 to read in section (b), number (2) "the driver and front passenger side windows may have tinting material that permits at least 30 percent light transmittance;" This change would comply with and codify Senator French's wishes in his sponsor statement of SB78 and the wishes of the honorable members of the Senate and House that have reviewed SB78 to date, it will also bring Alaska into the twenty first century in regards to tint laws already in existence in the majority of the United States.

To not amend SB78 as we have proposed could make its passing into law illegal as the Sponsor Statement upon which it was based contains false information regarding Alaska Law. The amendment would nullify this problem.

A current list of state laws regarding tint and a copy of the SB78 sponsor statement is attached for your review.

* Reference SB78 Sponsor Statement by Senator Hollis French:
"Currently it is illegal for a vehicle to be on Alaska's roadways if the window tinting allows less than thirty percent of the light to transmit through the glass"

Steve Vincent
Director of Operations/General Manager
Auto Trim Design of Fairbanks Inc.
2550 S. Cushman St.
Fairbanks, Alaska, 99701
907-456-8400 voice

456-8406 - FAX

Dear Senator French:

I am the owner of Shades of Competition Acc. Inc. For the past 22 years I have enjoyed earning my living as an automotive wire technician and window tint installer. My shop displays the current law relating to window tinting (13 AAC 04.223) at its cashier's counter and our customer receipts reiterate that clients are responsible for compliance with the law. As someone who takes pride in this livelihood, I am writing you about my concerns regarding Senate bill 78. I believe if you carefully consider this bill you will find that it is unfair in that it threatens the honest employment of me and my co-workers and that it would actually decrease, not increase, safety.

Senate bill 78 would not increase safety, but would shift the burden of law enforcement on window tinting facilities. By threatening penalties to respectable business establishments such as my own, safety will not be increased by causing existing law to be better enforced. The only way to prevent people from breaking the law is to hold them accountable for their actions.

Alaskans do not support public policy that encourages people to shift the blame for their actions to others. Rather, Alaska law reflects a value system that holds people accountable for their actions. Off-road shops that could have lifted vehicles higher than state standards are not responsible for cars on the road that may not comply with the law. Similarly, bartenders are not held responsible for customers that may later be found drunk in public. Senate bill 78 is detrimental to society at large because it encourages people to not take responsibility for their actions.

Additionally, Senate bill 78 does not change the amount of illegal window tinting on Alaska's roadways. This bill only shifts the burden of law enforcement to shops such as my own. Senate bill 78 would create inefficiencies for law enforcement trying to gather the evidence necessary to show which shop might have done which tint job. This increase in red tape would not be outweighed by any benefits in a decrease of actual illegal tinting. Car owners, not shop owners, choose to tint car windows.

Senate bill 78 would ultimately discourage shops who are familiar with legal standards from doing any window tinting. Individuals, however, would remain free to buy tint kits online or at Walmart and tint their cars to their liking. This bill would ultimately cause window tinting to not occur at all in car shops because of the liability exposure in performing such a service. The time and money shop owners as myself would spend defending ourselves against charges would not be outweighed by our window tinting revenue. My co-workers and I could no longer make an honest living with our trade.

I believe that by pushing window tinting into an underground market, tint standards would be harder to regulate and more illegal tinting would occur. Individuals are less likely to be aware of legal standards than shops such as my own who post the law. To avoid this, I encourage you to amend your bill to create a registration system. Safety would increase and I could continue to earn an honest living if customers were required to pay a state registration fee with any window tinting. With this registration fee,

customers would receive a window tint hologram certifying that a shop installed a tint job that complied with legal standards. Such a system would encourage responsible window tinting, protect shops from unfounded claims, and assist law enforcement by making compliance easier and generating revenue.

Still, as written Senate bill 78 would ultimately only cause the state's law enforcement to waste valuable resources and put window tinters out of business. This bill currently does not reflect Alaskan values and would actually decrease, not increase, safety in Alaskan communities. For these reasons, I strongly urge you to amend, if not withdraw, Senate bill 78.

Sincerely,

Cory Tipton

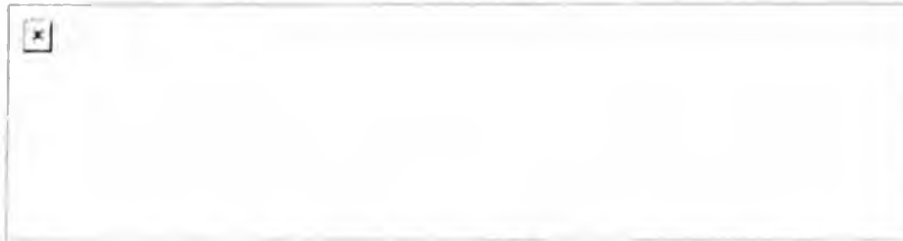
P.S. ① What if i get a speeding ticket. Will the state Fine the auto Maker that sold me the Vehicle? or me, the owner.

② if i ride my 4-wheeler on the road, Will the state Fine me, or the Maker of the 4-wheeler

People that own these, should be responsible for the Fine not the maker.

We inform all of our Customers of state law, if they choose to disobey, Fine them.

From: Bob Boswood [BobB@autotrimdesignalaska.com]
Sent: Monday, March 10, 2008 12:38 PM
To: Rep. Jay Ramras
Cc: Karen Lidster
Subject: FW: SB78



of Fairbanks, Inc.
**2550 South Cushman Street
Fairbanks, Alaska 99701**

Phone (907) 456-8400

Fax (907) 456-8406

March 10, 2008

Hello Jay,

I hope this letter finds you maintaining your sanity up there in Juneau.

I am writing in regards to SB78 soon to be considered by the judiciary committee. It is sponsored by Hollis French.

In 1994 an overly zealous and powerful Dept of Public Safety was successful in getting the current regulation regarding window film passed. Alaska went from having no limits on tinting to having one of the most restrictive tint laws in the nation. It was not however, illegal for the professional installer, nor any shade tree window tint installer, to actually install window film outside of this regulation. As a result, responsible professional tint installers moderated their use of very dark films and only installed medium films in critical areas (front doors) on vehicles. That decision cost us a ton of money because most customers want darker tint all around their cars. They wanted a darker tint not necessarily because they are criminals and want to hide illegal activities, as stated by the troopers, but simply because it looks better and does have some monetary and safety benefits.

We felt it the responsible thing to do, was not install dark film. It is hard enough to drive safely during the dark of winter. And dark tint on front doors definitely creates a safety hazard. Any car you encounter that you are unable to see into the front doors was not done by my company.

The current regulation allows for 70% light transmission on the front doors and 40% light transmission on the remaining windows on automobiles. The rules are different on the rear glass for trucks and SUV's. The federal government allows darker glass on those windows. We, at Auto Trim Design, have been self regulating our business in that we do not tint front doors dark. And we absolutely do not tint any cars with LIMO tint (5% light transmittance).

I realize our installation of window film does not comply with the regulation and is perhaps viewed as an unethical practice by some in the legislature. The degree to which we tint vehicles would be legal in more than thirty other states and in 1994 this regulation was shoved down our throats with no consideration for any compromise. I could go on and on about the pros and cons of window tint but I think I have said enough. The bottom line is that as a businessman in interior Alaska, I have had to develop products that offer profit centers to match the season we are in. Everything we sell has its seasonal popularity, i.e. Auto starts in the winter, signs and graphics spring through fall, window tint and sunroofs when the sun is shining high, and truck accessories to round out the year.

3/10/2008

Our application of medium light transmittance window film is an important profit center for my business. It takes years of training and becomes a profitable career for the right installer. I currently have 2 full time employees and 1 part time employee whose job depends on window tint both on vehicles as well as the installation of film on commercial glass such as office windows for heat and glare reduction.

Neither product can survive without the other due to the seasonal nature of the industry. Passing SB78 at this time would totally wipe out these jobs as well as eliminate a profit center that my business can not afford to lose, period. I don't know how to say it any plainer. Fuel oil is \$3.40 a gallon, health insurance costs that I provide for my employees went up 30% in 2008, city business licensing went up 250% and the borough raised my property tax appraisal by \$100,000.00. My costs to do business has skyrocketed and my State Government once again wants to cut my profits without any consideration for the survival of my business, a business started by me as a one man operation, grown and nurtured by myself and my family to become a business, totally unique in Alaska by the way, employing over 30 people and feeding their families.

There is a happy medium; one that would allow the installation of medium film, thus allowing reputable businesses their window tint profits and that would be to change the existing regulation. Change the regulation to a more reasonable, yet safe limit, rather than enact SB78 to control the installation of unsafe dark window film or heavy window film as trooper Dial of Ketchikan refers to it. The State has not given one inch on this issue and knowing you as I do, I feel I can say this without offending you, it is unfair and it is really raising my ire for the state bureaucracy. Jay, this bill needs to be delayed or eliminated until the 1994 regulation is changed so as not to destroy the reputable part of the window film industry in Alaska. I know we are not talking about thousands of jobs here but it is frustrating to think that any legitimate careers can be steamrolled by the State Government of Alaska.

In closing I feel that with the proper education about window film, not the narrow minded view of the Department of Public Safety, the state and the reputable participants in the window film industry within the state of Alaska, can reach an agreement everyone can live with.

Surviving in business in Interior Alaska does not happen by accident. I have been here for 25 years now. With the increases in costs listed above, and the fact that our largest profit center (remote start sales) were down 25% this winter, our very survival could weigh in the balance of the legislatures decision on SB78. I want you to know I am very serious about this Jay and I need someone to help me on this important issue. If there is something I can do, please let me know. I would even be willing to come to Juneau. My cell # is 907-388-1308

William (Bob) C. Boswood

President
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Fairbanks, AK 99701
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Fax: 907-456-8406
www.autotrimdesignalaska.com

From: Steve Vincent [SteveV@autotrimdesignalaska.com]
Sent: Monday, March 10, 2008 11:00 AM
To: Rep. Jay Ramras
Cc: Bob Boswood; Leisa Boswood
Subject: SB78

Dear Mr. Ramras

I'm writing to encourage you to table SB78 until an alternative can be submitted. SB78 is designed to relieve individuals of personal culpability and transfer that to businesses in a manner that will be difficult if not possible to enforce. On face value it would appear relatively simple; stop a car for a tint violation, when the driver shows the law enforcement officer the receipt from the business or person that tinted the vehicle that business or person is fined.

This bill has so many holes in it I don't even know where to start, but I'll try. The majority of dark tinted front windows, which seems to be the impetus of this bill, are done by vehicle owners, renegade "shade tree" tinters, out of state vehicles, and out of state auction vehicles brought in by car dealers, not legitimate businesses. Trooper Dial testified on behalf of the Alaska State Troopers to the house transportation committee that he would be advising people he licketed to sue the business that tinted the vehicle in civil court. Imagine if all DUI violation responsibility was transferred to legitimate bar owners or bartenders via legislation enabling law enforcement to pass out tort attorney's business cards? Great Scott!, think of the graft opportunities there! Also, it would be almost impossible to hunt down the renegade tinters w/o some sort of task force. Does the state have the funds for that?

State Troopers representing their department testified before the Senate subcommittees that one of the reasons they didn't like tint was because it made it extremely difficult to break a car window if needed and that it hampered the ability to see into the vehicle. Yet, to that end car manufacturers are now laminating most car windows as a safety measure against flying glass for automobile occupants in the event of an accident with the blessing of the federal government and consumer advocacy groups and most people cannot tell the difference between looking through 70% tint (factory front glass) and 50% front window tint.

Lastly, tint is not defined: for example, does it apply to infant sun screens applied to the windows as well? Is it the position of the State that it's preferable for our citizens, especially children, to be subjected to the possibility of heat stroke, sunburn, and melanoma so another revenue stream can be enhanced?

Senator French has made a support statement of this bill to the effect that most people have no idea that the tint they have on their car is in violation of state law when ticketed. I'd bet that most people state that they had no idea that they were speeding when stopped for that violation either. We inform every customer we tint a vehicle for of the state laws, they sign a statement to that effect, and our website www.autotrimdesignalaska.com has a link to the state statutes in the window tinting section.

The archaic state statutes regarding tint are loosely based on federal glass design specs from the 1930's and needs to be revisited before this legislation can be adopted. Alaska is more restrictive than 90% of the USA regarding tint, yet we have more daylight hours for half the year than the rest of the United States. The federal auto glass guidelines (FMVSS 205) may be modified to allow darker tint in an attempt to reduce CFC emissions emitted by automobile air-conditioning. We are also much more educated on the effects of UV radiation that tint reduces and of the other safety benefits tint provides than we were over 20 years ago.

Thank you for your time,

Steve

3/10/2008

Steve Vincent
Director of Operations/General Manager
Auto Trim Design of Fairbanks Inc.
2550 S. Cushman St.
Fairbanks, Alaska, 99701
907-456-8400 voice
907-456-8406 fax

SB 78

There are people out there who are tired of thieves breaking their car driver/ front passenger door windows to get into the contents of the glove box or pilfer change from the console. Such damage creates a huge mess of glass shards, which is very difficult to clean. The replacement window is usually not covered by insurance or is part of a policy deductible. The police brush off reports of the thievery/vandalism as being minor crime, and nothing is done.

Besides the UV protection for children, the tinting obscures the contents of a vehicle and thus deters thieves from the act to the start with. If they do break in anyway, the film of the tinting at least keeps the glass from shattering into a million shards throughout the interior of the vehicle.

There are far more honest, law-abiding citizens who have a right to tint their windows a mere 20% for these legitimate purposes than there are bad-guys using tinting for stealthy illegitimate purposes, including the paranoid assertion that our cops are going to be shot during routine traffic stops. Note: no such shootings have occurred in Alaska.

Isn't such danger an inherent part of the career a policeman has chosen? Restricting window tinting will not reduce that risk. Bad-guys will remain bad guys. Meanwhile, the good-guys are still victimized and/or unable to remedy their plight.

Allowing 20% tint on the front driver/passenger windows is not unreasonable. The cops and government keeps chipping and whittling away our freedoms...

"Those who would give up ESSENTIAL LIBERTY to purchase a little TEMPORARY SAFETY, deserve neither LIBERTY nor SAFETY." -B.Franklin

Bill History/Action for 25 Legislature

BILL: SB 78

SHORT TITLE: MOTOR VEHICLE WINDOW TINTING

BILL VERSION: CSSB 78(JUD)

CURRENT STATUS: (H)JUD

STATUS DATE: 03/10/08

SPONSOR(S): SENATOR(S) FRENCH

TITLE: "An Act relating to the installation of window tinting in automobiles."

Bill Number:	Display Bill	Next Bill
Full Text	Fiscal Notes	Minutes
Display Bill History		

Jrn-Date	Jrn-Page	Action
02/09/07	0201	(S) READ THE FIRST TIME - REFERRALS
02/09/07	0201	(S) TRA, JUD
03/06/07	Text	(S) TRA AT 1:30 PM BUTROVICH 205
03/06/07	Text	(S) Moved SB 78 Out of Committee
03/06/07	Text	(S) MINUTE (TRA)
03/07/07	0484	(S) TRA RPT IDP 3NR
03/07/07	0484	(S) DP KOOKLISH
03/07/07	0484	(S) NR WILKCHOWSKI WILKIN COWDERY
03/07/07	0484	(S) FN1 ZERODPS)
03/07/07	0484	(S) FN2 ZEROLAW)
03/14/07	Text	(S) JUD AT 1:30 PM BELTZ 211
03/14/07	Text	(S) Heard & Held
03/14/07	Text	(S) MINUTE (JUD)
03/22/07	Text	(S) JUD AT 3:30 PM BUTROVICH 205
03/22/07	Text	(S) Heard & Held
03/22/07	Text	(S) MINUTE (JUD)
03/29/07	Text	(S) JUD AT 3:30 PM BUTROVICH 205
03/29/07	Text	(S) Heard & Held
03/29/07	Text	(S) MINUTE (JUD)
04/20/07	Text	(S) JUD AT 1:30 PM BELTZ 211
04/20/07	Text	(S) MEETING CANCELLED
04/23/07	Text	(S) JUD AT 1:30 PM BELTZ 211
04/23/07	Text	(S) Moved CSSB 78(JUD) Out of Committee
04/23/07	Text	(S) MINUTE (JUD)
04/25/07	0938	(S) JDR RPTS IDP 2NR SAME TITLE
04/25/07	0938	(S) DP FRENCH
04/25/07	0938	(S) NR WILKCHOWSKI MCGUIRE
04/25/07	0938	(S) FN1 ZERODPS)
04/25/07	0938	(S) FN2 ZEROLAW)
05/02/07	1025	(S) RULES TO CALENDAR 5/2/2007
05/02/07	1025	(S) READ THE SECOND TIME
05/02/07	1025	(S) JUDCS ADOPTED UNAN CONSENT
05/02/07	1026	(S) ADVANCED TO THIRD READING Y15 N5
05/02/07	1026	(S) READ THE THIRD TIME (CSSB 78(JUD))
05/02/07	1026	(S) PASSED Y17 N3

- 05/02/07 1026 (S) THERRIAULT NOTICE OF RECONSIDERATION
- 05/03/07 1049 (S) RECONSIDERATION NOT TAKEN UP
- 05/03/07 1049 (S) TRANSMITTED TO (H)
- 05/03/07 1049 (S) VERSION CSSB 78(JUD)
- 05/04/07 1085 (H) READ THE FIRST TIME - REFERRALS
- 05/04/07 1085 (H) TRA. JUD
- 03/06/08 Text (H) TRA AT 1:00 PM CAPITOL 17
- 03/06/08 Text (H) Moved Out of Committee -- Location Change from Room 120 --
- 03/10/08 2212 (H) TRA RPT IDP 3NR
- 03/10/08 2212 (H) DP DOOGAN
- 03/10/08 2212 (H) NR NEUMAN, KILLER, JOHANSEN
- 03/10/08 2212 (H) FN3 ZERO(LAW)
- 03/10/08 2212 (H) FN4 ZERO(DPS)
- 03/10/08 2212 (H) REFERRED TO JUDICIARY
- 04/04/08 Text (H) JUD AT 1:00 PM CAPITOL 120
- 04/04/08 Text (H) Moved HCS CSSB 78(JUD) Out of Committee -- Recessed to 03:00 pm on 04/06/08 --

Similar Subject Match or Exact Subject Match

- BUSINESS
- CRIMES
- LICENSING
- MOTOR VEHICLES
- TRANSPORTATION

Bill Number

[Return to Basis Main Menu \(25 Legislature\)](#)