



Université d'Ottawa - University of Ottawa

Faculté des arts
Géographie

Faculty of Arts
Geography

Presentation to Ottawa Police Services Board December 20, 2004

Re: Highway Traffic Act, Section 73

- (1) " Signs, objects, etc., obstructing view prohibited"
- (2) " Colour coating obstructing view prohibited"
- (3) "Colour coating obscuring interior"

Materials Included in Presentation:

- Emails and letters to Harinder Takhar, Minister, Ministry of Transportation, Province of Ontario.
- Pages 100 and 101, Highway Traffic Act (Section 73)
- Automotive Film Province Laws, Canadian Window Tinting Rules and Laws, April 28, 2003, International Window Film Association

Recommended Action:

Whereas overly-darkened motorized vehicle windows compromise the safety and well-being of pedestrians, cyclists, and motorists; and,

Whereas Section 73 of the Highway Traffic Act has been found to be vague by the Walking Security Index research undertaken for the City of Ottawa, by the International Window Film Association and, more recently, by the courts,

The Ottawa Police Services Board resolves to immediately request the Minister of Transportation to amend Section 73 of the Highway Traffic Act at the earliest moment so as to preclude all window tinting save for the 15 cm windshield strip.

Dr. Barry Wellar
Director, Walking Security Index Project
Department of Geography
University of Ottawa
Ottawa, ON K1N 6N5

Barry Wellar

From: "Barry Wellar" <wellarb@uottawa.ca>
To: <HTAKHAR.MPP@liberal.ola.org>
Cc: "jim watson" <jim.watson@cbs.gov.on.ca>; "Vince Bevan" <bevanv@ottawapolice.ca>; "janet stavinga" <Janet.Stavinga@ottawa.ca>; "Clive Doucet" <clive.doucet@ottawa.ca>; "Jacques Legendre" <Jacques.Legendre@ottawa.ca>; "Georges Bedard" <Georges.Bedard@ottawa.ca>; "Rainer Bloess" <Rainer.Bloess@ottawa.ca>; "Eli El-Chantiry" <Eli.El-Chantiry@ottawa.ca>; "Alex Cullen" <Alex.Cullen@ottawa.ca>; "Maria McRae" <Maria.McRae@ottawa.ca>; "Doug Thompson" <Doug.Thompson@ottawa.ca>; "melanie perkins" <vital@coastnet.com>; "Nairne Cameron" <ncameron@magma.ca>; "Marie Birnbaum" <mbimbau@erols.com>; <kempster@magma.ca>; <Gladstone.DH@forces.gc.ca>; "Ellen Vanderslice" <ellenv@americawalks.org>; "Dorothy Harrison" <pdww457@magma.ca>; "Barb Derick" <ionaanthony2001@yahoo.ca>; "Erin Novakowski" <nnovakowski@swgc.mun.ca>; "allison cook" <acook@london.ca>; "john tinholt" <tinholt@chreod.com>; "Mark TeKamp" <mtekamp@dal.ca>; "ppn" <pedestrianpn@sympatico.ca>; "Steve Fouchard" <editor@ottnews.ca>; "tony lofaro" <tlofaro@thecitizen.canwest.com>; "Picard, Andre" <APicard@globeandmail.ca>; "Fedec, Wendy L" <Wendy.Fedec@ottawa.ca>
Sent: Friday, November 26, 2004 10:30 AM
Subject: Fw: Window-tinting (Hard copy to follow by post mail): REMINDER AND UPDATE

Dear Minister,

The tinted window matter is on the Agenda for the Ottawa Police Services Board meeting on December 20, 2004, and I am reviewing documentation in order to speak to the item.

I would appreciate learning when I will receive your comments on the observations and concerns raised in the letter of November 10, 2004 so that I can prepare accordingly.

Thank you.

Barry Wellar

Dr. Barry Wellar,
 Principal Investigator,
 Walking Security Index Project
 Department of Geography
 University of Ottawa
 Ottawa, Ontario K1N 6N5

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 URL: <http://aix1.uottawa.ca/~wellarb>
 ----- Original Message -----

From: Barry Wellar
To: HTAKHAR.MPP@liberal.ola.org
Cc: jim watson ; Vince Bevan ; janet stavinga ; Clive Doucet ; Jacques Legendre ; Georges Bedard ; Rainer Bloess ; Eli El-Chantiry ; Alex Cullen ; Maria McRae ; Doug Thompson ; mel perkins ; Nairne Cameron ; Marie Birnbaum ; kempster@magma.ca ; Gladstone.DH@forces.gc.ca ; Ellen Vanderslice ; Dorothy Harrison ; Barb Derick ; Novakowski, Erin ; Allison Cook ; john tinholt ; mark tekamp ; ppn ; Melanie Perkins ; Steve Fouchard
Sent: Wednesday, November 10, 2004 4:45 PM
Subject: Window-tinting (Hard copy to follow by post mail)

Dear Minister,

This is the email version of a letter to follow by post mail. In the interests of time, I would be pleased to receive an email response to the matters raised below.

Barry Wellar

Dr. Barry Wellar, Professor

Department of Geography
University of Ottawa
Ottawa ON K2A 3P5

Mr. Harinder Takhar
Minister of Transportation
Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto ON
M7A 1Z8

November 10, 2004

Re: Motorists left unclear about tinted windows, Ottawa Citizen, Nov. 5

Dear Minister,

No doubt you are aware of the article that appeared in the **Ottawa Citizen** on November 5, 2004 concerning a tinted-window court case in Cornwall whereby some 200 citations were "thrown out " due to the uncertain language of the Highway Traffic Act..

As you may also be aware, objections to the practice of window-tinting, and problems with the language of the window-tinting sections of the Highway Traffic Act have been known for years, and were raised as a matter of serious concern during the Walking Security Index research that I undertook for the Region of Ottawa-Carleton and the City of Ottawa, 1996-2002.

I suggest that the failure of provincial governments to correct the situation shows an appalling disregard for the safety and well-being of police officers, pedestrians, cyclists and motorists.

Moreover, while the ambiguous and contentious language implementing the decision to permit window-tinting not only contradicts other parts of the Act, it aids and abets individuals who commit driving infractions.

The following points illustrate why there is an urgent need to radically reform Ontario's window-tinting legislation at the earliest moment. Further, I believe that the points would assist in persuading the other parties to join with the government in quickly and decisively dealing with this important public safety matter.

-2-

For safety reasons, drivers are required to have unobstructed views through all windows, front, side and rear, at all time, under all conditions.

For safety reasons, police officers require unobstructed views into vehicles, and especially at night

For safety reasons, pedestrians and cyclists are instructed to make eye contact with drivers.

For legal reasons, visual identification of a vehicle operator may be required to successfully prosecute a crash, collision, hit-and-run, vehicle theft, failure-to yield, failure-to-stop, running-the-amber, running-the-red, and other incidents or chargeable offences.

1/26/2004

For personal reasons to take up the case against tinted windows, I make between 10 and 20 walking and cycling trips per day most days, and may make as many as 50-100 intersection crossings on some days, and many more when conducting field research. Further, I also drive a car and a minivan several times per week.

On numerous occasions when walking and cycling I have encountered vehicles with window tints which are so dark that the driver is not visible, even in bright sunlight. Moreover, even with lighter window tints, frequently it is impossible to determine whether eye contact has been made, which means that I must stop walking or cycling to ensure that I do not get hit by or find myself in conflict with a driver who could claim, using the tinted window as a defence argument, that eye contact had not been made

I suggest, Minister, that those points combine to make a compelling case against window-tinting of any kind, since it puts the lives, limbs, and nerves of police officers, pedestrians, cyclists and motorists at needless risk, and can also be used to thwart the wheels of justice.

I therefore look forward to receiving your comments in any of the above regards, and especially if you disagree with any of the statements. In the event that there are no substantive disagreements, then I look forward to learning your intentions about taking steps to remedy the situation identified above at the earliest moment.

Sincerely

Barry Wellar, Professor,



Université d'Ottawa - University of Ottawa

Faculté des arts
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Mr. Harinder Takhar
Minister of Transportation
Ferguson Block, 3rd Floor
77 Wellesley St. West
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Sincerely

A handwritten signature in black ink that reads "Barry Wellar". The signature is written in a cursive, slightly slanted style.

Barry Wellar, Professor,

**Ministry of
Transportation**

Office of the Minister

Ferguson Block, 3rd Floor
77 Wellesley St. West
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DEC 06 2004

Professor Barry Wellar
Department of Geography
University of Ottawa
Ottawa, Ontario
K2A 3P5

Dear Professor Wellar:

Thank you for your letter about vehicle window tinting. I appreciated reading your observations regarding the dangers that darkly tinted windows could pose to police officers and other road users.

The federal and provincial governments share responsibility for establishing and regulating motor vehicle window tinting and glazing standards. The federal government mandates window tint levels in the manufacture of new cars under the Motor Vehicle Safety Act (MVSA). This act requires that automotive glazing meet minimum luminous transmittance criteria of 70 per cent — 70 percent of the light must be able to penetrate the windshield/window. However, the MVSA does not address window tint levels for aftermarket window tinting.

The Ministry of Transportation does review legislation and considers changes to improve road safety on an ongoing basis. We are currently reviewing the issue of aftermarket window tinting in consultation with other jurisdictions and our road safety partners. These consultations will help the ministry gain a broader understanding of the issue, including the impact on all road users, Ontario's business sector and enforcement community.

Thank you again for bringing your concerns and suggestions to my attention.

Sincerely,

A handwritten signature in black ink that reads "H. S. Takhar".

Harinder S. Takhar
Minister



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Mr. Harinder Takhar
Minister of Transportation
Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto ON
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December 10, 2004

Re: Vehicle Window Tinting

Dear Minister:

Thank you for your letter of December 6, 2004 in the above regard.

I am pleased to learn that "...[you] are currently reviewing the issue of aftermarket window tinting in consultation with other jurisdictions and [your] road safety partners"

I hope to have an opportunity to review that file in early January when I will next be in Toronto. As you may appreciate, I am especially interested in ascertaining the extent and degree to which the consultations of record have involved pedestrians and cyclists, and associated organizations. I will contact your office in the near future to learn about arranging for a review of the files.

More immediately, however, is the matter of a presentation to the Ottawa Police Services Board on December 20, 2004 in regard to vehicle window tinting. The attached materials, including a statement of recommended action by the Board, are enclosed for your information.

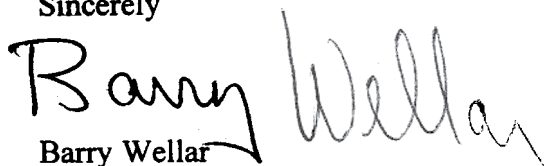
As coincidence would have it, my arguments and recommended action to address the vehicle window tinting problem were re-affirmed and underlined this morning at 8:25 AM when I encountered a taxi waiting to pick up a fare at Fairlawn Plaza in the riding of your colleague, Jim Watson. **From a distance of three metres in front of the vehicle, behind the vehicle, and along the passenger side, it was impossible to see the driver, much less the interior of the vehicle, due to the window tinting.** That "sighting" persuaded me to set several other matters aside and to respond immediately to your letter, which arrived yesterday.

Further to your letter, I fail to see what more needs to be known about this problem that is not already known, nor can I imagine how the "consultation" process will yield anything of value to the cause of public safety. Indeed, in my opinion, the longer this apparently already protracted process continues the greater the unintended consequence of putting pedestrians, cyclists, police officers, and other motorists at avoidable risk.

As for the reference to other jurisdictions, perhaps you could inform me as to whether Ontario Ministry of Transportation officials have reviewed the experience of jurisdictions that require all windows to be clear (of tinting) except for the top part of the windshield (to a maximum 'drop' of 15 centimetres), and the results of the review.

Please be assured that I welcome receipt of any information that is pertinent to my presentation to the Ottawa Police Services Board on December 20, 2004.

Sincerely

A handwritten signature in cursive script that reads "Barry Wellar". The signature is written in dark ink and is positioned to the right of the typed name.

Barry Wellar
Professor

Cc: Interested parties

Enclosures



OFFICE CONSOLIDATION

CODIFICATION ADMINISTRATIVE

Highway Traffic Act

Code de la route

Revised Statutes of Ontario, 1990
Chapter H.8

Lois refondues de l'Ontario de 1990
Chapitre H.8

as amended by:

1992, Chapter 20, s. 2; 1993, Chapter 8;
1993, Chapter 13, s. 1; 1993, Chapter 18;
1993, Chapter 27, Sched.; 1993, Chapter 31, s. 2;
1993, Chapter 34; 1993, Chapter 40;
1994, Chapter 27, s. 138; 1994, Chapter 28;
1994, Chapter 29; 1994, Chapter 35;
1996, Chapter 1, Sched. E, s. 2;
1996, Chapter 9, s. 26; 1996, Chapter 20;
1996, Chapter 31, ss. 68-71; 1996, Chapter 32, s. 71;
1996, Chapter 33, ss. 1-17; 1997, Chapter 4, s. 81;
1997, Chapter 12; 1997, Chapter 26, Sched.;
1997, Chapter 41, s. 120; 1998, Chapter 5, ss. 25-27;
1998, Chapter 6; 1998, Chapter 18, Sched. G, s. 56;
1998, Chapter 28, s. 67; 1998, Chapter 35, s. 103;
1998, Chapter 38; 1999, Chapter 8, s. 7;
1999, Chapter 12, Sched. B, s. 9;
1999, Chapter 12, Sched. G, s. 24;
1999, Chapter 12, Sched. R, ss. 1-19;
1999, Chapter 13

tel qu'il est modifié par :

l'art. 2 du chap. 20 de 1992; le chap. 8 de 1993;
l'art. 1 du chap. 13 de 1993; le chap. 18 de 1993;
l'annexe du chap. 27 de 1993; l'art. 2 du chap. 31
de 1993; le chap. 34 de 1993; le chap. 40 de 1993;
l'art. 138 du chap. 27 de 1994; le chap. 28 de 1994;
le chap. 29 de 1994; le chap. 35 de 1994; l'art. 2
de l'annexe E du chap. 1 de 1996; l'art. 26
du chap. 9 de 1996; le chap. 20 de 1996; les art. 68
à 71 du chap. 31 de 1996; l'art. 71 du chap. 32
de 1996; les art. 1 à 17 du chap. 33 de 1996;
l'art. 81 du chap. 4 de 1997; le chap. 12 de 1997;
l'annexe du chap. 26 de 1997; l'art. 120 du chap. 41
de 1997; les art. 25 à 27 du chap. 5 de 1998;
le chap. 6 de 1998; l'art. 56 de l'annexe G,
du chap. 18 de 1998; l'art. 67 du chap. 28
de 1998; l'art. 103 du chap. 35 de 1998; le chap. 38
de 1998; l'art. 7 du chap. 8 de 1999; l'art. 9 de
l'annexe B du chap. 12 de 1999; l'art. 24 de
l'annexe G du chap. 12 de 1999; les art. 1 à 19 de
l'annexe R du chap. 12 de 1999; le chap. 13 de 1999

May 19, 2000

19 mai 2000

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Safety glass, interpretation

72. In this section,

“motor vehicle” includes any apparatus or device that is permanently or temporarily attached to a motor vehicle, other than for the purpose of towing it, and in which a person can ride.

Motor vehicles to be equipped with safety glass

(2) No person shall sell any new motor vehicle nor shall any new motor vehicle be registered with the Ministry unless the vehicle is equipped with safety glass wherever glass is used in doors, windows and windshields.

Installation of safety glass

(3) No person shall install glass other than safety glass in the door, window or windshield of any motor vehicle.

Regulations as to safety glass in vehicles

(4) The Lieutenant Governor in Council may make regulations,

- (a) prescribing standards and specifications for safety glass used or intended to be used in a door, window or windshield of any motor vehicle;
- (b) providing for and requiring the marking and identification of safety glass used or intended to be used in a door, window or windshield of any motor vehicle.

Adoption of code by reference

(5) Any regulation made under subsection (4) may adopt by reference, in whole or in part with the changes that the Lieutenant Governor in Council considers necessary, any code or standard and may require compliance with any code or standard that is so adopted.

Penalty

(6) Every person who contravenes this section or a regulation made under this section is guilty of an offence and on conviction is liable to a fine of not less than \$200 and not more than \$1,000. R.S.O. 1990, c. H.8, s. 72.

Signs, objects, etc. obstructing view prohibited

73. (1) No person shall drive a motor vehicle upon a highway,

- (a) with any sign, poster or other non-transparent material or object placed on the windshield or on any window of such motor vehicle; or
- (b) with any object placed in, hung on or attached to the motor vehicle,

in a manner that will obstruct the driver's view of the highway or any intersecting highway.

Colour coating obstructing view prohibited

(2) No person shall drive a motor vehicle upon a highway where the surface of the windshield or of any window of the vehicle has been coated with any colour spray or other colour coating in such a manner as to obstruct

72. (1) La définition qui suit s'applique au présent article. Définition

«véhicule automobile» S'entend en outre de l'appareil ou du dispositif fixé de façon permanente ou temporaire à un véhicule automobile à une fin autre que celle de le tracter, et où une personne peut prendre place.

(2) Nul ne doit vendre un véhicule automobile neuf ni l'enregistrer auprès du ministère, à moins que ce véhicule ne soit muni de verre de sécurité là où le verre est utilisé pour les portes, les glaces ou le pare-brise. Véhicule automobile muni de verre de sécurité

(3) Nul ne doit installer du verre autre que du verre de sécurité pour les portes, les glaces ou le pare-brise d'un véhicule automobile. Installation du verre de sécurité

(4) Le lieutenant-gouverneur en conseil peut, par règlement :

- a) prescrire les normes et les caractéristiques du verre de sécurité utilisé ou destiné à être utilisé pour les portes, les glaces ou le pare-brise d'un véhicule automobile;
- b) prévoir et exiger le marquage et l'identification du verre de sécurité utilisé ou destiné à être utilisé pour les portes, les glaces ou le pare-brise d'un véhicule automobile.

(5) Un règlement pris en application du paragraphe (4) peut adopter par renvoi, en totalité ou en partie, un code ou une norme sous réserve des adaptations que le lieutenant-gouverneur en conseil estime nécessaires, et exiger que le code ou la norme ainsi adoptés soient observés. Règlements relatifs au verre de sécurité

(6) Quiconque contrevient au présent article ou à un règlement pris en application du présent article est coupable d'une infraction et passible, sur déclaration de culpabilité, d'une amende d'au moins 200 \$ et d'au plus 1 000 \$. L.R.O. 1990, chap. H.8, art. 72. Peine

73. (1) Nul ne doit, sur une voie publique, conduire un véhicule automobile muni :

- a) soit d'une enseigne, d'une affiche ou d'un dispositif ou d'un objet non transparent sur le pare-brise ou une glace;
- b) soit d'un objet qui y est placé, suspendu ou fixé,

de façon à gêner la vue du conducteur sur la voie publique ou à une intersection. Interdiction de placer un objet qui gêne la vue du conducteur

(2) Nul ne doit conduire un véhicule automobile sur une voie publique lorsque la surface du pare-brise ou d'une glace a été recouverte d'un enduit de couleur au pulvérisateur ou d'une autre couche de couleur, de façon à Enduit de couleur interdit

the driver's view of the highway or any intersecting highway.

Colour coating obscuring interior

(3) No person shall drive on a highway a motor vehicle on which the surface of the windshield or of any window to the direct left or right of the driver's seat has been coated with any coloured spray or other coloured or reflective material that substantially obscures the interior of the motor vehicle when viewed from outside the motor vehicle.

Signs, etc., required by Act or regulations

(4) This section does not prevent the use of signs, markers or equipment required under this Act or the regulations. R.S.O. 1990, c. H.8, s. 73.

Windows to afford clear view

74. (1) No person shall drive a motor vehicle upon a highway,

- (a) unless the windshield and the windows on either side of the compartment containing the steering wheel are in such a condition as to afford the driver a clear view to the front and side of the motor vehicle; and
- (b) unless the rear window is in such a condition as to afford the driver a clear view to the rear of the motor vehicle.

Application of cl. (1) (b)

(2) Clause (1) (b) does not apply to a motor vehicle that is equipped with a mirror or mirrors securely attached to the motor vehicle and placed in such a position and maintained in such a condition as to afford the driver, otherwise than through the rear window, a clearly-reflected view of the roadway in the rear or of any vehicle approaching from the rear. R.S.O. 1990, c. H.8, s. 74.

Muffler

75. (1) Every motor vehicle or motor assisted bicycle shall be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and excessive smoke, and no person shall use a muffler cut-out, straight exhaust, gutted muffler, hollywood muffler, by-pass or similar device upon a motor vehicle or motor assisted bicycle.

Idem

(2) Subsection (1) does not apply to a motor assisted bicycle with an attached motor that is driven by electricity.

Fumes from engine

(3) The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke.

Unnecessary noise

(4) A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, and a driver of any

gêner la vue du conducteur sur la voie publique ou à une intersection.

(3) Nul ne doit conduire un véhicule automobile sur une voie publique lorsque la surface du pare-brise ou de la glace située directement à la gauche ou à la droite du siège du conducteur a été recouverte d'un enduit de couleur au pulvérisateur ou d'une matière colorée ou réfléchissante qui obscurcit considérablement l'intérieur du véhicule automobile lorsqu'on le regarde de l'extérieur.

(4) Le présent article n'empêche pas l'usage de panneaux, de marques ou d'accessoires qu'exigent la présente loi ou les règlements. L.R.O. 1990, chap. H.8, art. 73.

74. (1) Nul ne doit conduire un véhicule automobile sur une voie publique à moins :

- a) d'une part, que le pare-brise et les glaces situées de chaque côté du compartiment où est situé le volant ne soient dans un état tel qu'ils permettent au conducteur d'avoir une vue dégagée à l'avant et sur le côté du véhicule automobile;
- b) d'autre part, que la lunette arrière ne soit dans un état tel qu'elle permette au conducteur d'avoir une vue dégagée à l'arrière du véhicule automobile.

(2) L'alinéa (1) b) ne s'applique pas au véhicule automobile muni d'un ou de plusieurs rétroviseurs solidement fixés, placés dans une position et maintenus dans un état tel qu'ils permettent au conducteur d'avoir, autrement que par la lunette arrière, une vue clairement réfléchi de la chaussée ou d'un véhicule qui s'approche par l'arrière. L.R.O. 1990, chap. H.8, art. 74.

75. (1) Les véhicules automobiles ou les cyclomoteurs doivent être munis d'un silencieux en bon état et qui fonctionne constamment de manière à empêcher un bruit excessif ou anormal et l'échappement excessif de fumée. Nul ne doit utiliser, sur un véhicule automobile ou un cyclomoteur, un coupe-silencieux, un échappement droit ou à forte sonorité, un silencieux crevé, une dérivation ou un dispositif semblable.

(2) Le paragraphe (1) ne s'applique pas au cyclomoteur muni d'un moteur mû par l'électricité.

(3) Le moteur et le mécanisme de commande d'un véhicule automobile sont équipés et réglés de façon à empêcher l'échappement excessif d'émanations ou de fumée.

(4) La personne qui a le contrôle ou la charge d'un véhicule automobile ne doit pas utiliser une sonnerie, un avertisseur ni un autre dispositif de signalisation de façon à produire

Enduit de couleur qui obscurcit l'intérieur du véhicule

Panneaux exigés par la loi ou les règlements

Les glaces permettent une vue dégagée

Champ d'application de l'al. (1) b)

Silencieux

Idem

Vapeurs provenant du moteur

Bruit superflu



Automotive Film Province Laws

CANADIAN WINDOW TINTING RULES & LAWS

Updated April 28, 2003

PROVINCE	TYPE	WIND SHIELD	F. SIDE	B. SIDE (car)	B. SIDE (MPV)	REAR (car)	REAR (MPV)	L&R MIRR.	CERTIF.	STCKR/LOC	MEDI
ALBERTA	FILM	15 CM	NO	ANY	ANY	ANY	ANY	YES	NO	NO	N
BRITISH COLUMBIA	FILM	7.5 CM	NO	ANY	ANY	ANY	ANY	YES	NO	NO	N
MANITOBA	NET	15 CM	45	30	ANY	35	ANY	YES	NO	NO	N
NEW BRUNSWICK	FILM	NO	NO	ANY	ANY	ANY	ANY	YES	NO	NO	N
NEWFOUNDLAND	FILM	15 CM	VAGUE	ANY	ANY	ANY	ANY	YES	NO	NO	N
NOVA SCOTIA	FILM	15 CM	NO	NO	NO	NO	NO	NO	NO	NO	N
ONTARIO	FILM	15 CM	VAGUE	ANY	ANY	ANY	ANY	YES	NO	NO	N
PRINCE EDWARD	FILM	15 CM	NO	ANY	ANY	ANY	ANY	YES	NO	NO	N
QUEBEC	NET	15 CM	70	ANY	ANY	ANY	ANY	YES	NO	NO	N
SASKATCHEWAN	FILM	15 CM	NO	ANY	ANY	ANY	ANY	YES	NO	NO	N

EXPLANATION OF THE STATE LAW SUMMARY CHART

KEY

Type= Film (LT % refers to the film itself)

Net (LT % refers to the combined LT of film & glass).

Vague (language is unclear, legislative intent is unclear, or interpretation is uncertain any information following is subject to change or interpretation).

Windshield = Presumably, NR tinting is permitted above the AS-1 line. If the law specifies only the AS-1 line, AS-1 appears. If AS-1 or specified inches appears, the is assumed and only the number at inches down appears.

(Note: NR is used in lieu of "No, Any, or a specific percentage" when the law permits unspecified "non-obstructive" or "Transparent" tinting materials. In these cases, the legality of tinting inevitably depends upon each officer's discretion).

Front Sides = No film, or the actual percentage of LT Permitted. (Note: Because the may vary from state to state, manufacturer's tolerances (i.e. + / - 3% LT) are not listed in this chart, nor are they included in these LT numbers).

MPV = Multi-Purpose Vehicle. A vehicle used for passengers on a truck chassis.

Back Sides = No film, or the actual percentage of LT permitted

Rear = No film, or the actual percentage of LT permitted

Mirrors (Left & Right required outside) = **Yes** or **No**.

(Note: Usually, a **Yes** means that dual outside mirrors are required if the back window is to be tinted).

Certification Required: **Yes** or **No**.

(Note: This refers to a requirement for manufacturers to certify the films they plan to use before shipping them into the state).

Stckr/Loc- (Sticker/Location).

No (no sticker is required).

Rec (sticker recommended).

Specific (the state requires unique language & design, which may entail precise wording and sizing).

(1) Driver (the sticker is required between the film and glass on the driver's side window).

(2) Door (the sticker is required on the inside of the driver's side doorjamb).

(3) All (the sticker should be put between the film and glass on each tinted window)

Recommended (due to "officer discretion," a sticker can help officers identify legal tint more easily).

Locations: **Driver's** window, **All** windows tinted with film; or **Driver's** left door jamb

Medical Exemption: **Yes** or **No**.

(**Note:** For more details about the specific terms of the exemption consult the law).

Important:

This summary chart of state aftermarket tint law information is not a legal document. It is the result of independent research, using several sources, of public state documents. Window tinting laws vary from state to state and province to province. **Before applying any window tinting materials, installers should thoroughly review the appropriate state regulations as well as local enforcement policies to insure compliance with all applicable standards.**