

Act III

UNIFORM MOTOR VEHICLE CIVIL LIABILITY ACT

This Act is a part of a
Uniform Vehicle Code

CONSISTING OF

- I.—“Uniform Motor Vehicle Administration, Registration,
Certificate of Title, and Antitheft Act”
- II.—“Uniform Motor Vehicle Operators’ and Chauffeurs’
License Act”
- III.—“Uniform Motor Vehicle Civil Liability Act”
- IV.—“Uniform Motor Vehicle Safety Responsibility Act”
- V.—“Uniform Act Regulating Traffic on Highways”

As revised and approved by the Fourth National Conference on Street
and Highway Safety, May 23–25, 1934

U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS



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THE FEDERAL HIGHWAY ACT (42 STAT. 212)
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FOREWORD

This act is one of five acts which constitute the uniform vehicle code as revised and recommended for State enactment as the foundation for uniform traffic regulation.

The uniform vehicle code was originally prepared in 1925-26 by the National Conference on Street and Highway Safety in cooperation with the National Conference of Commissioners on Uniform State Laws. It was reviewed and revised by the National Conference on Street and Highway Safety in 1930 and again this year. In each case the revisions were based upon thorough study by a representative committee, extending over a period of months, of the provisions of the various acts in the light of experience and changed conditions.

The changes in substance in the present code from the 1930 draft are few. The speed restrictions have been rewritten to make them simpler and more easily understood. The lighting provisions for motor vehicles have been revised in recognition of recent mechanical developments. Changes have been made in the sections dealing with sizes and weights of motor vehicles. There has been incorporated provision for periodic inspection of motor vehicles.

The first two acts of the 1930 draft, covering respectively vehicle registration and certificate of title, have been consolidated and amplified to provide for a highway patrol and new administrative features. Two new acts have been added, dealing respectively with civil liability and safety responsibility. Former acts III and IV, covering respectively drivers' licenses and regulation of traffic on highways, have been renumbered acts II and V. In all of the acts long sections have been broken up into shorter sections for clarity.

The National Conference on Street and Highway Safety as heretofore recommends two other sets of standards to supplement the uniform vehicle code—a model municipal traffic ordinance for municipalities and a manual of uniform traffic control devices—the latter now covering conditions both in rural areas and in cities.

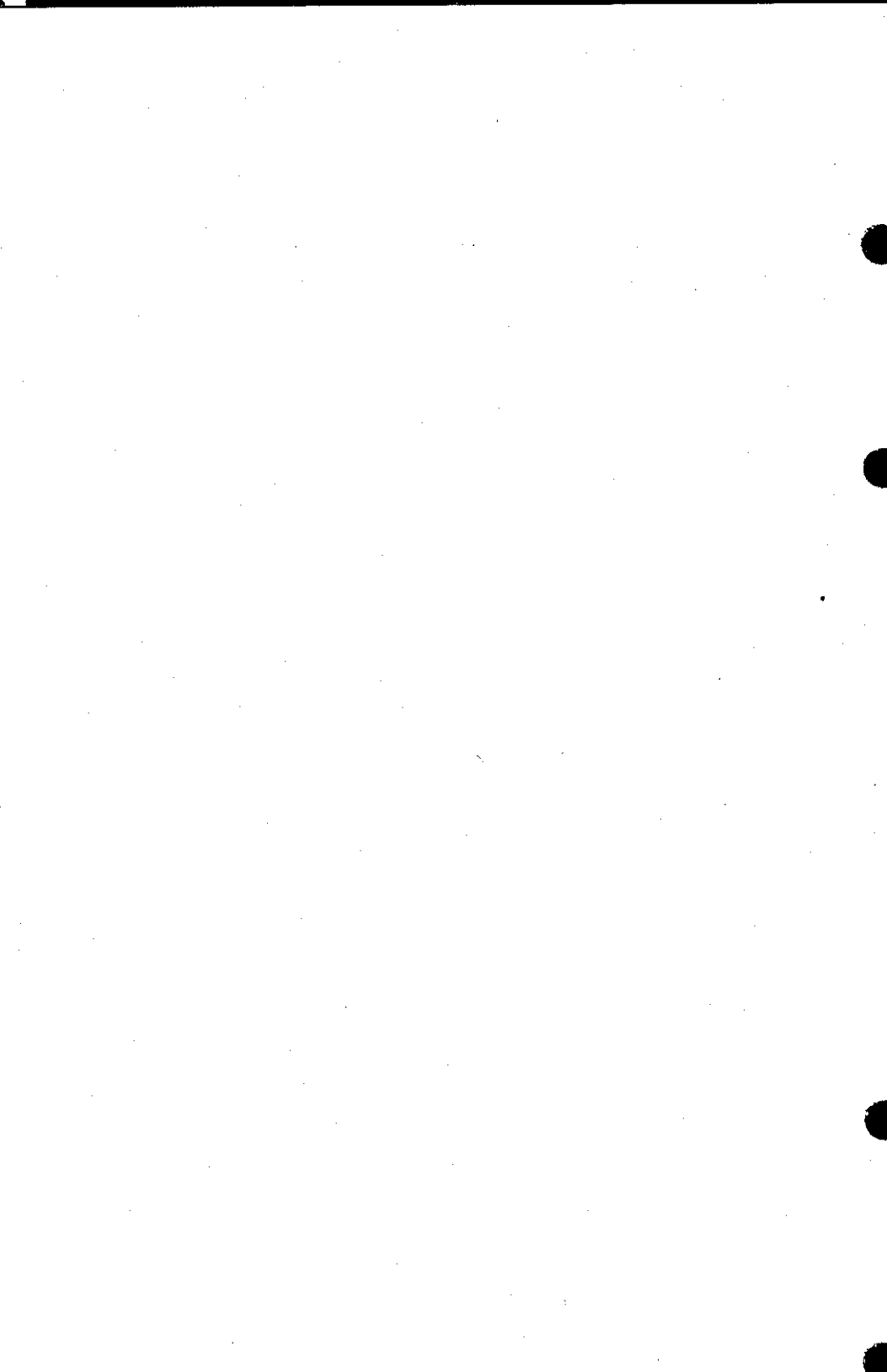
The importance of uniform legislative standards in reducing accidents and facilitating the movement of traffic cannot be overestimated, and the adoption of these standards by all States and municipalities is earnestly recommended.

DANIEL C. ROPER,

*Secretary of Commerce, Chairman,
National Conference on Street and Highway Safety.*

WASHINGTON, D. C., July 31, 1934.

NOTE.—The following associations have cooperated with the Department of Commerce in conducting the Conference: Bureau of Public Roads, United States Department of Agriculture; American Association of Motor Vehicle Administrators; American Automobile Association; American Mutual Alliance; American Railway Association; American Transit Association; Chamber of Commerce of the United States; National Automobile Chamber of Commerce; National Bureau of Casualty and Surety Underwriters; and National Safety Council. The Automobile Club of Southern California has made substantial contributions to the staff work of the Uniform Vehicle Code and Model Municipal Traffic Ordinance.



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