

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 P.M. on March 8, 2005 in Room 519-S of the Capitol.

All members were present except:

Representative Jerry Henry- excused

Committee staff present:

Hank Avila, Kansas Legislative Research

Bruce Kinzie, Revisor of Statutes Office

Betty Boaz, Committee Secretary

Conferees appearing before the committee:

Senator Pat Apple

Senator Phillip Journey

Barb Pringle, Exec. Secretary, KS State Pupil Transportation

Mark Tallman, KS Ass'n. School Boards

Daniel W. Krug, Russell County Attorney (Written testimony only)

Others attending:

See attached list.

SB 210 - Requiring Strobe Lights on School Buses

Chairman Hayzlett opened the hearing by introducing Senator Pat Apple. According to Senator Apple, when he was on the USD 416 Board of Education they implemented a policy that school buses in their district must be equipped with white strobe lights on the top of the bus that would operate whenever children were on board. (Attachment 1) His desire is to see that this program is implemented statewide to add to the level of protection for school children. Senator Apple said the cost of implementing this program would be minimal compared to the level of safety that would be achieved and because buses are prewired for the strobe lights.

The next proponent for **SB 210** was Barb Pringle, Executive Secretary, KS State Pupil Transportation. Ms. Pringle said (Attachment 2) they agree that the installation of the white flashing strobe lights mounted on the roof of a school bus is a beneficial safety devise and will make the bus more visible and recognizable. She said their concern was with the requirements for the retrofit of all buses. She said some school districts and private contractors are including the strobe lights in their new school bus specifications. She said while they are supportive in the requirement for new buses, the unfunded mandate will come at a time when their budgets are stretched to the limit. She concluded by asking the Committee to support the requirement of installation of the white flashing strobe lights to be mounted on the roof of new school buses but not to require retrofitting of the current bus fleets.

There being no additional proponents, the Chairman introduced the only opponent, Mark Tallman, Assistant Executive Director of the KS Association of School Boards. (Attachment 3) According to Mr. Tallman the KS Association of School Boards have not taken a position on this issue except they have a long-standing position that additional transportation mandates should not be adopted unless there is evidence that they really do increase safety. He said it was important to note that this cost is a "non-instructional cost" and Kansas school districts have received a lot of criticism recently for not getting enough "dollars to the classroom." He said this issue is a perfect example of why school districts spend money on items or activities that don't show up under "instruction." Mr. Tallman concluded by saying that many of their members are already doing what this bill requires and some will see this bill as another "unfunded mandate."

There being no other proponents or opponents the Chairman closed the hearing on **SB 210**.

SB 76 - Motorized Bicycle License, Habitual Violators

Chairman Hayzlett opened the hearings on **SB 76** with the introduction of the first proponent, Senator Journey. According to Senator Journey (Attachment 4) this legislation would allow the licensing of individuals declared to be habitual violators by the Kansas Department of Revenue to operate a moped. The revocation

CONTINUATION SHEET

MINUTES OF THE House Transportation Committee at 1:30 P.M. on March 8, 2005 in Room 519-S of the Capitol.

of a habitual violators driver's license upon three convictions is for a minimum of three years. He said under current Kansas law individuals whose driver's license has been suspended for other reasons such as failing to pay for traffic ticket for failing a breath alcohol test may receive a 'moped only' license from the Kansas Department of Revenue but habitual violators may not. Senator Journey said mopeds are motor vehicles defined in Kansas statutes as having less than three and one half brake horsepower and a maximum speed of 30 miles per hour. With little or no public transportation in the vast majority of the State of Kansas habitual violators who must go to work, attend school, and complete the tasks of their lives are faced with an impossible choice. Senator Journey concluded by saying that **SB 76** gives them a choice and presents no threat to public safety and allows habitual violators the opportunity to support their families and get the help they need to deal with their issues.

There were no other proponents and no opponents.

After questions from the Committee the Chairman closed the hearing on **SB 76**.

SB 60 - All Terrain Vehicles

A letter from Daniel W. Krug, the Russell County Attorney was provided to the Committee. (Attachment 5) According to Mr. Krug, current law defines All-Terrain Vehicles (ATVs) as being 45 inches or less in width and 650 pounds or less in weight. Mr. Krug said the specifications for ATVs on the market today exceed the statutory definitions. This bill would change the Kansas law definitions in KSA 8-1402a and 8-126(bb). Bruce Kinzie, of the Revisor's Office also helped explain the bill to the Committee.

There were no other proponents and no opponents.

Chairman Hayzlett closed the hearing on **SB 60**.

The Chairman introduced Tim Sowton, Regional Director for Government Relations with R. L. Polk and Company. Mr. Sowton made a few remarks and then introduced John Hecklinger, Director of Data Acquisition for CARFAX (Vehicle History Reports) which is a subsidiary of Polk. He said they were the nation's leading provider of vehicle history services to consumers and businesses. (Attachment 6) Mr. Hecklinger explained the benefits of CARFAX. He said they have over 6300 different sources of information about cars. He said it was important to know that they gather information about cars and not people, they do not store any personally identifiable information, only VIN based information. He said they had developed a pilot-based program with the Department of Revenue. Mr. Hecklinger concluded by saying this is the only program like this one in the U.S.

Chairman Hayzlett called for Final Action on **SB 60**. A motion was made by Representative Yonally to favorably pass this bill out of Committee. Representative Olson seconded the motion and the motion carried.

The Chairman drew the Committees' attention to some material provided in response to questions asked during the tour of the KDOT facilities several days earlier.

There being no further business the Chairman adjourned the meeting. The next meeting will be on March 9, 2005 at 1:30 p.m. in Room 519-S.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: Mar. 8, 2005

NAME	REPRESENTING
Phil Perry	26th Sen Dist -
PAT APPLE	12 SENATE DIST
Mark Tallman	KASB
Jennifer Hermann	KDOR - DC
Diane Albert	KDOR - Vehicles
Barbara Pringle	KSPTA - Sched Transp.
Carmen ALDRIT	KDOR
Toni Roberts	KDOR
John Peregian	Car Fax
Tim Sowton	R.L. Polk & Co.

STATE OF KANSAS



TOPEKA

SENATE CHAMBER

PAT APPLE

SENATOR, TWELFTH DISTRICT
PO BOX 1
LOUISBURG, KANSAS 66053
(913) 837-5285
Office: STATE CAPITOL BUILDING—143-N
TOPEKA, KANSAS 66612-1504
(785) 296-7380
1-800-432-3924

COUNTIES
ANDERSON, FRANKLIN,
LINN & MIAMI

COMMITTEE ASSIGNMENTS

VICE CHAIR: UTILITIES
MEMBER: ASSESSMENT AND TAXATION
EDUCATION
JOINT COMMITTEE ON STATE
BUILDING CONSTRUCTION
email: pat@patapple.org
apple@senate.state.ks.us

March 8, 2005

The Honorable Gary Hayzlett
House Committee on Transportation
Statehouse, Room 115-S
Topeka, KS 66612

Dear Representative Hayzlett and Committee Members:

Thank you for allowing me to testify in support of SB 210. I had the privilege of serving on the USD 416 Board of Education from 1991-2003. During that time we implemented a policy that school buses in our district must be equipped with white strobe lights on the top of the bus that would operate whenever children were on board. School buses operate in all types of weather and visibility and the lights serve as a warning that a school bus is near. Whether coming home from an away game in the fog or seeing a school bus stopped early in the morning on a busy highway, it was nice to know that the students were in a well marked vehicle. My request is that we implement this program statewide to add to the level of protection for our school children.

It is my understanding buses are prewired for the strobe lights. The cost of implementing this program would be minimal compared to the level of safety that would be achieved for our children.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Apple". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Pat Apple
Kansas Senate
District 12

PA:ab

House Transportation
Date: 3-8-05
Attachment # 1

Representative Gary Hayzlett
Chairman House Transportation Committee

Senate Bill # 210

Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association

House Transportation
Date: 3-8-05
Attachment # 2

~~8-1-06~~

March 8, 2005

The Honorable Gary Hayzlett, Chairperson
House Committee on Transportation
Statehouse, Room 115-S
Topeka, Kansas 66612

Dear Representative Hayzlett:

On behalf of the Kansas State Pupil Transportation Association I am hear to speak to you concerning Senate Bill # 210. We agree that the installation of the white flashing strobe lights mounted on the roof of a school bus is a beneficial safety device. It will make the bus more visible and recognizable. It is a good thing. However, we do have concerns about the requirements for the retrofit of all buses.

As you travel across the state of Kansas, you will see more and more school buses with the roof top strobe lights. School districts and private contractors are including the strobe lights in their new school bus specifications. Some school districts have retrofitted some of their buses. My best guess after speaking with some supervisors is that of the estimated 6000 buses across the state of Kansas approximately 1/3 or 2000 currently have the special strobe lighting on the roofs.

I have talked with several districts, contractors and bus distributors, the cost per bus is not excessive for the retrofit. Our estimate is that it will range from \$150 to \$400 per bus for the retrofit, this would mean an estimated \$600,000 to \$1,600,000 to retrofit all of the current school buses in the state. The amount for each district will vary for identical buses as to whether district staff make the installations or if they have to send them to a local shop or bus distributor for the installation.

We are supportive in the requirement for new buses, however this unfunded mandate will come at a time when our budgets are stretched to the limit. Transportation departments are experiencing rising fuel costs that are continuing to be a deciding factor as to bus or not to bus some students. Just making ends meet the rest of this fiscal year is a challenge.

2-2
~~Page 2~~

Let me give you some responses and examples from districts that I contacted about estimated cost for retrofits

Emporia, \$6,000	Altamont, \$7,100	Bonner Springs \$3,500
Buhler \$9,600	Wichita contractor \$90,000	Liberal \$ 0
Howard \$ 0	Washburn Rural \$ 18,000	Dodge City \$4,500
Garden City \$ 10,000	Smokey Valley \$4,500	Louisburg \$ 0
Concordia \$ 4,200	Hays \$ 7,800	Cimarron \$700

Summary:

We ask that you support the requirement of installation of the white flashing strobe lights to be mounted on the roof of new school buses, but not to require retrofitting of the current bus fleets.

We would also ask that you direct the Kansas Department of Education to write guidelines for the use of the strobe lights.

Respectfully,



Barbara Pringle
Executive Secretary
Kansas State Pupil
Transportation Association
P.O. Box 1504
Emporia, KS 66801
620-341-2220
E-mail bpringle@usd253.org

KANSAS
ASSOCIATION



OF
SCHOOL
BOARDS

1420 SW Arrowhead Road • Topeka, Kansas 66604-4024
785-273-3600

Testimony on
SB 210 – Requiring Strobe Lights on School Buses
Before the
House Committee on Transportation

By Mark Tallman, Assistant Executive Director/Advocacy
March 8, 2005

Mr. Chairman, Members of the Committee,

Thank you for the opportunity to offer comments today on **SB 210**. KASB's Delegate Assembly has not taken a position on the issue of requiring strobe lights on school buses. We have a long-standing position that additional transportation mandates should not be adopted unless there is evidence that they really do increase safety. Frankly, when this bill was considered in the Senate committee, we had little information about either the safety impact or the cost, which the fiscal note for the bill indicates would be "negligible."

Over the past several days, we have attempted to survey our members for opinions on this issue. Most, although not all, of those responding believe that strobe lights are a positive feature that does increase student safety. Many districts have already decided to require strobe lights on new buses or add them to current buses.

However, the committee should know that this requirement, like most other mandates, is not free. Most of our respondents indicate that the cost of adding strobe lights is in a range of several hundred dollars per bus. For even small districts, this can easily amount to several thousand dollars. For this reasons, a number of individuals who responded suggested limiting the mandate to new buses, and allowing current buses to operate without retrofitting.

It is also important to note that this cost – like many others affecting student health and safety – is a "non-instructional cost." Kansas school districts have received a lot of criticism recently for not getting enough "dollars to the classroom." This issue is a perfect example of why school districts spend money on items or activities that don't show up under "instruction." It is often because school boards, patrons, the Legislature, the State Board of Education or Congress have decided that we should do something else to improve safety, quality or accountability.

While many of our members are already doing what this bill requires, some will certainly see this bill as another "unfunded mandate." If you believe that the increased safety this bill might provide is worth it, we hope you will remember that the problem usually isn't the mandate – it's the lack of funding.

Thank you for your consideration.

House Transportation
Date: 3-8-05
Attachment # 3

SENATOR PHILLIP B. JOURNEY

STATE SENATOR, 26TH DISTRICT
P.O. BOX 471
HAYSVILLE, KS 67060

STATE CAPITOL—136N
300 S.W. 10TH AVENUE
TOPEKA, KANSAS 66612-1504
(785) 296-7367
E-mail: journey@senate.state.ks.us



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS

MEMBER: SPECIAL CLAIMS AGAINST THE STATE
(JOINT), CHAIR
HEALTH CARE STRATEGIES
JUDICIARY
PUBLIC HEALTH AND WELFARE
TRANSPORTATION
CORRECTIONS AND JUVENILE JUSTICE
OVERSIGHT (JOINT)

**Testimony in Support of Senate Bill 76
Presented by State Senator Phillip B Journey, 26th District**

On March 8, 2005, for the House Transportation Committee the Honorable Representative Gary Hayzlett, Chair

First I would like to thank the committee for allowing me to testify in support of Senate Bill 76-Senate Bill 76 amends K.S.A. 8-235, 8-286, 8-287 and 8-288. The effect of this legislation would be to allow the licensing of individuals declared to be habitual violators by the Kansas Department of Revenue to operate a moped. The Kansas Department of Revenue may declare an individual to be a habitual violator upon the conviction of three serious traffic misdemeanors in any five-year period. The revocation of a habitual violators driver's license upon three convictions is for a minimum three years. Conviction of operating a motor vehicle after being declared a habitual violator is a Class A misdemeanor subject to a penalty of up to one year in custody and a \$2,500 fine. Under current Kansas law individuals whose driver's license has been suspended for other reasons such as failing to pay for traffic ticket for failing a breath alcohol test may receive a moped only license from the Kansas Department of Revenue, habitual violators may not. Approximately 5000 Kansans per year are declared to be habitual violators. Offenses that can trigger the declaration of someone being a habitual violator include, no proof of insurance, driving while suspended, transporting an open container, hit and run and driving under the influence.

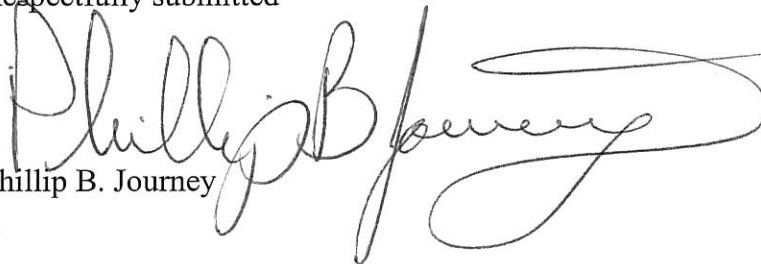
Mopeds are motor vehicles defined in Kansas statutes as having less than three and half brake horsepower and a maximum speed of 30 mi. per hour. Kansas citizens who have run afoul of law must still continue with their lives. I am sure no one on this committee nor I wish to ease the legal penalty imposed upon drunk drivers. The reality of the situation individuals are confronted in these situations are difficult to say the least. With little or no public transportation in the vast majority of the State of Kansas habitual violators who must go to work, attend school, and complete the tasks of their lives. They are faced with an impossible choice. They must decide whether they should violate the law and risk a year in jail or lose their jobs. They must decide whether to take the children to the doctor in a medical emergency and risk a \$2,500 fine or wait until the taxi arrives.

Individuals who have been placed on probation for convictions for crimes such as driving under the influence are required as a condition of their probation to attend probation meetings, outpatient substance abuse counseling and Alcoholics Anonymous meetings. They must get there somehow. Too many Kansas citizens faced with this

House Transportation
Date: 3-8-05
Attachment # 4

choice make the wrong choice. This bill gives them a real choice. It presents no threat to public safety and allows habitual violators the opportunity to support their families and get the help they need to deal with their issues. I hope that the committee sees past the political side of this issue and recommends Senate Bill 76 favorably.

Respectfully submitted

A handwritten signature in cursive script that reads "Phillip B. Journey". The signature is written in black ink and is positioned to the right of the printed name.

Phillip B. Journey

*Office of the***RUSSELL COUNTY ATTORNEY**County Attorney
Daniel W. KrugP.O. Box 3
Russell County Courthouse
Russell, Kansas 67665-0003Phone: (785) 483-3119
Fax: (785) 483-5376

March 8, 2005

Rep. Gary Hayzlett
Kansas State House
300 S.W. 10th Ave.
Topeka, KS 66612

Re: All-Terrain Vehicle Statute

Dear Rep. Hayzlett:

This letter concerns a proposed change to the Kansas laws dealing with all-terrain vehicles as set forth in Senate Bill 60.

Currently an ATV is defined in K.S.A. 8-1402a and 8-126(bb) as being 45 inches or less in width and 650 pounds or less in weight. In checking into the specifications for many of the newer ATV's on the market, most exceed the statutory weight and width limitations. For example, the newest Polaris Sportsman 800 ATV is 46 inches wide and weighs 765 pounds.

I believe the amendments to the definitions as set forth in Senate Bill 60 should easily cover most ATV's on the market today and bring Kansas' statutory definitions in line with the equipment currently being marketed.

I recognize this is not the most pressing issue you have to deal with this year, but it is an issue that affects both agricultural riders and recreational riders. I have also talked previously with Rep. Dan Johnson about this and provided the same information to him.

If I can provide you with any additional information, please let me know. Thank you for your assistance with this.

Sincerely,


Daniel W. KrugHouse Transportation
Date: 3-8-05
Attachment # 5



CARFAX® VEHICLE HISTORY REPORT™

www.carfax.com

A TRUSTED BRAND

Vehicle History Report is based only on information supplied to CARFAX. Other information about this vehicle, including information not have been reported to CARFAX. Use this report as one in your decision about your next used car.

25 MILLION VISITORS EVERY YEAR

CARFAX BUYBACK GUARANTEE

Report Summary



Good News — This vehicle qualifies for the CARFAX Buyback Guarantee!

No severe problems (major accidents, fire, flood damage, major odometer problems or lemon history) were ever reported by a Department of Motor Vehicles (DMV) for this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74). If you find that any of these severe problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back.

You must register at www.carfax.com to activate this free guarantee!

CARFAX Talking Car™

The story of this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74) according to our interpretation of the information reported to CARFAX:

USED CARS DO TALK!

- ▶ This station wagon has had 2 owners and was owned in New York and Pennsylvania. It was originally registered by the owner for personal use.
- ▶ It was involved in an accident in New York that was reported to the police.
- ▶ It has had no DMV-reported total loss events, like a major accident, fire or flood.
- ▶ It has not been reported by a DMV as having an Exceeds Mechanical Limits or Not Actual Mileage title.
- ▶ It has a consistent mileage history with no indication of an odometer rollback. It was driven an average of 8,275 miles per year, which is lower than the industry average of 15,000. The last odometer reading, reported on 12/01/2004, was 26,276 miles.
- ▶ It was not reported by a DMV as a Manufacturer Buyback (LEMON).
- ▶ It has no recalls that still require repair.
- ▶ Go to the Detailed Vehicle History for the complete history and a glossary of terms.

Report Summary

ALL THE INFO YOU NEED AT-A-GLANCE

1. ACCIDENT CHECK

Total Loss Check

Other Accident Indicators



Accident Indicator Reported

Are Accidents Reported by a DMV – Buyback Guarantee!

2. MILEAGE ACCURACY CHECK

Truth-In-Mileage Check

Odometer Rollback Check

Mileage Consistency Check



No Odometer Problems Reported by a DMV – Buyback Guarantee!



No Potential Odometer Rollback Found



No Inconsistent Odometer Reading Found

3. LEMON CHECK®



No Mfr. Buyback Reported by a DMV – Buyback Guarantee

4. OWNERSHIP CHECK

Number of Owners

Type of Owners



2 Estimated Owners



Originally Registered as a Personal Vehicle

5. RECALL CHECK




No Open Recall(s) Reported

DETAILED VEHICLE HISTORY

14 HISTORY RECORDS REPORTED

House Transportation
Date: 3-8-05
Attachment # 6

CARFAX Vehicle Description

Year/Make/Model: 2002 MERCEDES-BENZ C320 Body Style: SEDAN 4 DR Engine: 3.2L V6 PFI SOHC 18V Fuel: GASOLINE Driveline: REAR WHEEL DRIVE Manufactured in: UNITED STATES Safety Equipment: 4 wheel abs, Dual air bags front, head and sides/active(manual) belts/rear dual air bags side Standard Equipment: Power WIndows, Power Steering, Air Conditioning, AM/FM, Power Brakes, Tilt Wheel, 6-digit Odometer	 <p>Mercedes-Benz Certified Pre Owned</p> <p>Click here to get pricing and specifications for this vehicle</p>
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MAKE SURE THIS EQUIPMENT MEETS YOUR NEEDS

CARFAX IS PART OF 15 OEM CERTIFIED PRE-OWNED PROGRAMS

1 CARFAX Accident Check

Total Loss Check:



Good News! No severe damage events were ever reported by a DMV for this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74). If you find that any of the following severe problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. You **must register** to activate this free guarantee!

CLEARLY DIFFERENTIATES TOTAL LOSS EVENTS FROM OTHERS

- Salvage Title
- Junk Title
- Rebuilt/Reconstructed Title
- Dismantled Title
- Loss Due To Fire Title
- Flood Damage Title
- Hail Damage Title
- Canadian Total Loss

Other Accident Indicators:



This 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74) had accident indicators reported to CARFAX from its sources. This section checks for accidents and/or related damage reported from many public and private sources. Not all accidents are reported to CARFAX. A vehicle inspection completed by your dealer or professional mechanic is recommended.

- No Salvage Auction Record Reported
- No Crash Test Vehicle Record Reported
- No Fire Damage Record Reported
- No Airbag Deployment Record Reported
- Police Accident Record Reported
- No Damage Disclosure Record Reported

Accident Report Date:

02/04/1999

Source:

New York Police Report

Detail:

Accident Reported Vehicle involved in crash in Sullivan County with a guardrail

RELIED ON BY MORE THAN 1,500 LAW ENFORCEMENT AGENCIES

New York Police Reports:

- Do not include an assessment of damage severity
- Are processed if the estimated damage exceeds \$1000
- Are released to CARFAX approximately 3 months after the accident date

TELLING YOU MORE ABOUT ACCIDENTS

According to the National Safety Council, Injury Facts, 2003 edition, 12% of the 243 million registered vehicles in the U.S. were involved in an accident in 2002. Over 90% of these were considered minor or moderate.

- ▶ CARFAX depends on public and private sources for its accident data. Each one of these sources has different processing times. CARFAX can only report what is in our database on 22.Feb.2005 12:21:34. New data will result in a change to this report.

2 CARFAX Mileage Accuracy Check

Truth-In-Mileage Check:



Good News! No major odometer problems were ever reported by a DMV under the [Truth-In-Mileage Act](#) for this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74). If you find the following odometer problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. You **must register** to activate this free guarantee!

50 PEOPLE
DEDICATED TO
SERVICING
CUSTOMERS,
PARTNERS &
OEMS

- OK** [Not Actual Mileage Title](#) – issued by a DMV when the owner discloses mileage fraud or a broken odometer.
- OK** [Exceeds Mechanical Limits Title](#) – issued by a DMV when the owner discloses an [odometer rollover](#).

Odometer Rollback Check:

- OK** CARFAX found no odometer rollbacks for this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74). Rollbacks reported in this section were not substantiated by findings collected by a DMV or other verifiable source.

REAL
ROLLBACK
OR MAYBE
A CLERICAL
ERROR?

Mileage Consistency Check:

- OK** CARFAX found no inconsistent odometer readings in the mileage history of this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74).

Date:	Mileage:
11/08/2001	15
01/03/2003	9,335
03/31/2004	20,165
12/01/2004	26,276

Average miles driven per year

8,275

CARFAX Advisor™ Compare this vehicle's average annual mileage to the industry average of 15,000 miles per year. Use this comparison to determine how this vehicle was driven.

ANNUAL
AVERAGE
MILEAGE

3 CARFAX Lemon Check



Good News! No manufacturer buyback was ever reported by a DMV for this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74). If you find a [manufacturer buyback](#) was reported by a DMV and not included in this report, CARFAX will buy this vehicle back. You **must register** to activate this free guarantee!

4 CARFAX Ownership Check

Ownership History:

FYI CARFAX estimates that this 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74) had 2 owner(s). CARFAX analyzed this vehicle's title history and other supporting events to identify potential ownership transfers. In compliance with the [U.S. privacy laws](#), CARFAX does not collect or report owner names or addresses.

Estimated Owners:

1st owner

2nd owner

COUNTING
THE NUMBER
OF OWNERS

Date:

11/08/2001

12/10/2004

Location:

New York

Pennsylvania

Types of Owners:

FYI This 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74) was checked for 8 types of registrations.

FYI Personal Use Registration Reported

FYI No Lease Registration Reported

FYI No Rental Registration Reported

FYI No Taxi Registration Reported

FYI No Fleet Registration Reported

FYI No Commercial Registration Reported

FYI No Non-Profit Registration Reported

FYI No Built to Non U.S. Standards Record Reported

5 CARFAX Recall Check

ONLY
CARFAX
TELLS YOU
ABOUT OPEN
RECALLS

FYI This 2002 MERCEDES-BENZ C320 (WDXXX64J82F2FFF74) has no recalls that still require repair.

Date:

02/07/2005

Source:

MB USA

Description:

No recalls open for repair