

Collision Report for Nicole Phillips

Prepared by:

Joseph V. Catone



Synopsis:

On October 9, 2024, at approximately 12:48pm, Ms. Phillips was riding her Genuine Buddy 125 Moped east on Ajo Way when she collided with Mr. Dill, who had been turning left from west Ajo Way to south on Palo Verde Road. Ms. Phillips had been traveling east in Lane 2 and entered the intersection on a yellow light.

Mr. Dill had been traveling west on Ajo Way in the Lane 2 through lane when he entered the intersection on a yellow light and turned left to continue south on Palo Verde Road. Mr. Dill failed to yield to Ms. Phillips causing the collision. After the collision occurred, Mr. Dill drove from the scene.

The Pima County Sheriff's Office (PCSO) investigated this collision and determined Mr. Dill had turned left from the improper lane and failed to remain at the scene. PCSO determined Ms. Phillips had entered the intersection on a green light when Mr. Dill turned left, indicating he had failed to yield while making the left turn. See their report No. 241009128 for additional details.

This report will show Mr. Dill had been in an improper position to make the left turn. He turned left when prohibited to do so by a standing red left turn arrow. He failed to yield to Ms. Phillips, who was so close to the intersection as to constitute an immediate hazard. This report will show that the position from which he took the turn had an effect on Ms. Phillips' ability to perceive and respond to the left turn.

Materials Reviewed:

- PCSO Detail Incident Report No. 241009128, pages 1-24
- Traffic Camera for the intersection of Ajo Way and Palo Verde Road
 - (_Extraction_1_1_f3f0e5d2-c297-47e6-a540-4417fb9a266c-Oct_09_2024_12_45_13_00)
- Arizona Revised Statutes (ARS)
- Weather Underground
- Manual on Uniform Traffic Control Devices (MUTCD)
- National Highway Traffic Safety Administration (NHTSA)

Weather:

Weather Underground recorded the atmospheric conditions as 97°F, fair skies, and no precipitation in the previous 24 hours. The traffic camera video obtained by PCSO supports this recorded observation.

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Condition
12:55 PM	97 °F	29 °F	9 %	W	7 mph	0 mph	27.15 in	0.0 in	Fair
Precipitation (in)					Actual		Historic Avg.	Record	▲
Precipitation (past 24 hours from 07:55:00)					0.00		3.30	-	

Weather Underground

Vehicles Involved:

- 2019 Ford F-550
 - VIN: 1FD0X5HT8KEG49618
 - NB: 401475
 - NHTSA: No unrepairs recalls found for this vehicle



Exemplar Ford F-550 with bed toolbox design

- 2022 Genuine Scooters Buddy 125
 - VIN: RFVPAC204N1021046
 - NHTSA: No unrepairs recalls found for this vehicle



Exemplar 2022 Genuine Scooters Buddy 125

Location:



Google Earth image of the intersection with north at the bottom of the photo to reflect the image seen from the traffic camera.

This collision occurred at the intersection of Ajo Way and Palo Verde Road in Tucson, Az. A video recording from the intersection was provided for review. In addition to the video, Google Earth was used to understand the intersection. It appears the roadway is paved with asphalt, and the lane lines were visible at the time of the collision. The video showed a Pima County Roadway crew working in the intersection to repaint the crosswalk and stop bars at the intersection. The area compromises of commercial plazas at all but the southeast corner which is non-landscaped desert area.

Ajo Way extends generally east and west. It has three lanes each for east and west travel as well as a dedicated bicycle lane. The travel lanes are identified by dashed white lane dividing lines. The bicycle lane is delineated from the travel lanes by a solid white line, becoming short, dashed lines as it nears the intersection. The east and west travel lanes each have two dedicated left turn lanes for continued travel on Palo Verde Road. The east and west travel lanes are separated by a positive raised median. The posted speed limit on Ajo Way is 40mph.

Palo Verde Road extends north and south. There are two lanes each for north and south travel. South travel on Palo Verde Road has a single dedicated left turn lane and two dedicated right turn lanes. North travel has a single dedicated left turn lane as well as a single dedicated right turn lane.

The intersection is controlled by lighted traffic signals. PCSO did not note any problems with the function of the traffic signals but did identify the left turn arrow for east and west travel on Ajo Way is a protected lagging left arrow. Left turns are controlled by

lighted arrows, phasing through green, yellow, and red as well as erected traffic sign that reads "Left On Green Arrow Only."

The MUTCD sets minimum standards and provides guidance to ensure uniformity of traffic control devices across the nation to assist with reducing crashes, reduce congestion, and improve efficiency of the Nation's transportation system. Through the guidance of the MUTCD, drivers across the country can safely travel in states for which they are not regular residents.

The LEFT ON GREEN ARROW ONLY Sign is identified by the MUTCD as R10-5 used in Protected Only Mode of left turning traffic. The MUTCD defines the Protected Only Mode as "turns made only when the left-turn Green Arrow signal arrow is displayed." Guidance on the top of signal indications are: Left-turn Red Arrow, Yellow Arrow, and Green Arrow only. A signal instruction sign is not required, however, if one is used, it is the R10-5 LEFT ON GREEN ARROW ONLY sign. (US Department of Transportation, Federal Highway Administration, 2025)



Google Earth view facing west on Ajo Way showing the LEFT ON GREEN ARROW ONLY sign

Traffic Camera:

PCSO identified a traffic camera at the intersection. The camera is located at the north side of the intersection on Palo Verde Road and is positioned above the center traffic signal stack. PCSO obtained a copy of the video to use in the investigation of this collision. The video captures the entirety of the intersection as well as some of the roadway leading up to the intersection. It also captures the traffic signals at the south

end of the intersection for south travel on Palo Verde Road and signals at the west side of the intersection for west travel on Ajo Way. The camera used appears to be a fish-eye lens and the resulting video has a fish-eye effect.



Traffic Camera circled in yellow

The video captures the traffic flow leading up to the collision and after. Pima County Roadway crews are seen repainting the crosswalk and stop bar lines as the east and west sides of Ajo Way. The crews are identified by the safety green vests. The Number 2 Left Turn Lane is closed as they are painting the lines, permitting left turning traffic to use the Number 1 Left Turn Lane. As the video plays, we can see traffic using the Number 1 Left Turn Lane to complete left turns from Ajo Way onto Palo Verde Road.



Google Earth Street View facing east. Left Turn Lane No. 1 is closest to the median. Left Turn Lane No. 2 is occupied by the white truck.



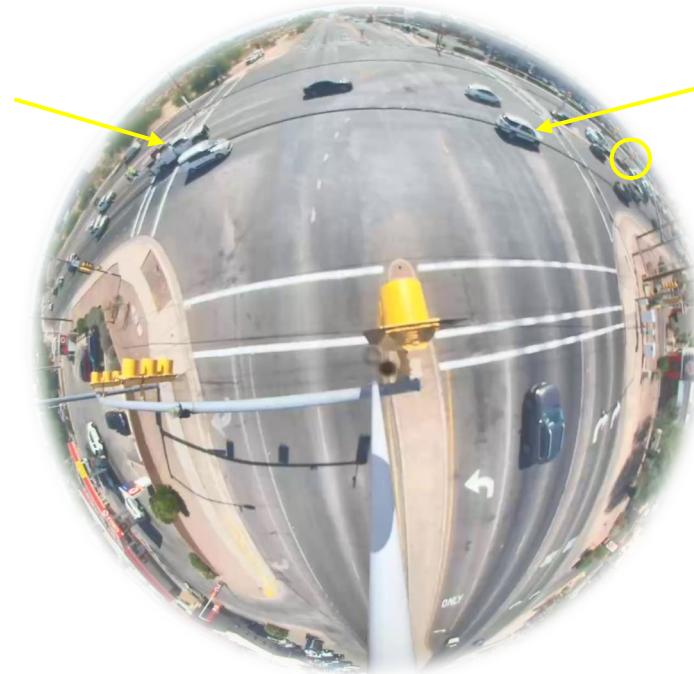
Traffic Camera still image showing vehicles turning left from Left Turn Lane No. 1

While on scene investigating this collision, PCSO Deputies noted the Pima County Roadways crews had the Left Turn Lane No. 2 closed, but traffic was permitted to use Left Turn Lane No. 1. This is important because it means Mr. Dill had an available dedicated left turn lane from which to safely make his left turn under the protection of a left turn traffic signal. Other vehicles were captured by the traffic camera entering the available left turn lane and then making the appropriate left turns from Ajo Way to Palo Verde Road. Mr. Dill did not have to use any of the through lanes.

The video captured the collision and the path of travel for Mr. Dill and Ms. Phillips. Mr. Dill's Ford is seen traveling west in Lane 2 through traffic. A black passenger car is to his left, a white van is to his right, and a white SUV is ahead of him in the same Lane 2. As traffic proceeds through a green light, Mr. Dill's Ford is captured between the black car and white van, appearing slower than either of the other two vehicles.



Traffic camera still showing Mr. Dill's position in Lane 2 as traffic progresses, the white SUV increased its distance ahead of Mr. Dill's Ford as he had slowed to make the left turn from Lane 2



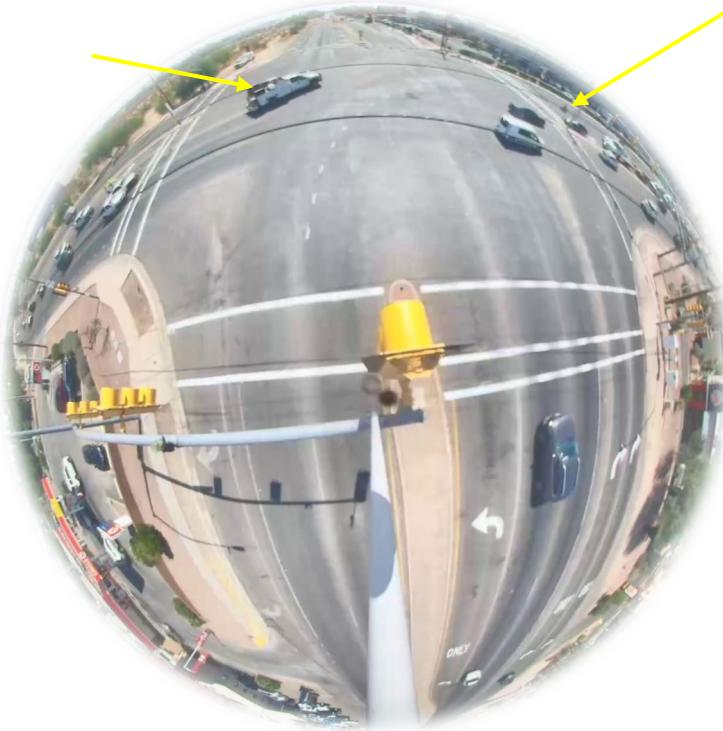
This still shows the increased distance between Mr. Dill's Ford and the SUV, both marked with yellow arrows. A yellow circle identifies Ms. Phillips.

The above still image shows us the first time Ms. Phillips can be seen riding her Genuine Buddy Scooter. She appears as a blur, however, by traffic her movement from the time of the collision backward, we can see where Ms. Phillips becomes visible. A closeup of the above image is shown below.



Ms. Phillips is circled in yellow.

This video still was used to show the progression of west traveling traffic through the intersection, and the slower forward movement Mr. Dill. Referring to the previous full image above, we can see the distance between Mr. Dill and Ms. Phillips. Also, within that image we can see a line of vehicles are stopped in the east Left Turn Lane No. 1 waiting to make the left turn to continue north on Palo Verde Road.



Still image from the Traffic Camera video showing Mr. Dill and Ms. Phillips identified by yellow arrows.

In the still image above, we can see the line of vehicles stopped in Left Turn Lane No. 1. In addition to the stopped vehicles, there are still west traveling vehicles within the intersection. Of note, there are no vehicles in the west travel left turn lanes. Approaching this intersection in which left turns are lagging, seeing no vehicles waiting to turn left, an approaching through driver would not be expecting a left turning vehicle.

The collision occurred within the intersection. The area of impact was identified by PCSO Deputies as aligned with Lane 2 for east travel. Roadway evidence provided the details necessary to show Ms. Phillips had been in Lane 2. At their conclusion, PCSO determined Ms. Phillips entered the intersection on a green light.

The traffic signal phases are difficult to see through the provided traffic camera video. It does appear the signal bulbs can be seen transitioning through the phases. In addition to the bulb phase changes, we can see the response to the light signals by vehicles on the roadway.

- 2:14 the signal phase changes from red to green.
- 2:15 west traveling traffic begins to accelerate from a stop.
- 2:29 Mr. Dill's Ford is observed crossing the prolongation of the curb lines, entering the intersection from Lane 2. Immediately he begins a left turn movement. Ms. Phillips is first visible from other vehicles on the roadway.

- 2:33 the signal light has turned from yellow to red. Mr. Phillips has continued his left turn. Ms. Phillips is within the intersection. A white passenger car, independent of this collision, is also in the intersection traveling west in Lane 1.

The timing above aligns with the ADOT Traffic Light Signal Timing Sheet for the intersection. The signal light phases for east and west travel show green for a minimum of 7 seconds and maximum of 22 seconds. The yellow signal phase is 3.7 seconds followed by 1.0 second red clearance phase.

The are several apparent pauses in the video, one of which occurs critically at the time Ms. Phillips is seen in the intersection and before the crash. Part of the difficulty in seeing the bulb transitions as well as the movement of Ms. Phillips and Mr. Dill is because of the compression of the video. The video plays at 9 frames per second (9.9970fps). There are three frame types in this video: I-Frames which contain complete data, P-Frames that contain only the data from a previous frame, and B-Frames which contain only the changed data between adjacent frames. The B-Frame is mostly used for compression.

The moment in the video where the signal bulbs appear to change color, Ms. Phillips is within the intersection, and Mr. Dill is making the left turn, the frames appear to freeze. An analysis shows this occurs at 2:33:066 in the video and encompasses frames 1531 through 1535. Time nor vehicles in the video move during these five frames. All five frames are B-Frames. Frame 1530 is also a B-Frame and frame 1536 is a P-Frame. Watching the video shows this freeze occurs elsewhere which appears to be a part of the compression technique.

PCSO determined the light was green when Ms. Phillips entered the intersection. It is my opinion the signal light was yellow. Pima County Roadway crew member Nathan Ruiz was interviewed by PCSO and stated the signal light was almost red but still yellow. Therefore, it is more likely than not Ms. Phillips entered the intersection before the signal light turned red.

Perception / Response:

An analysis of Ms. Phillips' ability to perceive and respond to Mr. Dill's left turn was done using Response® software. The Dr. Jeff Muttart and Driver's Research Institute developed Response ®, which is recognized and used by Law Enforcement and the Reconstruction community. Specific elements of the collision are entered into the software to perform an analysis of a person's perception and response to a hazard using available research studies. The analysis showed the average driver, in a similar scenario to Ms. Phillips, had a perception / response time of 1.6 seconds. Extending that to 85% of drivers show a 2.1 second perception / response time.

The perception / response time and the speed of Ms. Phillips at 40mph allow us to calculate an approximate stopping and steering distances in response to Mr. Dill.

- Average stopping distance (1.6 seconds) = 178.2 feet
- 85th percentile stopping distance (2.1 seconds) = 302.9 feet
- Average steering distance = 145.9 feet
- 85th percentile steering distance = 179.0 feet

A scaled diagram of the intersection was created of the intersection, and the Ford and Genuine Scooter were placed in their approximate locations within the intersection based on the video. From there, we can understand how Mr. Dill failed to yield to Ms. Phillips when he made his improper left turn.

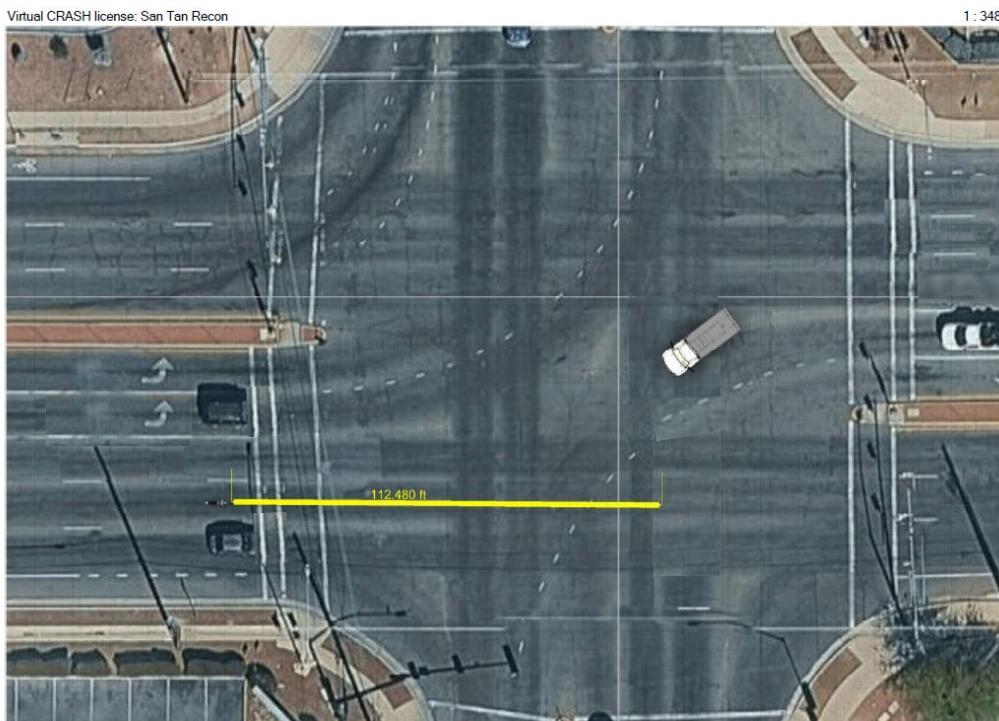


Diagram of the intersection showing a distance of 112.48' from when Ms. Phillips is past the stopped vehicles.

In the diagram above, we can see there is an approximate distance of 112.48' from where Ms. Phillips is past the stopped left turning vehicles. This would be the first point at which both Ms. Phillips and Mr. Dill are visible to each other. Recall in the PCSO interview of Mr. Dill, he stated that he saw the moped approaching **but was not sure if it had made contact.** (Emphasis added)

The perception / response time braking distance showed the average was 178.2'. If we consider the 85th percentile of drivers in this scenario, the distance is 302.9'. The collision would occur despite braking efforts. If we consider steering, a minimum 145.9 feet would be needed for a driver to steer to avoid colliding with the left turning vehicle.

And certainly, steering distances to avoid the collision far exceeds the distance available to avoid Mr. Dill.

Arizona Revised Statutes:

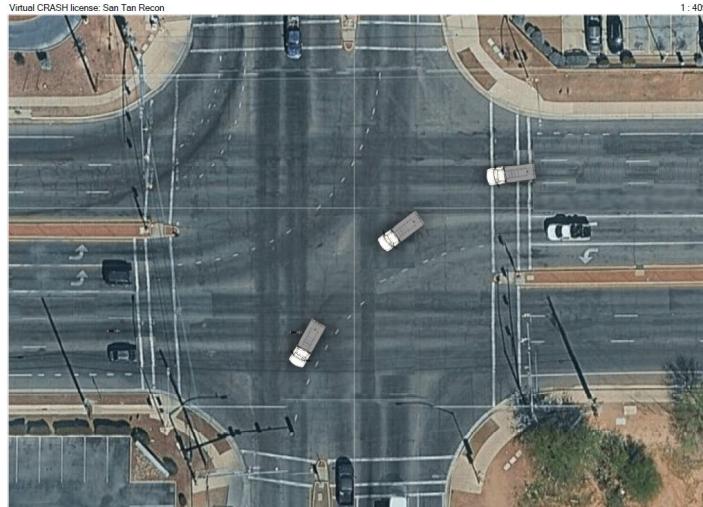


Diagram showing the path of travel for both vehicles

Mr. Dill had been driving west on Ajo Way when he entered the intersection from the Lane 2 and made a left turn, resulting in a collision with Ms. Phillips. Upon reviewing the video, we can see Left Turn Lane No. 1 was open and actively used by other vehicles. There were no restrictions that would have prevented him from using the appropriate designated left turn lane. We also see in the videos that a much larger truck than Mr. Dill's Ford, a tractor-trailer tank combination, made the left turn from the designated Left Turn Lane No. 1. Mr. Dill is in violation of ARS 28-751.2 – Required Position for Left Turns.

28-751. Required position and method of turning

The driver of a vehicle intending to turn shall do so as follows:

2. Left turns. The driver of a vehicle intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. If practicable the driver shall make the left turn from the left of the center of the intersection and shall make the turn to the left lane immediately available for the driver's direction of traffic. The driver of a vehicle or combination of vehicles with a total length of at least forty feet or a total width of at least ten feet may deviate to the extent necessary from the lane into which the driver is making a left turn in a manner that avoids contact with another person or vehicle.

The intersection is controlled by lighted traffic signals in which the left turns are protected only and come after the east / west through traffic phases have completed. After the through travel signal phases are completed, there is a 1.0 second red clearance phase before the green left turn arrow is illuminated. A review of the ADOT Traffic Light Signal Timing for the intersection, there is no point in time in which the green left turn arrow is illuminated while opposing traffic has a non-red bulb to proceed. Mr. Dill made the left turn against a red light in violation of ARS 28-645.A3A – Failure to Stop for a Red Light.

Of note in the statute, even if the signal arrow is green, the left turner may proceed cautiously into the intersection but *shall* yield to vehicles lawfully using the intersection. (ARS 28-645.A3b)

28-645. Traffic control signal legend

A. If traffic is controlled by traffic control signals exhibiting different colored lights or colored lighted arrows successively one at a time or in combination, only the colors green, red and yellow shall be used, except for special pedestrian signals carrying a word legend. The lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

1. Green indication:

(a) Vehicular traffic facing a green signal may proceed straight through or turn right or left unless a sign at that place prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(b) Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other indications shown at the same time. Vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(c) Unless otherwise directed by a pedestrian control signal as provided in section 28-646, pedestrians facing any green signal, except if the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

2. Steady yellow indication:

(a) Vehicular traffic facing a steady yellow signal is warned by the signal that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic shall not enter the intersection.

(b) Unless otherwise directed by a pedestrian control signal as provided in section 28-646, pedestrians facing a steady yellow signal are advised by the signal that there is insufficient time to cross the roadway before a red indication is shown and a pedestrian shall not then start to cross the roadway.

3. Red indication:

(a) Except as provided in subdivisions (b) and (c) of this paragraph, vehicular traffic facing a steady red signal alone shall stop before entering the intersection and shall remain standing until an indication to proceed is shown.

Mr. Dill made his left turn when Ms. Phillips was close enough to the intersection to constitute an immediate hazard. This is clearly visible watching the traffic camera video as well as the approximated distance from impact of 112'. However, at the time Mr. Dill and Ms. Phillips had cleared the left turning traffic, Ms. Phillips was approximately 35' from the intersection. The approximate 112' distance is to the point of impact. Had Mr. Dill legally entered the intersection from a designated left turn lane, and he had a green arrow, he was still to proceed cautiously and yield to vehicle so close to the intersection as to constitute a hazard. Mr. Dill was in violation of ARS 28-772 – Fail to Yield Turning Left at an Intersection. Note in the statute there is no requirement on the part of the through driver, simply that it was close enough to constitute a hazard. Ms. Phillips was close enough to constitute a hazard.

28-772. Vehicle turning left at intersection

The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to a vehicle that is approaching from the opposite direction and that is within the intersection or so close to the intersection as to constitute an immediate hazard.

When we review the statute violations above, 28-645.A.3.a and 28-772, we find they are subparts to ARS 28-672 – Causing Serious Injury or Death by a Moving Violation.

28-672. Causing serious physical injury or death by a moving violation; time limitation; penalties; violation; classification; definition

A. A person is guilty of causing serious physical injury or death by a moving violation if the person violates any one of the following and the violation results in an accident causing serious physical injury or death to another person:

1. Section 28-645, subsection A, paragraph 3, subdivision (a).
5. Section 28-772.

PCSO established the probable cause to charge Mr. Dill with a violation of ARS 28-661 – Failing to Remain at a Collision Involving Serious Injury or Death. I concur with

their findings. Mr. Dill's is clearly seen traveling over Ms. Phillips and her Scooter when the collision occurs. It does not seem likely that a tool or piece of equipment had fallen off the Ford that would cause such a reaction from the truck that Mr. Dill would not stop to see what had happened. In his statements to PCSO, Mr. Dill stated he had seen the moped (Ms. Phillips) but was not sure if it had made contact. This would indicate the Moped was close enough to the intersection that constitutes a hazard otherwise there would be no cause for concern that contact had been made. It is also a curious statement as to why he would have wondered if contact was made and begs that question what he had observed to think there was a possibility of contact with Ms. Phillips as opposed to equipment falling off the Ford.

Conclusion:

This collision occurred when Mr. Dill made a left turn from Lane 2, against a red light, while failing to yield to Ms. Phillips.

Mr. Dill was not in the appropriate left turn lane. That lane was available and other vehicles, larger than his Ford, had preceded him through that lane.

Mr. Dill made the left turn against a red left turn arrow. This intersection uses lagging protected only left turns which happened after the east and west travel has a standing red light. Ms. Phillips, nor any other driver, would have a reasonable expectation to be faced with a left turning before their own signal light was red.

Mr. Dill failed to yield to Ms. Phillips who was so close to the intersection as to constitute an immediate hazard.

Ms. Phillips did not cause or contribute to this collision. Based on the hazards presented by Mr. Dill's improper and unlawful actions, there was nothing Ms. Phillips could have done to avoid this collision.

This report is based on the information available at the time of writing. The presentation of additional information will be considered with the opinions of this report.

No further action taken.

Respectfully submitted,



Joseph V. Catone
San Tan Recon
October 17, 2025

References

US Department of Transportation, Federal Highway Administration. (2025). *Manual on Uniform Traffic Control Devices (MUTCD)*. Retrieved from Manual on Uniform Traffic Control Devices for Streets and Highways: <https://mutcd.fhwa.dot.gov/>

AJO WY / PALO VERDE RD

#811

TRAFFIC SIGNAL TIMING SHEET

DATE		11/29/2021		TIME		1:48 PM JAB		Sheet	1	of	1						
UNIT CONFIG	Group	1	2	3	4												
	Backup Prot	N		N													
	Ring 1	2		4													
	Ring 2	6		8													
PHASE DATA	PARAMETER			PH1	PH2	PH3	PH4	PH5	PH6	PH7	PH8						
	Movement			WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB						
	Protection			PO		P/P	RT OL	PO		P/P							
	Min Green			7	7	7	7	7	7	7	7						
	Walk			0	5	0	5	0	5	0	5						
	Ped Clear			0	27	0	34	0	27	0	34						
	Veh Extension			2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0						
	Max 1			21	22	12	35	21	22	12	35						
	Max 2																
	Max 3																
	Vehicle Yellow			3.0	3.7	3.0	4.0	3.0	3.7	3.0	4.0						
	Vehicle Red Clear			1.0	2.3	1.0	2.0	1.0	2.3	1.0	2.0						
	Seconds Per Actuation			0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0						
	Max Initial			0	14	0	14	0	14	0	14						
	Initialization			Act	Act	RED	Act	Act	Act	Red	Act						
	Locking Memory			L	NL	NL	NL	L	NL	NL	NL						
	Vehicle Recall			Off	Off	Off	Off	Off	Off	Off	Off						
	Ped Recall			Off	Off	Off	Off	Off	Off	Off	Off						
	Dual Entry			Off	On	On	On	Off	On	On	On						
	Flashing Walk				Off		Off		Off		Off						
OVERLAP	A	Movement															
	B	Movement															
	C	Movement															
	D	Movement															
	1	Cycle	90	Offset	89	27	24	12	27	24	12						
		AM Peak			0700 - 0845 Mon - Fri												
	2	Cycle	90	Offset	35	27	24	12	27	24	12						
COORD PATTERN DATA		Mid Day			0630 - 0700, 0845 - 1500, 1800 - 2000 Mon - Fri, 0845 - 2000 Sat, Sun												
	3	Cycle	90	Offset	50	22	29	12	27	31	20						
		PM Peak			1500 - 1800 Mon - Fri												
	4	Cycle		Offset													
	5	Cycle		Offset													
NOTES	6	Cycle		Offset													
	Coordinated phases are 2 & 6. Signal timing assigned to Tom Kelley.																
	Offset Correction by Smooth Method																
CHANGES	Updated ped Clearance Intervals																
	Cobalt installed on 4/22/2020 @ 6:15 AM (CV)																
									Cntl IP	172.21.193.179							
									Sub Net	255.255.255.240							
									Gateway IP	172.21.193.177							

If U-turns are permitted from the approach and if drivers making a right turn from the conflicting approach to the left are simultaneously being shown a right-turn GREEN ARROW signal indication, drivers making a U-turn may be advised of the operation by the installation near the left-turn signal face of a U-TURN YIELD TO RIGHT TURN (R10-16) sign (see [Section 2B.45](#)).

Section 4D.06 Application of Steady Signal Indications for Left Turns

Support:

Left-turning traffic is controlled by one of four modes as follows:

- A. Permissive Only Mode—turns made on the CIRCULAR GREEN signal indication after yielding to oncoming traffic and pedestrians;
- B. Protected Only Mode—turns made only when the left-turn GREEN ARROW signal indication is displayed;
- C. Protected/Permissive Mode—both modes occur on an approach during the same cycle; or
- D. Variable Left-Turn Mode—the operating mode changes among the protected only mode and/or the protected/permissive mode and/or the permissive only mode during different periods of the day.

Option:

In areas having a high percentage of elderly drivers, special consideration may be given to the use of protected only mode left-turn phasing, when appropriate.

Standard: The required left-turn signal faces and operation for an approach shall be determined by the selected mode of left-turn operation, as follows:

A. Permissive Only Mode—The signal indications for permissive only mode left turns shall be provided by the signal faces controlling the through movement, or by a permissive-only left-turn signal face that is either a shared signal face or a separate signal face. A permissive-only shared signal face, regardless of where the permissive-only left-turn signal face is positioned and regardless of how many adjacent through signal faces are provided, shall always simultaneously display the same color of circular indication that the adjacent through signal face or faces display. A separate permissive-only left-turn signal face sometimes displays a different color of circular signal indication than the adjacent through signal faces display.

If a separate left-turn signal face is provided for permissive only left turns, it shall meet the following requirements:

1. During the permissive left-turn movement, the left-turn signal face shall display a CIRCULAR GREEN signal indication.
2. If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the left-turn signal face shall not be required to simultaneously display the same color of circular signal indication as the signal faces for the adjacent through movement.
3. If the CIRCULAR GREEN and CIRCULAR YELLOW signal indications in the left-turn signal face are visibility-limited from the adjacent through movement, the display of a CIRCULAR GREEN signal indication for a permissive left-turn movement while the signal faces for the adjacent through movement display CIRCULAR RED signal indications and the opposing left-turn signal faces display left-turn GREEN ARROW signal indications for a protected left-turn movement shall be permitted.
4. If the left-turn signal face does not simultaneously display the same color of circular signal indication as the signal faces for the adjacent through movement, a LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign or a LEFT TURN SIGNAL—YIELD ON GREEN (symbolic green ball) (R10-21) sign (see [Figure 2B-19](#)) shall be used.

B. Protected Only Mode—The left-turn signal face shall be capable of displaying one of the following sets of signal indications:

1. Left-turn RED ARROW, YELLOW ARROW, and GREEN ARROW signal indications only. At least one left-turn signal face shall be provided in addition to the two approach signal faces required in [Section 4D.15](#) for the major movement. Only one of the three colors shall be illuminated at any given time. A signal instruction sign shall not be required with this set of signal indications. If used, it shall be a LEFT ON GREEN ARROW ONLY sign (R10-5).
2. CIRCULAR RED, left-turn YELLOW ARROW, and left-turn GREEN ARROW signal indications. At least one left-turn signal face shall be provided in addition to the two approach signal faces required in [Section 4D.15](#) for the major movement. Only one of the three colors shall be illuminated at any given time. Unless the CIRCULAR RED signal indication is shielded, hooded, louvered, positioned, or designed such that it is not readily visible to drivers in the through lane(s), a LEFT TURN SIGNAL sign (R10-10) shall be used.
3. CIRCULAR RED, CIRCULAR YELLOW, CIRCULAR GREEN, and left-turn GREEN ARROW signal indications. This four-section signal face shall be used only when the CIRCULAR GREEN and left-turn GREEN ARROW signal indications begin and terminate together. During each interval, the circular signal indication shall be the same color as the signal indication on the signal face(s) for the adjacent through traffic.

C. Protected/Permissive Mode—The signal indications for protected/permissive mode left turns shall be provided in either a shared signal face or a separate signal face. Any protected/permissive left-turn signal face that always simultaneously displays the same color of circular signal indication that the adjacent through signal faces display shall be considered to be a shared signal face, regardless of where the left-turn signal face is positioned and regardless of how many adjacent through signal faces are provided. Any protected/permissive left-turn signal face that sometimes displays a different color of circular signal indication than the adjacent through signal faces display shall be considered to be a separate signal face. The requirements for each type of signal face are as follows:

1. If a shared signal face is provided, it shall be considered an approach signal face, and shall meet the following requirements:
 - a. During the protected left-turn movement, the signal face shall simultaneously display a left-turn GREEN ARROW signal indication and a circular signal indication that is the same color as the signal indication for the adjacent through lane on the same approach as the protected left turn.
During the protected left-turn movement, the signal faces for through traffic on the opposing approach shall simultaneously display CIRCULAR RED signal indications.
 - b. During the permissive left-turn movement, all signal faces on the approach shall display CIRCULAR GREEN signal indications.
 - c. All signal faces on the approach shall simultaneously display the same color of circular signal indications to both through and left-turn road users.
 - d. A supplementary sign shall not be required. If used, it shall be a LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign (see [Figure 2B-19](#)).
2. If a separate signal face is provided, it shall be considered a left-turn signal face, and shall meet the following requirements:

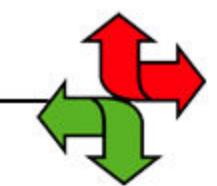
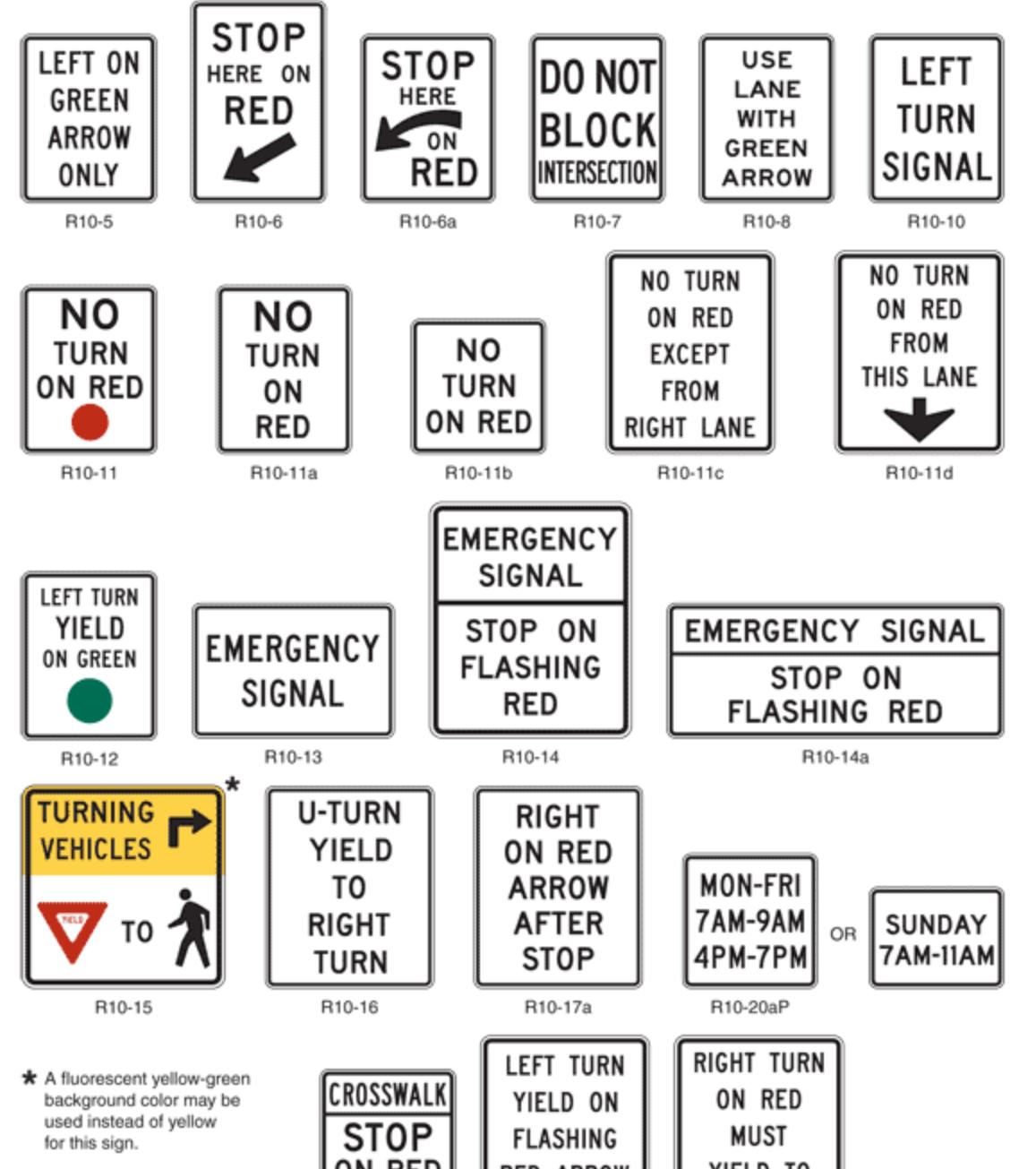
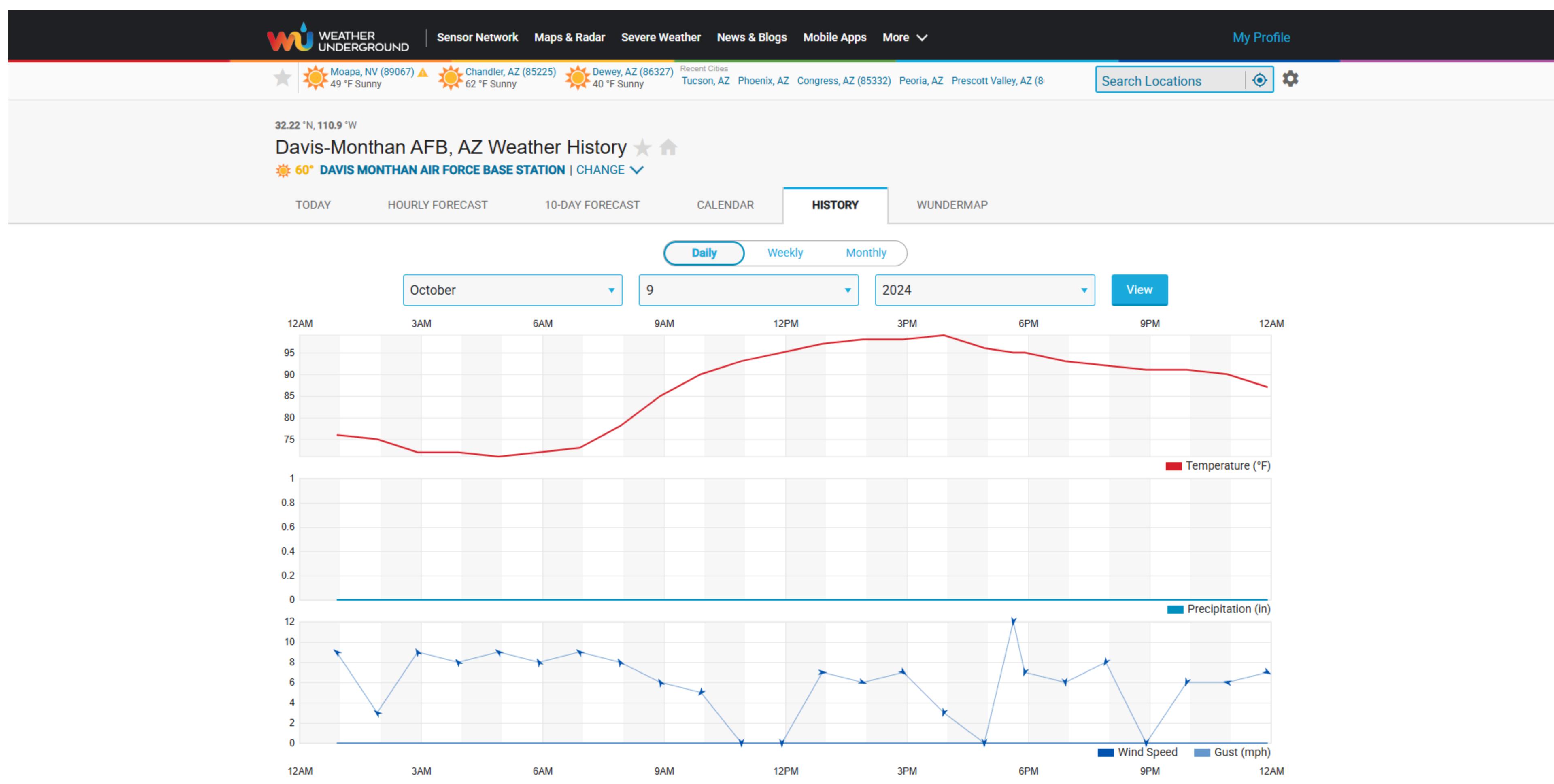
Manual on Uniform Traffic
Control Devices (MUTCD)[Back to Chapter 2B](#)**2009 Edition Part 2 Figure 2B-27. Traffic Signal Signs and Plaques**

Figure 2B-27. Traffic Signal Signs and Plaques





Summary

Temperature (°F)		Actual	Historic Avg.	Record
High Temp		99	88.4	100
Low Temp		71	61.7	42
Day Average Temp		86.96	75.1	-
Precipitation (in)		Actual	Historic Avg.	Record
Precipitation (past 24 hours from 07:55:00)		0.00	3.30	-
Dew Point (°F)		Actual	Historic Avg.	Record
Dew Point		27.12	-	-
High		31	-	-
Low		20	-	-
Average		27.12	-	-
Wind (mph)		Actual	Historic Avg.	Record
Max Wind Speed		12	-	-
Visibility		10	-	-
Sea Level Pressure (in)		Actual	Historic Avg.	Record
Sea Level Pressure		27.2	-	-
Astronomy		Day Length	Rise	Set
Actual Time		11h 34m	6:24 AM	5:59 PM
Civil Twilight			5:59 AM	6:23 PM
Nautical Twilight			5:31 AM	6:52 PM
Astronomical Twilight			5:03 AM	7:20 PM
Moon: waxing crescent			12:54 PM	10:34 PM

Daily Observations

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Condition
12:55 AM	76 °F	29 °F	18 %	SE	9 mph	0 mph	27.14 in	0.0 in	Fair
1:55 AM	75 °F	30 °F	19 %	SE	3 mph	0 mph	27.14 in	0.0 in	Fair
2:55 AM	72 °F	30 °F	21 %	SSE	9 mph	0 mph	27.13 in	0.0 in	Fair
3:55 AM	72 °F	29 °F	20 %	SE	8 mph	0 mph	27.14 in	0.0 in	Fair
4:55 AM	71 °F	30 °F	22 %	SE	9 mph	0 mph	27.15 in	0.0 in	Fair
5:55 AM	72 °F	31 °F	22 %	SSE	8 mph	0 mph	27.15 in	0.0 in	Cloudy
6:55 AM	73 °F	31 °F	21 %	SE	9 mph	0 mph	27.17 in	0.0 in	Cloudy
7:55 AM	78 °F	31 °F	18 %	SSE	8 mph	0 mph	27.19 in	0.0 in	Cloudy
8:55 AM	85 °F	28 °F	13 %	SSE	6 mph	0 mph	27.20 in	0.0 in	Cloudy
9:55 AM	90 °F	28 °F	11 %	NE	5 mph	0 mph	27.20 in	0.0 in	Fair
10:55 AM	93 °F	30 °F	11 %	CALM	0 mph	0 mph	27.19 in	0.0 in	Fair
11:55 AM	95 °F	28 °F	9 %	CALM	0 mph	0 mph	27.17 in	0.0 in	Fair
12:55 PM	97 °F	29 °F	9 %	W	7 mph	0 mph	27.15 in	0.0 in	Fair
1:55 PM	98 °F	23 °F	7 %	WNW	6 mph	0 mph	27.12 in	0.0 in	Partly Cloudy
2:55 PM	98 °F	20 °F	6 %	NW	7 mph	0 mph	27.11 in	0.0 in	Fair
3:55 PM	99 °F	21 °F	6 %	NNE	3 mph	0 mph	27.10 in	0.0 in	Mostly Cloudy
4:55 PM	96 °F	22 °F	7 %	CALM	0 mph	0 mph	27.11 in	0.0 in	Cloudy
5:38 PM	95 °F	25 °F	8 %	N	12 mph	0 mph	27.12 in	0.0 in	Cloudy
5:55 PM	95 °F	24 °F	8 %	NNE	7 mph	0 mph	27.12 in	0.0 in	Cloudy
6:55 PM	93 °F	26 °F	9 %	N	6 mph	0 mph	27.14 in	0.0 in	Cloudy
7:55 PM	92 °F	25 °F	9 %	NNE	8 mph	0 mph	27.15 in	0.0 in	Mostly Cloudy
8:55 PM	91 °F	26 °F	10 %	CALM	0 mph	0 mph	27.16 in	0.0 in	Cloudy
9:55 PM	91 °F	26 °F	10 %	NNE	6 mph	0 mph	27.18 in	0.0 in	Cloudy
10:55 PM	90 °F	28 °F	11 %	E	6 mph	0 mph	27.19 in	0.0 in	Partly Cloudy
11:55 PM	87 °F	28 °F	12 %	WNW	7 mph	0 mph	27.18 in	0.0 in	Cloudy

InputsAnticipation[A] ?

5. Hazard & Approach F

Experiment Location[EX] ?

4. Road/HI Fidelity

Lanes[LN] ?

2. From more than 1

Movement[M] ?

0. Other unit stoppers

Transition Time[TR] ?

3. PRT Incl. .25-.3 s

Stimulus / Object
Responses[O] ?

1. Response to one

Topography[TP] ?

2. More info (i.e. intersections)

Calculate

Turn Across Path/Head On

Authorized User : Joseph Catone

Response v1.0

Response To Path Intrusion Inputs

Initial Speed [mph]

Response

Lateral Distance To Avoid [ft]

40

Brake & Steer Resp

3

Average Lateral Friction [Gy]

Average Deceleration [Gx]

0.181

0.3

Suggested Value 0.181

Suggested Value 0.3 to 0.45

Calculate

Turn Across Path/Head On

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Response v1.0

Results



Select Percentile Response

85th percentile response



Average Perception Response Time: 1.6 sec

85th Percentile Response: 2.1 sec

A2B Turn Across Path: 1.6 sec

Maximum average of all studies listed: 1.9 sec

Minimum average of all studies listed: 1.2 sec

Turn Across Path/Head On

Authorized User : Joseph Catone

Response v1.0



Response To Path Intrusion Outputs

Response Distance = ~1.56 sec x 40 x 1.467

Average Response Distance: 91.5 feet

~85th Percentile Response Distance: 124.6 feet

$$\text{Time To Steer} = \sqrt{\frac{2 d}{A}} = 1.0 \text{ sec}$$

Distance = $V \times t \times \text{conv.} - 0.5 \times g \times f \times t^2$

Distance To Steer: 54.3 feet

Total Steering Distance: 145.9 feet

85th %ile Steering Distance: 179.0 feet

Turn Across Path/Head On
Authorized User : Joseph Catone

Response v1.0

Response To Path Intrusion Outputs



Response Distance = ~1.56 sec x 40 x 1.467

Average Response Distance: **91.5 feet**

~85th Percentile Response Distance: **124.6 feet**

$$\text{Time To Stop} = \sqrt{\frac{2 d}{A}} = \text{ 6.1 sec}$$

Distance = $(V \times \text{conv})^2 / (2 \times A)$

Distance To Stop: **178.2 feet**

Total Stopping Distance: **269.8 feet**

85th %ile Stopping Distance: **302.9 feet**

Turn Across Path/Head On
Authorized User : Joseph Catone

Response v1.0

Narrative



Reaction time research is more than 150 years old and throughout that time we have learned that as the stimulus changes, so does the response. Driver response times typically change very much as Frans Donders predicted in 1868. This means that for every change in the methodology (in the response scenario), response time increases or decreases by a constant amount. Knowing this, we may account for the different anticipation of real-life drivers when compared to experimental subjects. In this analysis, the manner in which drivers have responded in research and real-life crashes and near crashes was modeled in two ways. There is the Stepwise Equation Method and the Adjustment-to-Baseline Method [A2B]. The Equation Method is a Stepwise Linear Regression ('best fit') equation that was originally developed from the results of 62 scientific experiments that measured the response time to path intrusions. Subsequently, the response information from real-life drivers in crashes or near crashes was included in the analysis, resulting in the current equation (eq.1). The A2B Method allows the user to determine driver response times of drivers when responding to similar crash types. It is unlikely that you will find an experiment with an exact methodology as a specific crash scenario. The A2B section utilizes the studies that are most similar to your case and, if the methodology of the study differs from your case, the necessary adjustment is made. For example, if you were interested in the time to a full response (up to skid marks) and an experiment measured response time up to accelerator pedal release (as did Lechner & Malaterre, 1991), an adjustment would have to be made to the results from Lechner et al. In the end, the A2B method offers the user a perception-response time that considers the factors the influence real-life drivers' responses.

The present case involves Turn Across Path/Head On. This particular crash involved a situation where a vehicle that was initially traveling in the opposite direction turned into the path of the subject driver. This case involves a real-life scenario. The subject driver was not advised of the hazard or how to respond to that hazard. These results are consistent with the drivers' responses when driving in open roads and naturalistic experiments. The subject driver was physically responding to, or required to respond to one hazard. This incident occurred at a location other than a straight road (curve or intersection), or the driver was cued (offered information), that a response was more likely. An example of this might be a crossing guard or flagman. This analysis addressed the time from onset of the hazard until hard braking or to the start of lateral movement when steering. The principal other unit started from a stop, or stopped at some time immediately before the crash.

Turn Across Path/Head On
Authorized User : Joseph Catone

Response v1.0

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Turn Across Path/Head On
Authorized User : Joseph Catone

Response v1.0





Legend



Google Earth

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5.01 ft



Legend

 Harbottle Brewing Company



File Name	E:_Extraction_1_1_f3f0e5d2-c297-47e6-a540-4417fb9a266c-Oct_09_2024_12_45_13_00.mp4
File Hash (MD5)	abddd6c17d898216824c47cd3f5a404b
File Hash (SHA256)	ed28dab80c3b3da099989b71af9c22077b145b7e2d961055c6f1b3f3836a757a
File Size	225007259
<hr/>	
Video Stream # 1	
Stream Type	Video
Codec	h264
Duration	00:15:00
Frame Count	8999
Pixel Dimension	1280/1280 (1:1)
Frame Rate	9.9970fps
Pixel Format	yuv420p
Stream Hash (MD5)	947824972c5858474e7baacf2579af59





VLC ZOOM HIDE





VLC ZOOM HIDE

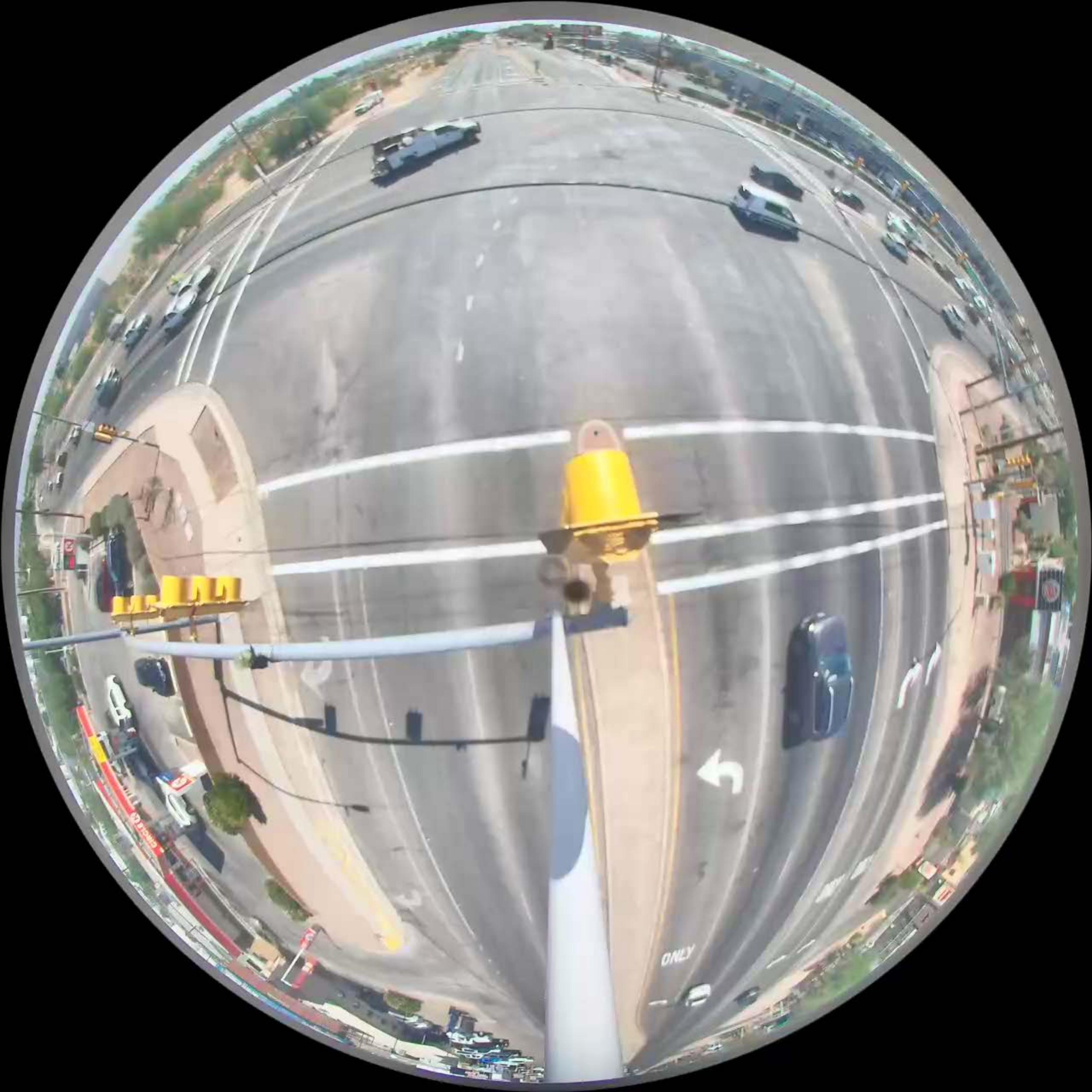




VLC ZOOM HIDE



VLC ZOOM HIDE







Search vehicles, car seats, tires and other equipment for safety recalls, investigations, complaints and manufacturer communication.

Vehicle Car Seat Tire Equipment

State ▾ License Plate Number OR 1FD0X5HT8KEG49618 VIN Lookup: 17/17

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2019
FORD F-550



Image Not Available

0 Unrepaired Recalls

associated with this VIN

What if my car isn't recalled now? Could it be recalled later?

Yes. Whether a manufacturer independently conducts a safety recall or NHTSA orders one, the manufacturer must file a public report describing the safety-related defect or noncompliance. Manufacturers are also required to notify owners by mail within 60 days of notifying NHTSA of a recall decision.



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VIN Decoder Powered by 

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NHTSA's VIN decoder allows you to query a particular vehicle's VIN to identify specific information encoded in the number.

VIN

1FD0X5HT8KEG49618

Model Year

Vehicle's Model Year

Please refer to page 16 of the New Manufacturer's Handbook for specific instructions and/or CFR 49 Part 565 for questions regarding the calculation of the VIN Check Digit at position 9.



2019 FORD - INCOMPLETE VEHICLE

✓ **Error Text:** 0 - VIN decoded clean. Check Digit (9th position) is correct

Incomplete Vehicle Warning - Please be advised that the vehicle may have been altered and may not be an accurate representation of the vehicle in its current condition. The Model Year decoded for this VIN may be incorrect. If you know the Model year, please enter it and decode again to get more accurate information.

Manufacturer: FORD MOTOR COMPANY

DBAs:

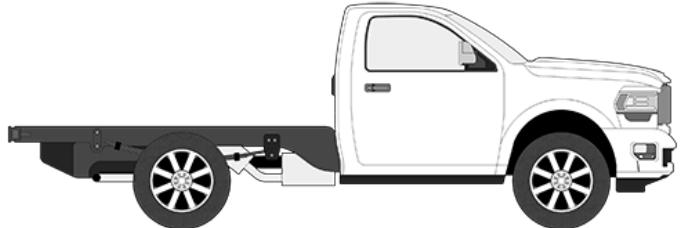
Vehicle Type: INCOMPLETE VEHICLE

Model Year: 2019

Make: FORD

Model: F-550

Body Class: Incomplete - Chassis Cab (Single Cab)



Other Information

Information provided below is based on the details provided by the manufacturer of this vehicle to NHTSA in the part 565 submittal

Gross Vehicle Weight Rating: Class 5: 16,001 - 19,500 lb (7,258 - 8,845 kg)

Drive Type: 4WD/4-Wheel Drive/4x4

Cab Type: Extra/Super/Quad/Double/King/Extended

Engine Model:

Cylinders: 8

Engine Brake (HP): 440

Primary Fuel Type: Diesel

Transmission Speed:

Secondary Fuel Type:

Engine Displacement (L): 6.7

Engine Manufacturer: Ford

Transmission Style:

Plant Information: Kentucky Truck, JEFFERSON COUNTY, KENTUCKY, UNITED STATES (USA)

Bed Type:

All Vehicle details

NOTE: Any missing decoded values should be interpreted as NHTSA does not have data on the specific variable. Missing value should NOT be interpreted as an indication that a feature or technology is unavailable for a vehicle.

Group Name	Element	Value
	Suggested VIN	
	Error Code	0
	Possible Values	
	Additional Error Text	Incomplete Vehicle Warning - Please be advised that the vehicle may have been altered and may not be an accurate representation of the vehicle in its current condition. The Model Year decoded for this VIN may be incorrect. If you know the Model year, please enter it and decode again to get more accurate information.
	Error Text	0 - VIN decoded clean. Check Digit (9th position) is correct
	Vehicle Descriptor	1FD0X5HT*KE
General	Destination Market	
General	Make	FORD
General	Manufacturer Name	FORD MOTOR COMPANY
General	Model	F-550
General	Model Year	2019
General	Plant City	JEFFERSON COUNTY
General	Series	
General	Trim	Super Duty - Dual Rear Wheel
General	Vehicle Type	INCOMPLETE VEHICLE
General	Plant Country	UNITED STATES (USA)
General	Plant Company Name	Kentucky Truck
General	Plant State	KENTUCKY
General	Trim2	
General	Series2	
General	Note	
General	Base Price (\$)	
General	Non-Land Use	
Exterior / Body	Body Class	Incomplete - Chassis Cab (Single Cab)
Exterior / Body	Doors	
Exterior / Body	Windows	
Exterior / Body	Wheel Base Type	
Exterior / Body	Track Width (inches)	
Exterior / Dimension	Gross Vehicle Weight Rating From	Class 5: 16,001 - 19,500 lb (7,258 - 8,845 kg)
Exterior / Dimension	Bed Length (inches)	
Exterior / Dimension	Curb Weight (pounds)	
Exterior / Dimension	Wheel Base (inches) From	
Exterior / Dimension	Wheel Base (inches) To	
Exterior / Dimension	Gross Combination Weight Rating From	
Exterior / Dimension	Gross Combination Weight Rating To	

Group Name	Element	Value
Exterior / Dimension	Gross Vehicle Weight Rating To	
Exterior / Truck	Bed Type	
Exterior / Truck	Cab Type	Extra/Super/Quad/Double/King/Extended
Exterior / Trailer	Trailer Type Connection	Not Applicable
Exterior / Trailer	Trailer Body Type	Not Applicable
Exterior / Trailer	Trailer Length (feet)	
Exterior / Trailer	Other Trailer Info	
Exterior / Wheel tire	Number of Wheels	
Exterior / Wheel tire	Wheel Size Front (inches)	
Exterior / Wheel tire	Wheel Size Rear (inches)	
Exterior / Motorcycle	Custom Motorcycle Type	Not Applicable
Exterior / Motorcycle	Motorcycle Suspension Type	Not Applicable
Exterior / Motorcycle	Motorcycle Chassis Type	Not Applicable
Exterior / Motorcycle	Other Motorcycle Info	
Exterior / Motorcycle	Fuel-Tank Type	
Exterior / Motorcycle	Fuel-Tank Material	
Exterior / Motorcycle	Combined Braking System (CBS)	
Exterior / Motorcycle	Wheelie Mitigation	
Exterior / Bus	Bus Length (feet)	
Exterior / Bus	Bus Floor Configuration Type	
Exterior / Bus	Bus Type	
Exterior / Bus	Other Bus Info	
Interior	Entertainment System	
Interior	Steering Location	
Interior / Seat	Number of Seats	
Interior / Seat	Number of Seat Rows	
Mechanical / Transmission	Transmission Style	
Mechanical / Transmission	Transmission Speeds	
Mechanical / Drivetrain	Drive Type	4WD/4-Wheel Drive/4x4
Mechanical / Drivetrain	Axles	
Mechanical / Drivetrain	Axle Configuration	
Mechanical / Brake	Brake System Type	Hydraulic
Mechanical / Brake	Brake System Description	
Mechanical / Battery	Other Battery Info	
Mechanical / Battery	Battery Type	
Mechanical / Battery	Number of Battery Cells per Module	
Mechanical / Battery	Battery Current (Amps) From	
Mechanical / Battery	Battery Voltage (Volts) From	
Mechanical / Battery	Battery Energy (kWh) From	
Mechanical / Battery	EV Drive Unit	
Mechanical / Battery	Battery Current (Amps) To	

Group Name	Element	Value
Mechanical / Battery	Battery Voltage (Volts) To	
Mechanical / Battery	Battery Energy (kWh) To	
Mechanical / Battery	Number of Battery Modules per Pack	
Mechanical / Battery	Number of Battery Packs per Vehicle	
Mechanical / Battery / Charger	Charger Level	
Mechanical / Battery / Charger	Charger Power (kW)	
Engine	Engine Number of Cylinders	8
Engine	Displacement (CC)	6700.0
Engine	Displacement (CI)	408.85908543470
Engine	Displacement (L)	6.7
Engine	Engine Stroke Cycles	
Engine	Engine Model	
Engine	Engine Power (kW)	
Engine	Fuel Type - Primary	Diesel
Engine	Valve Train Design	
Engine	Engine Configuration	V-Shaped
Engine	Fuel Type - Secondary	
Engine	Fuel Delivery / Fuel Injection Type	
Engine	Engine Brake (hp) From	440
Engine	Cooling Type	
Engine	Engine Brake (hp) To	
Engine	Electrification Level	
Engine	Other Engine Info	
Engine	Turbo	
Engine	Top Speed (MPH)	
Engine	Engine Manufacturer	Ford
Passive Safety System	Pretensioner	
Passive Safety System	Seat Belt Type	Manual
Passive Safety System	Other Restraint System Info	
Passive Safety System / Air Bag Location	Curtain Air Bag Locations	
Passive Safety System / Air Bag Location	Seat Cushion Air Bag Locations	
Passive Safety System / Air Bag Location	Front Air Bag Locations	1st Row (Driver and Passenger)
Passive Safety System / Air Bag Location	Knee Air Bag Locations	
Passive Safety System / Air Bag Location	Side Air Bag Locations	1st and 2nd Rows
Active Safety System	Anti-lock Braking System (ABS)	
Active Safety System	Electronic Stability Control (ESC)	
Active Safety System	Traction Control	
Active Safety System	Tire Pressure Monitoring System (TPMS) Type	
Active Safety System	Active Safety System Note	
Active Safety System	Auto-Reverse System for Windows and Sunroofs	

Group Name	Element	Value
Active Safety System	Automatic Pedestrian Alerting Sound (for Hybrid and EV only)	
Active Safety System	Event Data Recorder (EDR)	
Active Safety System	Keyless Ignition	
Active Safety System	SAE Automation Level From	
Active Safety System	SAE Automation Level To	
Active Safety System / Maintaining Safe Distance	Adaptive Cruise Control (ACC)	
Active Safety System / Forward Collision Prevention	Crash Imminent Braking (CIB)	
Active Safety System / Forward Collision Prevention	Forward Collision Warning (FCW)	
Active Safety System / Forward Collision Prevention	Dynamic Brake Support (DBS)	
Active Safety System / Forward Collision Prevention	Pedestrian Automatic Emergency Braking (PAEB)	
Active Safety System / Lane and Side Assist	Blind Spot Warning (BSW)	
Active Safety System / Lane and Side Assist	Lane Departure Warning (LDW)	
Active Safety System / Lane and Side Assist	Lane Keeping Assistance (LKA)	
Active Safety System / Lane and Side Assist	Blind Spot Intervention (BSI)	
Active Safety System / Lane and Side Assist	Lane Centering Assistance	
Active Safety System / Backing Up and Parking	Backup Camera	
Active Safety System / Backing Up and Parking	Parking Assist	
Active Safety System / Backing Up and Parking	Rear Cross Traffic Alert	
Active Safety System / Backing Up and Parking	Rear Automatic Emergency Braking	
Active Safety System / 911 Notification	Automatic Crash Notification (ACN) / Advanced Automatic Crash Notification (AACN)	
Active Safety System / Lighting Technologies	Daytime Running Light (DRL)	
Active Safety System / Lighting Technologies	Headlamp Light Source	
Active Safety System / Lighting Technologies	Semiautomatic Headlamp Beam Switching	
Active Safety System / Lighting Technologies	Adaptive Driving Beam (ADB)	

Using NHTSA's VIN Decoder to Identify a Vehicle's Plant of Manufacture

Among the information NHTSA's VIN decoder provides is information about the vehicle's plant of manufacture. After searching a VIN, you'll see the build plant and country for the vehicle in question. Refer to the "Plant Information" section at the bottom of the results.

More Information

The information displayed through NHTSA's VIN decoder is reported by the manufacturer. If you have further questions regarding this information, **please contact the vehicle manufacturer**. In addition, more information may be available on a label affixed to the vehicle. NHTSA's Part 583 webpage provides more information about this label.

If you are using NHTSA's VIN decoder to get information regarding the U.S. Electric Vehicle Tax Credit, **please refer to information released by the U.S. Department of Energy, U.S. Department of the Treasury and Internal Revenue Service, and these FAQs.**

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Search

2022

Genuine Scooter

Buddy 125

 Image Not Available

VIN: RFVPAC204N1021046

0 Unrepaired Recalls

associated with this VIN

What if my car isn't recalled now? Could it be recalled later?

Yes. Whether a manufacturer independently conducts a safety recall or NHTSA orders one, the manufacturer must file a public report describing the safety-related defect or noncompliance. Manufacturers are also required to notify owners by mail within 60 days of notifying NHTSA of a recall decision.



Look for this distinct label to distinguish critical safety recall information from other marketing material.



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Genuine Scooters

Buddy 125

Filled with personality and performance, the Buddy 125 comes in Genuine's signature bright colors and has a bigger engine for a more powerful ride. Glide through busy traffic with ease, climb the steepest hills and take long weekend cruises.

Color: Black



85006

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VIN Decoder Powered by 

Version: 3.63 last updated on 8/16/2025

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NHTSA's VIN decoder allows you to query a particular vehicle's VIN to identify specific information encoded in the number.

VIN

RFVPAC204N1021046

Model Year

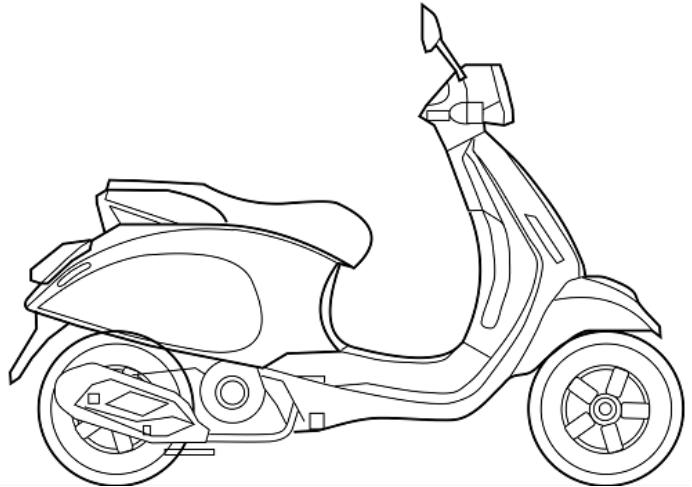
Vehicle's Model Year

Please refer to page 16 of the New Manufacturer's Handbook for specific instructions and/or CFR 49 Part 565 for questions regarding the calculation of the VIN Check Digit at position 9.

2022 GENUINE SCOOTERS - MOTORCYCLE

✓ **Error Text:** 0 - VIN decoded clean. Check Digit (9th position) is correct

The Model Year decoded for this VIN may be incorrect. If you know the Model year, please enter it and decode again to get more accurate information.

Manufacturer: MOTIVE POWER INDUSTRY CO. LTD.**DBAs:** PGO SCOOTERS, LL**Vehicle Type:** MOTORCYCLE**Model Year:** 2022**Make:** GENUINE SCOOTERS**Model:** Buddy (50, 125, 170i)**Body Class:** Motorcycle - Scooter

All Vehicle details

NOTE: Any missing decoded values should be interpreted as NHTSA does not have data on the specific variable. Missing value should NOT be interpreted as an indication that a feature or technology is unavailable for a vehicle.

Group Name	Element	Value
	Suggested VIN	
	Error Code	0
	Possible Values	
	Additional Error Text	The Model Year decoded for this VIN may be incorrect. If you know the Model year, please enter it and decode again to get more accurate information.
	Error Text	0 - VIN decoded clean. Check Digit (9th position) is correct
	Vehicle Descriptor	RFVPAC20*N1
General	Destination Market	
General	Make	GENUINE SCOOTERS
General	Manufacturer Name	MOTIVE POWER INDUSTRY CO. LTD.
General	Model	Buddy (50, 125, 170i)
General	Model Year	2022
General	Plant City	
General	Series	
General	Trim	
General	Vehicle Type	MOTORCYCLE
General	Plant Country	TAIWAN
General	Plant Company Name	
General	Plant State	
General	Trim2	
General	Series2	
General	Note	Plant Location: No. 66, Shanjiao Rd. Dacun Township Changhua County, Taiwan, R.O.C.
General	Base Price (\$)	
General	Non-Land Use	
Exterior / Body	Body Class	Motorcycle - Scooter
Exterior / Body	Doors	
Exterior / Body	Windows	
Exterior / Body	Wheel Base Type	
Exterior / Body	Track Width (inches)	
Exterior / Dimension	Gross Vehicle Weight Rating From	Class 1A: 3,000 lb or less (1,360 kg or less)
Exterior / Dimension	Bed Length (inches)	
Exterior / Dimension	Curb Weight (pounds)	
Exterior / Dimension	Wheel Base (inches) From	
Exterior / Dimension	Wheel Base (inches) To	
Exterior / Dimension	Gross Combination Weight Rating From	
Exterior / Dimension	Gross Combination Weight Rating To	

Group Name	Element	Value
Exterior / Dimension	Gross Vehicle Weight Rating To	
Exterior / Truck	Bed Type	Not Applicable
Exterior / Truck	Cab Type	Not Applicable
Exterior / Trailer	Trailer Type Connection	Not Applicable
Exterior / Trailer	Trailer Body Type	Not Applicable
Exterior / Trailer	Trailer Length (feet)	
Exterior / Trailer	Other Trailer Info	
Exterior / Wheel tire	Number of Wheels	
Exterior / Wheel tire	Wheel Size Front (inches)	
Exterior / Wheel tire	Wheel Size Rear (inches)	
Exterior / Motorcycle	Custom Motorcycle Type	
Exterior / Motorcycle	Motorcycle Suspension Type	
Exterior / Motorcycle	Motorcycle Chassis Type	
Exterior / Motorcycle	Other Motorcycle Info	
Exterior / Motorcycle	Fuel-Tank Type	
Exterior / Motorcycle	Fuel-Tank Material	
Exterior / Motorcycle	Combined Braking System (CBS)	
Exterior / Motorcycle	Wheelie Mitigation	
Exterior / Bus	Bus Length (feet)	
Exterior / Bus	Bus Floor Configuration Type	Not Applicable
Exterior / Bus	Bus Type	Not Applicable
Exterior / Bus	Other Bus Info	
Interior	Entertainment System	
Interior	Steering Location	
Interior / Seat	Number of Seats	
Interior / Seat	Number of Seat Rows	
Mechanical / Transmission	Transmission Style	
Mechanical / Transmission	Transmission Speeds	
Mechanical / Drivetrain	Drive Type	
Mechanical / Drivetrain	Axles	
Mechanical / Drivetrain	Axle Configuration	
Mechanical / Brake	Brake System Type	
Mechanical / Brake	Brake System Description	
Mechanical / Battery	Other Battery Info	
Mechanical / Battery	Battery Type	
Mechanical / Battery	Number of Battery Cells per Module	
Mechanical / Battery	Battery Current (Amps) From	
Mechanical / Battery	Battery Voltage (Volts) From	
Mechanical / Battery	Battery Energy (kWh) From	
Mechanical / Battery	EV Drive Unit	
Mechanical / Battery	Battery Current (Amps) To	

Group Name	Element	Value
Mechanical / Battery	Battery Voltage (Volts) To	
Mechanical / Battery	Battery Energy (kWh) To	
Mechanical / Battery	Number of Battery Modules per Pack	
Mechanical / Battery	Number of Battery Packs per Vehicle	
Mechanical / Battery / Charger	Charger Level	
Mechanical / Battery / Charger	Charger Power (kW)	
Engine	Engine Number of Cylinders	
Engine	Displacement (CC)	125
Engine	Displacement (CI)	7.627968011
Engine	Displacement (L)	0.125000
Engine	Engine Stroke Cycles	
Engine	Engine Model	
Engine	Engine Power (kW)	
Engine	Fuel Type - Primary	
Engine	Valve Train Design	
Engine	Engine Configuration	
Engine	Fuel Type - Secondary	
Engine	Fuel Delivery / Fuel Injection Type	
Engine	Engine Brake (hp) From	9.1
Engine	Cooling Type	
Engine	Engine Brake (hp) To	
Engine	Electrification Level	
Engine	Other Engine Info	
Engine	Turbo	
Engine	Top Speed (MPH)	
Engine	Engine Manufacturer	
Passive Safety System	Pretensioner	
Passive Safety System	Seat Belt Type	
Passive Safety System	Other Restraint System Info	
Passive Safety System / Air Bag Location	Curtain Air Bag Locations	
Passive Safety System / Air Bag Location	Seat Cushion Air Bag Locations	
Passive Safety System / Air Bag Location	Front Air Bag Locations	
Passive Safety System / Air Bag Location	Knee Air Bag Locations	
Passive Safety System / Air Bag Location	Side Air Bag Locations	
Active Safety System	Anti-lock Braking System (ABS)	
Active Safety System	Electronic Stability Control (ESC)	
Active Safety System	Traction Control	
Active Safety System	Tire Pressure Monitoring System (TPMS) Type	
Active Safety System	Active Safety System Note	
Active Safety System	Auto-Reverse System for Windows and Sunroofs	Not Applicable

Group Name	Element	Value
Active Safety System	Automatic Pedestrian Alerting Sound (for Hybrid and EV only)	Not Applicable
Active Safety System	Event Data Recorder (EDR)	Not Applicable
Active Safety System	Keyless Ignition	
Active Safety System	SAE Automation Level From	
Active Safety System	SAE Automation Level To	
Active Safety System / Maintaining Safe Distance	Adaptive Cruise Control (ACC)	Not Applicable
Active Safety System / Forward Collision Prevention	Crash Imminent Braking (CIB)	Not Applicable
Active Safety System / Forward Collision Prevention	Forward Collision Warning (FCW)	Not Applicable
Active Safety System / Forward Collision Prevention	Dynamic Brake Support (DBS)	Not Applicable
Active Safety System / Forward Collision Prevention	Pedestrian Automatic Emergency Braking (PAEB)	Not Applicable
Active Safety System / Lane and Side Assist	Blind Spot Warning (BSW)	Not Applicable
Active Safety System / Lane and Side Assist	Lane Departure Warning (LDW)	Not Applicable
Active Safety System / Lane and Side Assist	Lane Keeping Assistance (LKA)	Not Applicable
Active Safety System / Lane and Side Assist	Blind Spot Intervention (BSI)	
Active Safety System / Lane and Side Assist	Lane Centering Assistance	
Active Safety System / Backing Up and Parking	Backup Camera	Not Applicable
Active Safety System / Backing Up and Parking	Parking Assist	Not Applicable
Active Safety System / Backing Up and Parking	Rear Cross Traffic Alert	Not Applicable
Active Safety System / Backing Up and Parking	Rear Automatic Emergency Braking	
Active Safety System / 911 Notification	Automatic Crash Notification (ACN) / Advanced Automatic Crash Notification (AACN)	Not Applicable
Active Safety System / Lighting Technologies	Daytime Running Light (DRL)	Not Applicable
Active Safety System / Lighting Technologies	Headlamp Light Source	Not Applicable
Active Safety System / Lighting Technologies	Semiautomatic Headlamp Beam Switching	Not Applicable
Active Safety System / Lighting Technologies	Adaptive Driving Beam (ADB)	Not Applicable

Using NHTSA's VIN Decoder to Identify a Vehicle's Plant of Manufacture

Among the information NHTSA's VIN decoder provides is information about the vehicle's plant of manufacture. After searching a VIN, you'll see the build plant and country for the vehicle in question. Refer to the "Plant Information" section at the bottom of the results.

More Information

The information displayed through NHTSA's VIN decoder is reported by the manufacturer. If you have further questions regarding this information, **please contact the vehicle manufacturer**. In addition, more information may be available on a label affixed to the vehicle. NHTSA's Part 583 webpage provides more information about this label.

If you are using NHTSA's VIN decoder to get information regarding the U.S. Electric Vehicle Tax Credit, **please refer to information released by the U.S. Department of Energy, U.S. Department of the Treasury and Internal Revenue Service, and these FAQs.**

NHTSA Information ▾

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National Highway Traffic Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

1-888-327-4236
1-800- 424-9153 (TTY)



Other Information

Information provided below is based on the details provided by the manufacturer of this vehicle to NHTSA in the part 565 submittal

Gross Vehicle Weight Rating: Class 1A: 3,000 lb or less (1,360 kg or less)

Motorcycle Chassis Type:

Custom Motorcycle Type:

Motorcycle Suspension Type:

Primary Fuel Type:

Secondary Fuel Type:

Electrification Level:

Engine Displacement (CC): 125

Engine Brake (HP): 9.1

Other Motor Cycle Information:

Plant Information: TAIWAN

28-645. Traffic control signal legend

A. If traffic is controlled by traffic control signals exhibiting different colored lights or colored lighted arrows successively one at a time or in combination, only the colors green, red and yellow shall be used, except for special pedestrian signals carrying a word legend. The lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

1. Green indication:

(a) Vehicular traffic facing a green signal may proceed straight through or turn right or left unless a sign at that place prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(b) Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other indications shown at the same time. Vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(c) Unless otherwise directed by a pedestrian control signal as provided in section 28-646, pedestrians facing any green signal, except if the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

2. Steady yellow indication:

(a) Vehicular traffic facing a steady yellow signal is warned by the signal that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic shall not enter the intersection.

(b) Unless otherwise directed by a pedestrian control signal as provided in section 28-646, pedestrians facing a steady yellow signal are advised by the signal that there is insufficient time to cross the roadway before a red indication is shown and a pedestrian shall not then start to cross the roadway.

3. Red indication:

(a) Except as provided in subdivisions (b) and (c) of this paragraph, vehicular traffic facing a steady red signal alone shall stop before entering the intersection and shall remain standing until an indication to proceed is shown. On receipt of a record of judgment for a violation of this subdivision or an act in another jurisdiction that if committed in this state would be a violation of this section, the department shall order the person to attend and successfully complete traffic survival school educational sessions within sixty days after the department issues the order. Notwithstanding section 28-3315, if the person fails to attend or successfully complete traffic survival school educational sessions, the department shall suspend the person's driving privilege pursuant to section 28-3306 until the person attends and successfully completes traffic survival school educational sessions. A person whose driving privilege is suspended pursuant to this subdivision may request a hearing. If the person requests a hearing, the department shall conduct the hearing as prescribed in section 28-3306. A law enforcement officer or a jurisdiction issuing a citation to a person who violates this subdivision shall provide written notice to the person that if eligible, the person may attend defensive driving school or, if not eligible or if the person chooses not to attend defensive driving school and is found responsible or enters a plea of responsible for a violation of this subsection, the person must attend and successfully complete traffic survival school educational sessions. The notice shall include a reference to red light violations and state that if the person is required to attend traffic survival school the person will receive notice from the motor vehicle division.

(b) The driver of a vehicle that is stopped in obedience to a red signal and as close as practicable at the entrance to the crosswalk on the near side of the intersection, or if there is no crosswalk, then at the entrance to the intersection, may make a right turn but shall yield the right-of-way to pedestrians and other traffic proceeding as directed by the signal. A right turn may be prohibited against a red signal at any intersection if a sign prohibiting the turn is erected at the intersection.

(c) The driver of a vehicle on a one-way street that intersects another one-way street on which traffic moves to the left shall stop in obedience to a red signal but may then make a left turn into the one-way street. The driver shall yield the right-of-way to pedestrians and other traffic proceeding as directed by the signal at the intersection, except that such left turn may be prohibited if a sign prohibiting the turn is erected at the intersection.

(d) Unless otherwise directed by a pedestrian control signal as provided in section 28-646, a pedestrian facing a steady red signal alone shall not enter the roadway.

B. If an official traffic control signal is erected and maintained at a place other than an intersection, this section applies except as to those provisions of this section that by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of a sign or marking the stop shall be made at the signal.

C. The driver of a vehicle approaching an intersection that has an official traffic control signal that is inoperative shall bring the vehicle to a complete stop before entering the intersection and may proceed with caution only when it is safe to do so. If two or more vehicles approach an intersection from different streets or highways at approximately the same time and the official traffic control signal for the intersection is inoperative, the driver of each vehicle shall bring the vehicle to a complete stop before entering the intersection and the driver of the vehicle on the left shall yield the right-of-way to the driver of the vehicle on the right.

28-672. Causing serious physical injury or death by a moving violation; time limitation; penalties; violation; classification; definition

A. A person is guilty of causing serious physical injury or death by a moving violation if the person violates any one of the following and the violation results in an accident causing serious physical injury or death to another person:

1. Section 28-645, subsection A, paragraph 3, subdivision (a).
2. Section 28-710.
3. Section 28-729.
4. Section 28-771.
5. Section 28-772.
6. Section 28-773.
7. Section 28-792.
8. Section 28-794.
9. Section 28-797, subsection F, G, H or I.
10. Section 28-855, subsection B.
11. Section 28-857, subsection A.
12. Section 28-914.

B. A person who violates this section shall attend and successfully complete traffic survival school educational sessions that are designed to improve the safety and habits of drivers and that are approved by the department. In addition, the court may order the person to perform community restitution.

C. The court shall report a conviction for a violation of this section to the department and:

1. For a first violation of this section, shall direct the department to suspend the person's driving privilege or restrict the person's driving privilege as described in section 28-144 for at least ninety days and not more than one hundred eighty days if the violation results in serious physical injury and at least one hundred eighty days and not more than one year if the violation results in death.

2. For a second or subsequent violation of this section within a period of thirty-six months, shall direct the department to suspend the person's driving privilege for one hundred eighty days if the violation results in serious physical injury and one year if the violation results in death.

D. If a person's driving privilege is suspended pursuant to any other statute because of an incident involving a violation of this section, the suspension period prescribed in subsection C of this section shall run consecutively with the other suspension period.

E. If a person fails to successfully complete traffic survival school educational sessions or perform community restitution pursuant to this section, the court shall notify the department and the department shall promptly suspend the driver license or permit of the driver or the privilege of a nonresident to drive a motor vehicle in this state until the order is satisfied.

F. If the person who suffers serious physical injury as a result of a violation of this section appears before the court in which the action is pending at any time before trial and acknowledges receipt of satisfaction for the injury, on payment of the costs incurred, the court shall order that the prosecution be dismissed and the defendant be discharged. The reasons for the order shall be set forth and entered of record, and the order shall be a bar to another prosecution for the same offense.

G. Restitution awarded pursuant to section 13-603 as a result of a violation of this section shall not exceed \$100,000.

H. A prosecution for a violation of this section must be commenced within two years after actual discovery of the offense by the state or the political subdivision having jurisdiction or discovery by the state or the political subdivision that should have occurred with the exercise of reasonable diligence, whichever first occurs.

I. A person who violates this section is guilty of a class 1 misdemeanor.

J. For the purposes of this section, "serious physical injury" has the same meaning prescribed in section 13-105.

28-751. Required position and method of turning

The driver of a vehicle intending to turn shall do so as follows:

1. Right turns. Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway. The driver of a vehicle or combination of vehicles with a total length of at least forty feet or a total width of at least ten feet may deviate to the extent necessary from the lane into which the driver is making a right turn in a manner that avoids contact with another person or vehicle.
2. Left turns. The driver of a vehicle intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. If practicable the driver shall make the left turn from the left of the center of the intersection and shall make the turn to the left lane immediately available for the driver's direction of traffic. The driver of a vehicle or combination of vehicles with a total length of at least forty feet or a total width of at least ten feet may deviate to the extent necessary from the lane into which the driver is making a left turn in a manner that avoids contact with another person or vehicle.
3. The director or local authorities in their respective jurisdictions may cause markers, buttons or signs to be placed and may require and direct that a different course from that specified in this section be traveled by vehicles turning at an intersection. When markers, buttons or signs are so placed, a driver of a vehicle shall not turn a vehicle other than as directed and required by the markers, buttons or signs.
4. Two-way left turn lanes. If a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic control devices:
 - (a) A driver shall not make a left turn from any other lane.
 - (b) A driver shall not drive a vehicle in the lane except if preparing for or making a left turn from or into the roadway or if preparing for or making a u-turn if otherwise permitted by law.

28-772. Vehicle turning left at intersection

The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to a vehicle that is approaching from the opposite direction and that is within the intersection or so close to the intersection as to constitute an immediate hazard.