

Germany Motorcycle Laws!

By Juergen Wulfert

Hello out there everybody!

Dennis thought, this report will be very interesting for the American motorcycle owners.

We have many restrictions and regulations here in Germany and in my opinion; it is much easier to modify a motorcycle in the US than in Germany.

This is only the short version about our problems here in Germany, but

Normally you can buy everything you want, but it is important that the part has a special symbol (E1;e4 or E5.... stamp) or that it is TÜV approved. This means, that's legal to install the part on your motorcycle without losing your insurance and without having stress with the cops. So if you want to buy a new exhaust system, wheel, aircleaner, handlebar or so simple parts as mirrors, don't hesitate to look for the **E** sign. Yes even mirrors have to be approved. It depends on the age of the motorcycle (the older the better!) but if your vehicle papers has an E stamp you must use the E marked mirrors. Generally it must have at **least** 60cm² or 9.3 sq. in. If the mirror has a size that is less than 60cm² or it has no E-stamp, you are not allowed to use it on a public road. Smaller size mirrors are only for race or show events! At the worst case you can loose your insurance – this is stupid! As you can see, everything here in Germany turns around the **E** !

The **TÜV** is the vehicle inspection authority in Germany. Every two years we must show our cars and motorcycle and if everything is ok - for example: brakes, lights, tires, shocks, exhaust system, frame, windshield wipers!..... you get a stamp on your license plate. If something isn't ok, you didn't get the stamp and you are not longer allowed to drive or ride your car/motorcycle on a public road. You must fix everything, show the car/motorcycle at the TÜV station again and maybe you get the stamp at this time. Everytime you drive and show your vehicle at the TÜV station, you must pay 85,-€ or \$120 American.

The "Straßenverkehrs-Zulassungs-Ordnung" (StVZO) - what a terrible word, the statute book, where you can find what is allowed or not allowed on the German streets.

The book has the thickness of the bible – oh my goodness!

So if you want to relocate your turnlight, be careful. The turnlights must be installed a special distance from the ground, special distance to each other and so on. So before you start to install a new turnlight – you must go to the university and study the law!

On the pictures you can see my German motorcycle license plate (you are still living on the lucky side of the world!) The large one is the standard size! The smaller one is no



longer available. Many riders want to get the smaller one, but there is no chance to get it since 2006.

Have you any idea, what it looks like, if you are a proud owner of an H-D Sportster or Dyna and you must install this huge license plate above your taillight. On the other hand, it is dangerous, because if you are not careful enough, you will hit this large plate with your legs if you get on/off your bike! But you have another option: You are still allowed to install the licensplate on the left side of your bike, but before starting to relocate your license plate, read the following sentences (extract):

- The bottom edge of the license plate must have a ground clearance of at least 300millimetres (12inch).
- The license plate must be legible at a distance of 10 metres (32 ft.) and at an angle of 30° to the longitudinal axle of the motorcycle. This means: the further to the front of the motorcycle the license plate is fixed, the less visible it becomes from the opposite side.
- License plates which are mounted at the side require an individual license plate illumination.
- The position of the rear reflector and of the tail light must be in dead centre above the tire irrespective of where the license plate is mounted.
- License plates that are mounted at the side of the motorcycle must be fixed to a license plate holder. It provides stability and must be screwed to the motorcycle at a right angle and must not have sharp edges. The license plate must have a slight forward tilt, the maximum vertical inclination being 30°.

If you want something new on your bike certification is always advisable!



Some professionals mass-produce license plate holders and have obtained a parts certificate in compliance with the motor vehicle safety standards (Straßenverkehrs-Zulassungs-Ordnung StVZO). In spite of this general parts certificate, every motorcyclist who has mounted a license plate holder at the side of the bike **must** have it approved by the vehicle inspection authority.

If you are an owner of a Motorcycle and you are not able to install the standard license plate, (for example the license plate hit your saddlebags and obviously you hope, you will get the smaller one) - hey man, bullshit - you must **rebuild your motorcycle**, so that the standard license plate size will fit on your motorcycle!

Court: If you ride a 20000,-€ (\$25,000) motorcycle, it is suitable to spend 500,-€ (\$800) for the correct installation of the license plate!!!!

Any more questions!?

See you on the road!

Juergen