(2)   AMPLIFIED BY ANY ELECTRICAL OR ELECTRONIC MEANS;

(3)   CAPABLE OF EMITTING SOUND AUDIBLE UNDER NORMAL CONDITIONS FROM A DISTANCE OF MORE THAN 400 FEET;

(4)   USED FOR ANY PURPOSE BETWEEN THE HOURS OF   10 O'CLOCK P.M. AND 8 O'CLOCK A.M.; OR

(5)   USED AS AN ORDINARY WARNING SIGNAL AT ANY TIME.

REVISOR'S NOTE: This section presently appears as Art. 66 1/2, §12-401.1.

Except for minimal changes in style and grammer, this section has not been revised; see General Revisor's Note to this title.

22-402. MUFFLERS; PREVENTION OF NOISE; DISCHARGE OF SMOKE; MAXIMUM PERIOD OF IDLING.

(A)   EVERY MOTOR VEHICLE WITH AN INTERNAL COMBUSTION ENGINE SHALL BE EQUIPPED WITH AN EXHAUST MUFFLER SYSTEM IN GOOD WORKING ORDER AND IN CONSTANT OPERATION TO PREVENT EXCESSIVE OR UNUSUAL NOISE, AND NO PERSON MAY USE A MUFFLER CUTOUT, BYPASS, OR SIMILAR DEVICE ON A MOTOR VEHICLE ON A HIGHWAY. NOISE LEVELS IN EXCESS OF THOSE ADOPTED BY THE ADMINISTRATOR UNDER   §22-601 OF THIS TITLE ARE EXCESSIVE.

(B)   A PERSON MAY NOT USE ON THE EXHAUST OR "TAIL PIPE" OF A MOTOR VEHICLE ANY EXTENSION OR OTHER DEVICE TO CAUSE EXCESSIVE OR UNUSUAL NOISE.

(C) ~~(1.)~~ (1)   NO MOTOR VEHICLE MAY BE OPERATED, NOR MAY THE OWNER OR LESSEE OF A MOTOR VEHICLE PERMIT IT TO BE OPERATED, ON ANY HIGHWAY IN THIS STATE UNLESS THE ENGINE   POWER   AND   EXHAUST MECHANISM   IS EQUIPPED, ADJUSTED, AND OPERATED TO PREVENT:

(I) THE DISCHARGE OF CLEARLY VISIBLE SMOKE (COMPARABLE TO SMOKE EQUAL TO OF DARKER IN SHADE THAN THAT DESIGNATED AS NO. 1 OF THE RINGELMANN CHART AS PUBLISHED BY THE U.S. BUREAU OF MINES) IN THE EXHAUST EMISSIONS WITHIN THE PROXIMITY OF THE EXHAUST OUTLET FOR MORE THAN 10 CONSECUTIVE SECONDS; AND

(II)   THE DISCHARGE OF SMOKE FROM ANY OTHER PART OF THE ENGINE IN SUCH AMOUNTS AND OF SUCH OPACITY AS TO PARTIALLY OBSCURE PERSONS OR OBJECTS FROM VIEW.

~~(2.)~~ (2) ·IN THIS SUBSECTION, "SMOKE" MEANS SMALL GASBORNE AND AIRBORNE PARTICLES, EXCLUSIVE OF WATER VAPOR, FROM A PROCESS OF COMBUSTION IN SUFFICIENT NUMBERS TO BE OBSERVABLE.

~~(3.)~~ (3)   A MOTOR VEHICLE ENGINE MAY NOT BE