



LATE

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IN REPLY REFER TO:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 28, 2017
2:00 p.m.
State Capitol, Room 329

**H.B. 1258 H.D. 1
RELATING TO TRANSPORTATION**

House Committee on Consumer Protection and Commerce

The Department of Transportation (DOT) **supports** this bill that establishes licensing and registration requirements for and definition of autocycles. The DOT offers the following comments.

Three-wheeled motor vehicles with non-straddle seating that are steered by something other than handlebars are considered motorcycles. DOT supports defining this type of vehicle as an autocycle.

The DOT understands that autocycles, as defined in the proposed bill, has handling/operating characteristics more in line with a motor vehicle rather than a motorcycle. Therefore, DOT recommends that persons with valid type 3 licenses be allowed to operate a duly registered autocycle in Hawaii.

The DOT further understands that most autocycles do not meet the Federal Motor Vehicle Safety Standards for passenger motor vehicles. For instance, the vehicles may not include air bags, manufacturer certified rollover protection, etc. Therefore, it is suggested that all dealers, sellers, leasers, or rental agencies be required to disclose the following if it is true for the subject autocycle:

- Autocycle does not meet the Federal Motor Vehicle Safety Standards (FMVSS) of passenger vehicles/light trucks.
- Autocycle is not equipped with air bags.
- Autocycle rollover protection has not been certified to protect the occupant from injury in the event of a rollover. Recommend the use of a "DOT" certified safety helmet when operating an autocycle.

Autocycles that are not equipped with a front windshield should require the occupants to use eye protection. Seat belts must be worn by all occupants within the autocycle.

Thank you for the opportunity to provide testimony.



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Written Testimony for J.R. Burke
Senior Manager, North America Government Relations

Chair McKelvey & members of the House Committee on Consumer Protection & Commerce:

In 2014, Polaris Industries introduced Slingshot to the market in North America. It is defined under National Highway Traffic Safety Administration (NHTSA) laws and regulations as a motorcycle and is legal in forty-nine states, Hawaii being the exclusion given all motorcycles in the state must have straddle seating in order to receive an inspection sticker as part of its registration.

Where Slingshot is legal, it is defined either as a motorcycle or an autocycle, the latter most often defined under state laws as a motorcycle “subtype” given it is distinguishable in both design and operation from traditional two-wheel style motorcycles.

Since 2013, thirty-one states have developed autocycle definitions for three-wheel motorcycle types like Slingshot given its three-wheel design, steering wheel and non-straddle seating. This trend began when the American Association of Motor Vehicle Administrators (AAMVA) published its **Best Practices for the Regulation of Three-Wheel Vehicles**. Slingshot’s popularity has only hastened enactment of these best practices across the United States.

With respect to the autocycle definition, AAMVA recommends state adopt the following (or similar):

A three-wheel motorcycle with a steering wheel and non-straddle seating.

With respect to operator licensing, AAMVA recommends states, “Allow operation with a standard automobile license.” This recommendation has been enacted by thirty of thirty-one states and is supported by Polaris’ extensive design and engineering analysis.

In summary, Polaris requests the following for House Bill 1258:

1. Provide that a valid Type 3 driver’s license is required for operation of autocycles.

Thank you for the opportunity to provide comments to the committee.



Autocycle Backgrounder

Autocycle Treatment at the State Level

Steering Wheel
 AUTOCYCLE
 Reverse Trike
 Trike
 MOTORCYCLE
 Three-Wheel
 Handle Bars
 OPERATOR

Best Practices for the Regulation of Three-Wheel Vehicles

October 2013

VEHICLE STANDING COMMITTEE
 THREE-WHEEL VEHICLE WORKING GROUP

Motorcycle & Autocycle

What is a motorcycle at the state level generally?

- Federally certified as a motorcycle;
- Three or fewer wheels;
- Handlebars; and
- Straddle seat.

What is an autocycle at the state level generally?

- Federally certified as a motorcycle;
- Three or fewer wheels;
- Steering wheel; and
- Non-straddle seat.

Operator Licensing for Autocycles

“Autocycles operate completely differently than either two- or three-wheel motorcycles. Most autocycles operate more like passenger vehicles than motorcycles.”

AAMVA recommends:

“Allow operation with a standard automobile license.”

Autocycles are a type of motorcycle safe to operate with a Type 3 License

Autocycle Law History & Operator License Class

2013	2014	2015	2016	2017 Pending Legislation
AAMVA Introduces Best Practices <hr/> Louisiana Michigan	Colorado* Illinois Tennessee Vermont Virginia	Alabama Arizona Connecticut Delaware Idaho Indiana Kansas Mississippi Nebraska New Hampshire New Mexico North Carolina North Dakota Oklahoma Texas	Iowa Maryland Minnesota Missouri New Jersey Ohio Pennsylvania Rhode Island Utah	Arkansas D.C. Georgia Kentucky Massachusetts New York South Carolina West Virginia Wyoming

* Requires Class 2 License

AAMVA autocycle definition & generally across United States

1. Three wheels
2. Steering wheel
3. Non-straddle seating

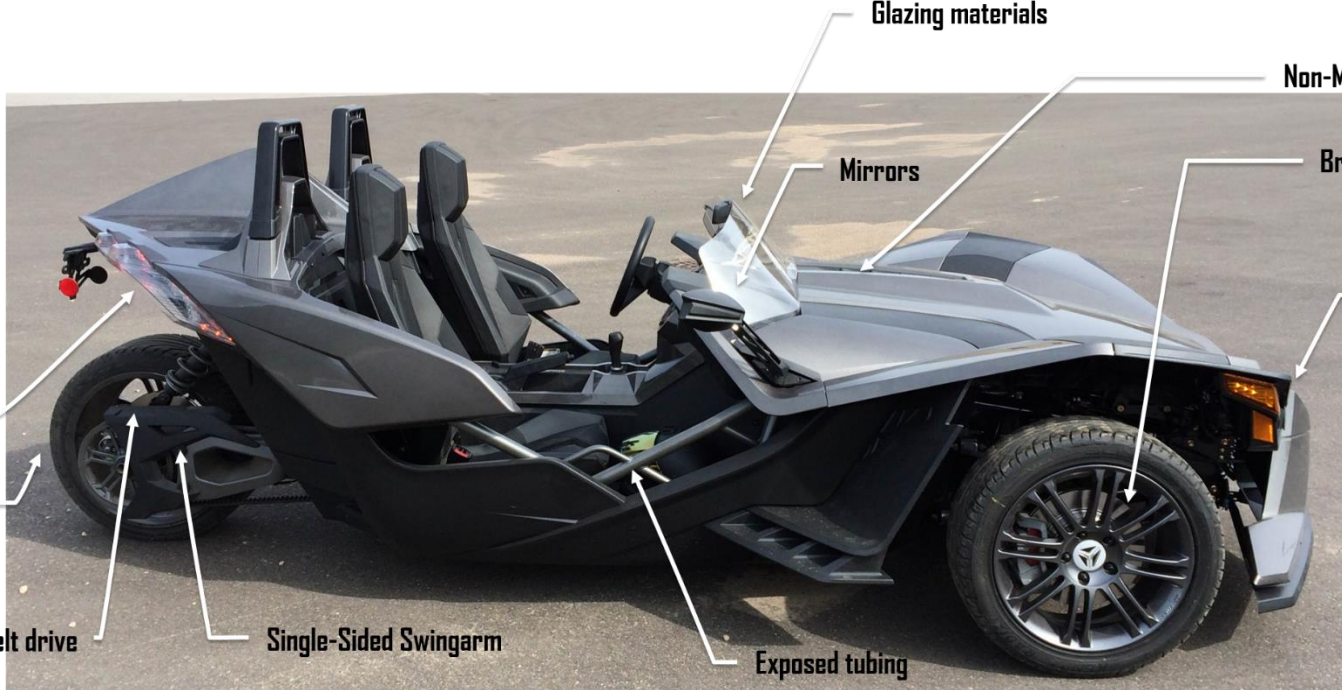
AAMVA operator license recommendation: Class 3

Class 3 vs. Class 2 for autocycle ratio (current law): 30:1

Class 3 vs. Class 2 for autocycle ratio (pending legislation): 9:0

Autocycles Have Motorcycle Features

Lightweight
All-weather
Open-air
Helmet storage



Non-Metallic / Plastic Bodywork

Glazing materials

Mirrors

Braking systems

Lighting systems

Lighting systems

Tires & rims

Single rear drive wheel

Exposed shock & belt drive

Single-Sided Swingarm

Exposed tubing

Autocycles Have Automotive Features

Rollover protection

Bucket seating w / 3-point safety belts

Steering wheel

Pedal accelerator, braking & clutching

Automotive lighting

Two front wheels



Polaris Infuses Safety into Slingshot



Highly Visible Design

3rd Brake Light

Structural Roll Hoops

3-Point Seat Belts

Rear View Mirror

Wide lighting

Bosch Traction and Stability Control, ABS,
Electronic Brake Force Distribution

Stable, Wide 3-Wheel Footprint



Summary of Slingshot's Safety Features



Designed to assist the rider when needed

- › **Vehicle Dynamics Control System**
 - › Controlled by VDC algorithm
 - › Enhances performance & drivability
- › **Features**
 - › ABS, Traction & Stability Control
 - › Electronic brake force distribution
 - › Drag torque mitigation