



ADDITIONAL INFORMATION

TO: Chairman Richard Proehl
And Members of the House Transportation Committee

FROM: Whitney Damron
On behalf of Polaris Industries

RE: HB 2044 – Autocycle

DATE: February 4, 2015

Chairman Proehl and Members of the Committee:

During hearings on HB 2044 yesterday, several questions were raised about an “autocycle” and I indicated I would respond with additional information.

First of all, the question was asked whether an autocycle or a Polaris Slingshot, which we are seeking to be classified as an autocycle could travel down a roadway in staggered riding formation, meaning one rider on one side of the lane and another on the other side traveling down the road with one rider ahead of the other. The idea is oncoming traffic will more easily recognize two cycle vehicles coming towards them as they will like a car with two headlights, even though they are not riding parallel.

Polaris Industries indicates some states have prohibited this kind of riding, as the vehicles are too wide for one lane of traffic. We do not oppose such a restriction, but given the size of a Polaris Slingshot and other autocycles, we do not believe riders will see this mode of travel safe or appropriate.

A second issue was raised as to what safety standards apply to an autocycle and are seatbelts mandated. I have attached a sheet describing the safety standards met by the Polaris Slingshot indicating it is in compliance with Federal standards for a three-wheeled motorcycle.

Posted below is a link to the Polaris website for the Slingshot. I would refer committee members to that sight if they have interest in seeing a video on this vehicle and related information.

<http://www.polaris.com/en-us/slingshot>

On behalf of Polaris Industries, I thank you for your consideration of this additional information and would be pleased to visit with Committee members if further questions exist.

We support HB 2044 and respectfully ask for inclusion of our amendment removing the requirement of an “enclosed” autocycle as noted in our testimony and outlined in a balloon amendment.

Thank you.

WBD
Attachment

3-Wheel Motorcycle Compliance Design

U.S. Motorcycle Standards

- 106 - Brake Hoses
- 108 - Lighting
- 111 - Mirrors
- 116 - Brake Fluids
- 119 - Tires
- 120 - Tire Selection & Rims
- 122 - Brake Systems (motorcycles)

European Motor Tricycle Standard

- 93/30 - Horn Installation
- 97/24/C1 - Wheel Clearance & Tires
- 97/24/C3 - External Projections
- 97/24/C6 - Fuel Tank (plastic)
- 97/24/C4 - Mirrors

Canadian 3W Vehicle Standard

- 101 - Controls & Displays
- 102 - Transmission Control
- 108 - Lighting
- 110/139 - Tires & Rims
- 111 - Mirrors
- 113 - Hood Latch System
- 124 - Accelerator Control Systems
- 135 - Brake Systems
- 202 - Head Restraints
- 203 - Driver Impact Protection
- 204 - Steering Displacement
- 207/209/210 - Seats/Belts Anchorage
- 208 - Frontal Impact (label option)
- 301.3 - Fuel System for 3W Vehicles
- 302 - Flammability
- 505 - Vehicle Stability

Meets All Relevant Global Regulations