

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

919 South Kansas Avenue Topeka, Kansas 66612-1210 (785) 354-1354 (O) (785) 354-8092 (F) (785) 224-6666 (M)

3-Wheel Motorcycle Compitance 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

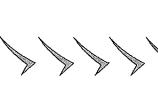
93/30 - Horn Installation

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

