MEETING SUMMARY

Date of Meeting: February 15, 2012

Summary Prepared By: Cathie Curtis and Denise Hanchulak

Location; Conference call

Call in number: 877-917-3140 Participant code: 5346755

Agenda:
- Introduce the new Director of Vehicle Programs, Cathie Curtis
- Discuss working group’s mission
- General discussion on 3-Wheel Vehicles
- Next steps

1. Meeting Overview

The Three-Wheel Vehicle Working Group met by conference call on February 15, 2012. This was the first conference call with Becky Renninger as chair. The group will discuss the future of the 3 Wheel Vehicle Working Group and the next steps in achieving their goals.

2. Attendance at Meeting

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<thead>
<tr>
<th>Name</th>
<th>Jurisdiction</th>
<th>Invited</th>
<th>Attended</th>
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<tbody>
<tr>
<td>Rebecca Renninger (Chair)</td>
<td>Oregon</td>
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<tr>
<td>Brenda Coone</td>
<td>Alabama</td>
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<td>Chris Yanitski</td>
<td>Alberta</td>
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<td>Dale Schmidt</td>
<td>Missouri</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Ronnie Saunders</td>
<td>Virginia</td>
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<td>Linda Cone</td>
<td>Tennessee</td>
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<tr>
<td>Linda Lewis</td>
<td>Wisconsin</td>
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<td>Mary Ford</td>
<td>Iowa</td>
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<td>Ray Gaulin</td>
<td>Connecticut</td>
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<td>Scott Shenk</td>
<td>Pennsylvania</td>
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<td>Ricky Akase</td>
<td>Hawaii</td>
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<tr>
<td>Denise Hanchulak</td>
<td>AAMVA</td>
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<td>Cathie Curtis</td>
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3. Meeting/Conference Notes

Becky greeted the group and explained the role as chair is new to her and she was looking forward leading the working group.

- Becky and Linda expressed concern that the group needed to provide more detailed information regarding the issues around 3-wheeled vehicles (3WV). It was suggested that creating a reference document, listing the makes and models of 3WV that have been certified by FMCSA would be helpful.

- Becky stated that from her state's perspective they need to know how to categorize these unique vehicles and she believes other jurisdictions would find that helpful. She asked the group to consider what kind of questions the group should try to answer. She stated they have a standard motorcycle (MC) definition that includes both 2 and 3 wheeled vehicles. The question is what to do with the vehicles that are outside the traditional 3 wheeled vehicles. What makes them different? Do the operators need to be test differently? If so, how? Do all 3WVs need to be registered? If so, how? As a motorcycle or some other type of vehicle? Should they be required to take MC knowledge and skills test or are some of types testing appropriate?

- Becky asked additional thought provoking questions - When you get your passenger vehicle driver license (DL) no matter what you test in, you can drive cars but also vans, large pickups hauling a trailers, etc. and no additional testing is required. She posed the following questions: Do we need to think about the 3 wheel vehicle in a different way? What features make it operate like a car? We shouldn’t retest if it is not necessary. We don’t want to over test. If the 3WV operates and maneuvers like a car, do we need to retest the applicant if they already have a DL?

- Becky also suggested that to change definitions are difficult. She suggested looking at putting exemptions to the definitions in place. For example, if it has a steering wheel, a seat and is not straddled perhaps an exemption from the motorcycle regulations is appropriate. The handling characteristics can also be used here as a deciding factor.

- Ricky explained that it will be difficult to categorize the different types of 3WV that are essentially manufactured as low speed vehicles. The low speed vs. higher speed vehicles with wheel placement is an entirely different type of vehicle. Does the definition of a low speed vehicle include the number of wheels? It may state they have 4 wheels.

- Ray agreed with some comments but explained that the fact that the 3WV and the triple track sometimes have different handling characteristics and need to be separated. The definition of a MC is the same for the 3WV and MC. He agreed with the thought process on testing them under cars, but they are registered as a MC and that may be a problem. He explained that he sees a difference between balancing a vehicle and the maneuverability of a 3WV as the big difference. He also stated that there is a 3WV supplement in the draft AAMVA Motorcycle Operator Manual (MOM) which outlines the concerns between these types of vehicles. It also shows some of the different handling characteristics. The MOM is still under review at NHTSA.
• Brett suggested also looking at the pedals and brakes; does it have foot pedals for operating the brake and accelerator?

• Ronnie asked if the MOM defines these types of vehicles. Ray explained that it did not define all of them. Denise suggested that it could be used for a foundation and expanded.

• Ronnie suggested identifying a few similar vehicles, put them together and come up with a definition based on their common criteria. Then take another set of vehicles and develop a definition for them and then breaking it down even further. Look at the features such as handlebars, enclosed, straddled, sitting in it, steering wheels, etc.

• It was suggested that the group look at attaching restrictions or something that is appropriate to the classification of the vehicle.

• Ricky suggested looking at 2 models for comparison right now: the Eco Motors Company, whose vehicle looks like a convertible car. It is a side by side, two seater, has doors, is gas powered, with 1 wheel in front and 2 wheels in the back – compare that to a T-rex, bucket seats, steering wheel, canopy roof, no doors. They both have different performance factors; this may be where the handling characteristics come into play.

• Becky asked the group to consider which types of vehicles have controls or characteristics that can be weeded out because the operator doesn't need to have an endorsement. Consider the features that allow them to be operated like a passenger car?

• The group was asked to consider as they are making recommendations for best practices, is it easier for a jurisdiction to create in their states statutes or rules, new endorsements, exemptions, restrictions or classifications on these vehicles or the operators license? For example, consider how to implement a restriction on the Eco. Would the operator be restricted to just operating the type of vehicle that was used during their test and be prohibited from operating any other type of vehicles? If they already had a passenger vehicle license would they need more? Which types of vehicles should be exempt from additional training?

• Ronnie explained that not all 3WV are low to the ground.

• In WI the Eco Fueler would be considered fully enclosed.

• The group was asked to consider looking at passenger restraints; should the driver be required to have a helmet if there are seatbelts available?

• It was suggested that the group may want to consider develop a definition for "enclosed."

  Becky asked the group to list the terms that need to be defined and consider adding them to the document. “Motorcycle” and “Enclosed” were suggested for the list.

  Ray agreed but suggested that some vehicles should be classified as cars and not as MCs. He suggested creating a reference document with recommendations on how to handle each type of vehicle.

  Wisconsin has defined “enclosed” as a permanently enclosed vehicle with rigid construction, with doors and may have a removable top.

  The group was asked to consider where roll bars fall and if vehicle weight is a consideration.
The question was raised, can a jurisdiction classify, test and register a vehicle as a passenger vehicle if it was manufactured under the federal motorcycle standards and it meets the federal MC definition?

Dale suggested gathering all the definitions each jurisdiction currently has and compare them to the last survey and go from there. He suggested looking at creating definitions and including the considerations:

- Motorcycles
- 2 Track Motorcycles
- 3 Track Motorcycles
- Enclosed
- Displacement /Engine size/horsepower
- Can the vehicle be operated with the normal traffic flow or must it be operated to the far right of the traffic lanes
- mode of power – compressed gas vs. electric
- Distinction between a MC and moped (moped that goes less than 30 mph)
- Definition for Occupant Restraints
- Add-on or after-market parts
- Permanent outriggers vs. temporary outriggers

- The group also discussed snowmobiles that have been converted to MCs and agreed it would be helpful or other states to be prepared for vehicle like this.

- The discussion continued regarding the Eco Fueler; who is the manufacturer and do they meet the Federal Standards? According to their website they meeting the standards for MCs. According to U-Tube they are saying to be cautious when driving and making sharp turns. Does it meet the same regulations as automobiles? Should they be able to operate the Eco Fueler on their regular license? There is no licensing test for the Eco Fueler and it would not be able to use the RST as it is too long.

- Ray suggested that some states have mandatory training requirements for anything NHTSA classifies as a MC, and stated there are problems with training on a 1 track MC when the applicant will be riding a trike which is a 2 track.

5. Action Items

- Send out the survey to the WG to review their jurisdictions responses. WG is to email or fax back any changes to Denise or Cathie by February 24, 2012.

- At a point in the future find out what other types of vehicle are being observed. Reach out to the community to see if there are any new vehicles that they are classifying as MCs.
## 5. Next Meeting

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| **Set up a conference call in March after the working group reviews the survey.** | 
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