Three Wheel Vehicles Working Group
Meeting Agenda

Date of Meeting: November 7, 2012 at 3:00 pm eastern time

Agenda Prepared By: Becky Rennington, and Cathie Curtis

Location: Conference call 1-888-709-9546 pass code: 8281908

Agenda:
1. Introductions and roll call - Becky
2. Update on call scheduled with NHTSA – Cathie
3. Working group scope and questions (attached) – Becky
4. Next Steps – Cathie
5. Adjourn - Becky

1. Meeting Overview

The goal of the call is to discuss scope and frame future discussions which will lead to the development of best practices.

2. Attendance at Meeting

<table>
<thead>
<tr>
<th>Name</th>
<th>Jurisdiction</th>
<th>Invited</th>
<th>Attended</th>
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</thead>
<tbody>
<tr>
<td>Rebecca Renninger (Chair)</td>
<td>Oregon</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Brenda Coone</td>
<td>Alabama</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Chris Yanitski</td>
<td>Alberta</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Dale Schmidt</td>
<td>Missouri</td>
<td>Yes</td>
<td>Yes</td>
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<td>Ronnie Saunders</td>
<td>Virginia</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Linda Cone</td>
<td>Tennessee</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Linda Lewis</td>
<td>Wisconsin</td>
<td>Yes</td>
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<tr>
<td>Mary Ford</td>
<td>Iowa</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Barbara West</td>
<td>Iowa</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Scott Shenk</td>
<td>Pennsylvania</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Ricky Akase</td>
<td>Hawaii</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Cathie Curtis</td>
<td>AAMVA</td>
<td>Yes</td>
<td>Yes</td>
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3. Meeting/Conference Notes

1. Becky welcomed the group and took roll call.

2. Cathie explained the conference call with NHTSA has been rescheduled for Nov 28, 2012 at 4:00 pm eastern time.

3. Scope --The group discussed the appropriate scope of the project. The group agreed to the draft list that Becky developed with the exception to move vehicle weight in-scope as it may be helpful when classifying the vehicles.

**IN SCOPE**

- Operation of the vehicle: Steering types (levers, steering wheel, handle bar, tiller)
- Seating (saddle, bench)
- Knowledge testing needed or exempt
- Skills testing needed or exempt
- Definitions for terms that we use
- Issuance of registration and plates
- Impact on law enforcement
- Weight of vehicle

**OUT OF SCOPE**

- Safety Features: Helmets, Enclosures, Safety Belts, Roll Bar
- Motive power (solar, compressed natural gas, electric)-We want our best practices to work for all
- Reconstructed or homemade vehicles
- Suggestions based only on a specific brand-We don’t want to have to have a list of each bike and what to do with it-we want it more uniform
- How or if to allow skills testing on a motorcycle with a kit that makes it a 4-wheel but like a trike.

It was also noted that there may need to be some discussion on homemade 3 wheel vehicles. It was also discussed that the Unconventional Vehicle Working Group (UVWG) may create best practices that could help. They agreed to review the best practices when they are published and at that time determine if there are any gaps.
The group then discussed the following question:

*Should all three wheel vehicles be considered the same or are there certain characteristics that cause them to be treated differently? If so, what are those characteristics? Can the vehicles be placed in different categories based on these different characteristics?*

Becky proposed the following to help classify the vehicles:

- Basic Trike; 1 wheel in front and 2 in the rear,
- Reverse Trike; 2 wheels in the front and 1 wheel in the rear
- Side car

The group thought this was a possible starting point. It was suggested that a possible way of classifying the vehicles was to ask, “What type of training is appropriate to learn to properly handle the vehicle? Can the operator learn to handle the vehicle with the standard training giving to a 2 wheel vehicle operator?” If so, perhaps that type of vehicle can be classified by as a motorcycle. If the standard training for a 2 wheel vehicle will not give the operator the necessary skills to operate the vehicle, then perhaps it should be considered a non-motorcycle.

Becky then asked the group the following question:

*What characteristics of a three wheel vehicle can help us determine if it may require different or modified testing and/or a different or restricted driving privilege than a standard motorcycle?*

After some conversation the group suggested the following characteristics (as a starting point), could help classify the vehicle:

1. The need to balance the vehicle
2. Seat verse straddle
3. Steering wheel verse handle bars
4. The location of the vehicle mass; under the operator verse in front of the operator

With these considerations in mind, the group began to distinguish between a 3 wheel motorcycle and a 3 wheel non-motorcycle.

3 Wheel Motorcycle

- The operator balances the vehicle
- Handlebars
- Straddle or sit astride
- Mass of vehicle is beneath the operator
- Operator can apply front and back brake at the same time or independently with hand and/or foot controls.
3 Wheel Non-motorcycles

- Operator does not balance the vehicle
- Steering wheel
- Operator sits in a seat
- All breaks applied at once by one mechanism

It was suggested that if a vehicle has 2 or more of the characteristics in the above categories, then it is classified as such. The group liked this idea and will continue to discuss the possibilities of using it to help classify the vehicles.

4. Cathie reviewed the project plan for FY13 and indicated she would send meeting notices for the next 7 meetings.

5. The meeting was adjourned.