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COMMITTEE REPORT  
SENATE

FURTHER:

2/5/85

Date MARCH 5, 1985

Mr. President

The Committee on STATE AFFAIRS considered SB 130  
relating to a new definition for 'motor-driven cycle'.

and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for SB 130 (S1)
- new title
- same title and recommends \_\_\_\_\_
- and attached a "LETTER OF INTENT"  NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

Edna De Vries  
Tom Kelly  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

MEMBERS HAVING  
OTHER RECOMMENDATIONS

Chris King No Rec  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
Chairman

\_\_\_\_\_  
Chairman recommendation

To: Senator Mitch Abood  
From: Tammy Davis  
Date: April 1, 1985  
Re: Testimony for HB 130.

I introduced this bill by request of the Division of Motor Vehicles. (DMV). It has been proposed that the Section 1 of AS 28.40.100 (a) (9) be amended to redefine the definition of a "motor-driven cycle". It will lower the cubic centimeters of a cycle from 150cc to 50cc or less.

This is being proposed because of the young children driving motorcycles without a drivers license. Probably one of the main concerns is the three wheel cycles that are out on the market. With this amendment, a child would be required to have a drivers license before he could ride a cycle such as this.

The rewording would make it clearer to those who purchase motor cycles for their children.

# Alaska State Legislature



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STATE AFFAIRS  
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TRANSPORTATION

Senator Mitch Abood  
SENATE DISTRICT G-A

March 4, 1985

Re: Rewording of AS 28.35.260 (9)

The present wording of the definition of "motor-driven" cycle is misleading.

A cycle that has less than 150 cc's and a brake horsepower of 5 or less is classified by the Division of Motor Vehicles as a motor-driven cycle. The present wording states "or with not to exceed five brake-horsepower".

There are on the market today, many cycles that have less than 150 cc's but are definitely more than 5 brake horsepower.

Brake horsepower is defined as a means of measurement to the amount of power exerted to stop movement. Many of the cycles on the market require considerably more power to be exerted to stop the movement of the cycle.

The confusion in the wording of the present statute has resulted in parents purchasing for their 14-year old children, cycles that have less than 150 cc's, but definitely require more than 5 brake horsepower. The child, of course, cannot be eligible to operate such a vehicle until he reaches the age of 16. (AS 28.15.031 and AS 28.15.051 (d)).

Motorcycle/Motorscooter

<u>Manufacturer</u>	<u>Model/Name</u>	<u>CC's</u>	<u>Brake Horsepower</u>
Honda	MB 5	50	7.90
Honda	NH50-AERO50	50	4.90
Honda	CT70-TRAIL 70	72	4.90
Honda	XL 80	79	4.90
Honda	XL 100	98	8.20
Honda	CT110-TRAIL 110	110	6.90
Honda	CB 1255	125	8.90
Yamaha	LB 50	50	1.5
Yamaha	QT 50	50	1.5
Yamaha	RX 50	50	6.8
Yamaha	DT 80	80	5.6
Yamaha	DT 100	100	8.2
Yamaha	XT 125	125	13.0
Suzuki	SP100 D	100	10.4
Suzuki	SP125 D	125	13.0
Suzuki	GN125 D	125	13.0

Kawasaki:

Does not manufacture a motorcycle/motorscooter with less than 5 brake horsepower.