

**U.S. Consumer Product Safety Commission
LOG OF MEETING**

SUBJECT: SVIA meeting on ATV voluntary standard

DATE OF MEETING: 10 March 2016

LOG ENTRY SOURCE: Hope E J. Nesteruk, ESHF

DATE OF LOG ENTRY: 17 March 2016

LOCATION: Offices of Mayer Brown, Charlotte, NC

CPSC ATTENDEE(S):

Name	Company
Hope Nesteruk	CPSC
Perry Sharpless	CPSC
Caroleene Paul	CPSC
Anthony Teems	CPSC
Mark Kumagai	CPSC

NON-CPSC ATTENDEE(S):

Name	Company
Tom Yager	SVIA
Tyler Furman	Kawasaki Mfg. Corp. USA
Michael Wiegard	Eckert Seamans
Tom Johnson	Kawasaki Mfg. Corp. USA
John Rupp	Textron Inc.
Ken Bush	Suzuki Motor of America, Inc.
Donna Rudge	Honda
Jack Alden	Honda
Marie-Claude Simard	BRP
Annamarie Daley	Barnes Thornburg
Ted Bettin	Arctic Cat
Michael Morris	Arctic Cat
Michael McKeen	Arctic Cat
Erik Pritchard	SVIA
Louis Brady	Polaris
Paul Vitrano	Polaris
Erika Jones	Mayer Brown
David Murray	Willkie Farr
Brad Franklin	Yamaha

SUMMARY OF MEETING:

- SVIA announced that they are initiating the process to begin the revision of the standard. Within the next 30-45 days, SVIA will send out the pre-canvass survey to identify parties interested in participating in the canvass. Concurrent with the pre-canvass survey, the SVIA technical advisory panel (TAP), which contains technical representatives from the member companies, will be considering the items in the May 1, 2015 letter from CPSC staff to SVIA, including the specific proposed revisions request, along with other issues decided by the TAP.
- SVIA expressed that they expected to know what they would address in the canvass within the next month, although the exact language for the canvass may not be available at that time.
- All items in the May 1, 2015 letter from CPSC staff were discussed in the order of the letter:
 1. Vehicle detection
 - a. Stop lamps
 - b. Reflex reflectors
 - c. Mirrors
 - d. Turn signals
 - e. Horn

Conspicuity (i.e., ways to make the ATV more visible and conspicuous to other vehicles) was discussed at length, specifically the issues of stop lamps and reflectors received much discussion. Concerns were raised that mirrors may protrude from the vehicle, be of limited use in the off-road environment, and increase the similarity of the vehicle to on-road vehicles. Similarly, the group did not feel that turn signals would provide much use in the off-road environment without travel lanes. The issue of a horn generated significant discussion, both as to the type and the possible need for a horn.

2. User populations
 - a. Children
 - b. Passengers

SVIA asked CPSC staff to discuss current work in this area. Staff explained that the research on the child-resistant ignition was delayed due to unforeseen circumstances, but had been restarted and results would be coming soon. In addition, staff discussed that the next phase of vehicle dynamic characterization work was focused on two-riders.

3. Vehicle dynamics

CPSC staff discussed the vehicle dynamics testing program and offered to invite interested parties to some of the test events.