

**LOG OF MEETING
U.S. CONSUMER PRODUCT SAFETY COMMISSION
OFFICE OF COMMISSIONER NANCY A. NORD**

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8/2/05
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SUBJECT: ATVs

DATE OF MEETING: August 09, 2005

PLACE: Room 714, CPSC Headquarters

LOG ENTRY SOURCE: Quin Dodd

DATE OF ENTRY: August 29, 2005

COMMISSION ATTENDEES:

Commissioner Nancy A. Nord
Quin Dodd
Mark Kumagai
Elizabeth Leland
Nicholas Marchica
Suad Nakamura
Barbara Parisi
Tanya Topka Ivans

NON-COMMISSION ATTENDEES:

Oley Tweet, Arctic Cat
Ted Bettme, Arctic Cat
Fred Berner, Arctic Cat
Anna Marie Daley, Robins, Kaplan, Miller & Ciresi (representing Arctic Cat)
Sean Oberle, Product Safety Letter
Katy Matheson, AAP
Leonard Goldstein

SUMMARY OF MEETING:

Arctic Cat meeting participants described the company and its product line, including ATVs ranging from 50 cc to 600 cc engines. Notably, Arctic Cat markets a "2-up" ATV model (an ATV designed for a driver and one passenger seated behind the driver). In light of this, the company is participating with developing a manufacturing standard for 2-up ATVs through the American National Standards Institute (ANSI) process, and noted that a 2-up ATV training program through the SVIA is now in place (which is essentially the standard training with a separate 2-up component). Arctic Cat is also a founding member of the "Two-Up ATV Association," which is supporting standards setting and



training activities for these vehicles. Company representatives indicated that there has just lately been “some” entry by new Asian manufacturers into the 2-up ATV market. The company also attempts in various ways to ensure that the passengers of its 2-up ATVs are at least 12 years old.

With respect to compliance with ATV safety standards, Arctic Cat conducts many of the same dealer compliance and other activities as do other manufacturers, and also offers free ATV training for up to two additional family members of the ATV purchaser. The company also requires all first-time purchasers to sign a commitment that they will get the free training offered, but acknowledged that distance to training facilities and time from purchase to training may discourage some buyers from complying with that pledge. With regard to a possible new mandatory CPSC safety standard, company officials expressed support for doing so, in order to ensure compliance by “new entrants” into the market. But they also cautioned that such a standard be flexible enough to accommodate new developments in the industry, like 2-up vehicles.