## LOG OF MEETING DIRECTORATE FOR ENGINEERING SCIENCES

<u>SUBJECT</u>: Voluntary Standards Meeting to Discuss Possible Changes to the Society of Automotive Engineers (SAE) J350 Standard for Spark Arresters

DATE OF MEETING: January 31, 2024, 1:30-3:30 PM Eastern Time

PLACE OF MEETING: Virtual

<u>LOG ENTRY SOURCE</u>: Han Lim, Engineering Sciences, Division of Mechanical and Combustion Engineering (ESMC)

## CPSC STAFF ATTENDEES: Han Lim

<u>NON-COMMISSION ATTENDEES</u>: Ralph Gonzales (U.S. Forest Service), Victor Cai (U.S. Forest Service), Mark Zar (SAE Meeting Organizer), Cuneyt Uykur (Active Exhaust Corporation), Chris Real (DPS Technical, Inc.), Ben Hubmer (KTM), Viola Mader (KTM), Cole Miller (Bobcat/Doosan), Trevor Maynard (Extropy Research), Eric Barnes (Motorcycle Industry Council), Bill Bloomquist (Daimler Truck), Jenny Sigelko (Daimler Truck)

## SUMMARY OF MEETING:

CPSC staff participated in a voluntary standards meeting with members of the SAE J350 committee. This was the first meeting of this committee after it was formed in December 2023. This meeting was led by Ralph Gonzales of the U.S. Forest Service. The Forest Service regulates spark arresters to mitigate the risk of forest fires, via the FS 5100 standard. The spark arrester test procedure of J350 is referenced in the FS 5100 standard. CPSC staff mentioned that three off-highway vehicle standards, the ANSI/SVIA 1-2023 (American National Standard for Four Wheel All-Terrain Vehicles), ANSI/ROHVA 1-2023 (American National Standard for Recreational Off-Highway Vehicles), and the ANSI/OPEI B71.9-2022 (American National Standard for Multipurpose Off-Highway Utility Vehicles) reference the FS 5100 standard regarding spark arrester compliance for all-terrain vehicles (ATVs), recreational off-highway vehicles (ROVs), and utility task/terrain vehicles (UTVs), respectively.

The J350 standard's last revision was in 1991, with the standard reaffirmed/stabilized in 2020. With the many newer exhaust configurations and designs of medium size engines, both diesel and gasoline powered, the committee was formed to examine the current spark arrester test procedures of J350. The committee introduced various topics including, but not limited to, the appropriate positioning of the catalytic converter, particulate sizes, spark arrester screen testing procedure, the effect of porosity/geometry of catalysts, number of

test trials, and effect of various catalysts' cells per square inch (CPSI) characteristics for discussions in future meetings.

The committee agreed to meet again, however, a date for the next meeting has not been determined.