



## MEETING LOG

**SUBJECT:** Meeting of the ASTM F15.79 Task Group on Beach Umbrellas

**FY 24 OP PLAN ENTRY:** Market Umbrellas/ Beach Umbrellas

**DATE OF MEETING:** August 6, 2024

**LOCATION OF MEETING:** Virtual/WebEx

**CPSC STAFF FILING MEETING LOG:** Andy Newens (ESMC)

**FILING DATE:** August 9, 2024

**CPSC ATTENDEE(S):** Andy Newens (ESMC), Sharon White (ESHF)

**NON-CPSC ATTENDEE(S):** Contact ASTM for the attendee list

### Summary of Meeting:

The Beach Umbrellas (BU) Task Group (TG) was formed by the ASTM F15.79 Market Umbrellas Subcommittee to develop new safety standards and test methods for BUs installed in or on the sand. There are several incidents in which fly-away BUs have seriously injured beachgoers, including two deaths.

The new standard, ASTM F3681-24, *Standard Consumer Safety Specification for Beach Umbrellas and Anchor Devices*, was published on April 1, 2024. The specifications establish minimum requirements for safely anchoring all beach umbrellas to prevent them from detaching from the sand due to windy conditions.

The TG continued a discussion from the June meeting on a proposed wording change to the warning label text to clarify the meaning of the precautionary statements. The group looked at the redlined version of the standard with the previously agreed upon wording changes. CPSC staff determined that the message panel text layout did not match the layout in the required on-product warning label and provided suggested changes. Subsequently, the TG consensus was to proceed with balloting the proposed wording.

In addition, the TG discussed pole separation - a failure of the connection point between the two parts of the main umbrella pole. The group agreed that pole separation is another way that beach umbrellas can become airborne. However, pole separation is not addressed in the current standard. The TG members discussed adding a performance requirement to address the potential hazard of pole separation. The TG also discussed the potential for umbrella failure during the wind tunnel test. Group members pointed out that if an anchor sold separately from an umbrella is being tested in a wind tunnel and is attached to an umbrella which breaks or collapses, then the anchor is no longer being tested to the full 30 mph requirement. In this case, the anchor could not be considered compliant to the standard. The TG agreed to add a performance requirement to address this issue. CPSC staff provided suggested language for this requirement. However, the group agreed to continue working on the exact wording at the next meeting.

### Next Steps:

A working group meeting is scheduled for August 15, 2024, to develop the wording for the proposed performance requirements.