2/6/96

LOG OF MEETING
DIRECTORATE FOR ENGINEERING SCIENCES

SUBJECT: Meeting of ASTM F15.18 Subcommittee for Cribs.

DATE OF MEETING: January 30, 1996 **PLACE:** ASTM Headquarters
West Conshohocken, PA

LOG ENTRY SOURCE: John Preston, ES JP

DATE OF ENTRY: February 5, 1996

COMMISSION ATTENDEES: John Preston, ES and Carol Cave, CCA

NON-COMMISSION ATTENDEES:

Bill Suvak, Childcraft
Gary Christman, Evenflo
Sam Shamie, Delta
Terry Emerson, Cosco
Bob Waller, JPMA
Mike Krigier, DTL
Cecil Cantey, Nelson
Jon Robinson, Gerry Wood Prod.
Keith Moehring, Simmons
Clair Arsenault, Graco
Eli Konorti, Storkcraft
Jerry Drobinski, Revmark
Rick Locker, JPMA Counsel
Jack Walsh, Danny Foundation
Kandi Mell, JPMA
Dave Campbell, Century
Ron Hoffman, Graco
Werner Frietag, Consumer
Gaetan Philippon, Simmons
Leslie Celotlo, Bambolina
Jude Emnace, Storkcraft

SUMMARY OF MEETING:

After a self introduction of members, the minutes of the last meeting were approved as received. The chairman then asked John Preston to review CPSC data regarding crib slat disengagement incidents that had prompted CPSC staff to request this meeting.

Preston distributed a table summarizing 63 consumer complaints or In-Depth investigations concerning incidents occurring the last six years in which it was stated that slats or spindles in crib side or end panels became detached. Preston noted that he had reviewed almost 500 incidents and had not included in the table those which stated that slats had broken. He noted that his 11/8/95 letter to the crib subcommittee chairman (included with minutes of last meeting) had suggested adding to the ASTM F1169 crib standard a "Test for Slat Strength" at Schedule V of the Canadian regulation for cribs. This test requires that each slat of a crib shall not turn or disengage when a torque of 8 N.m (71 lbf.in.)is applied. This test is followed by a force application of 500 N (112 lbf) to the center of the top rail of any crib side having slats.

There was discussion on slat strength tests performed in accordance with the Canadian procedure by crib manufacturers. One manufacturer reported that his company had performed tests on crib sides that were 1) glued only, 2)glued and pinned, 3) misfitted, and 4) using poor quality glue. The tests were conducted using ash, maple and ramin

wood. The only failures occurred (about 24%) when misfitted ramin wood sides were tested. This manufacturer stated that pins are only used to hold the crib sides together long enough for the glue to set.

Another manufacturer concurred that selection of wood and proper fit of slats in the holes in the crib rails played a large part in the integrity of a crib side.

A third manufacturer reported that tests conducted on slats that were both glued and pinned revealed no failures. Slats secured only by glue occasionally failed. This company used to conduct tests of crib sides using the ASTM F1169 procedure on a quarterly basis. However, after receiving complaints of slat detachment during use, they now conduct daily tests.

A Canadian manufacturer reported that they do not use pins to secure slats. The manufacturer stated that good quality control procedures are the answer to integrity of slats. Checks of crib sides are conducted daily which, because these insure quality, reduce their production costs.

The CPSC representatives asked manufacturers what they thought was an acceptable life for a crib. In response, it was stated that this is dependent on the conditions of use of the crib. For example, cribs stored in extremes of temperature such as in an attic may have a shorter life than those stored in more favorable conditions.

A manufacturer suggested that CPSC should issue a generic press release alerting consumers to examine their cribs for signs of looseness of slats and, if these are detected, they should contact the manufacturer to obtain replacement crib sides.

When asked how manufacturers handle complaints, about 75 percent responded that they use a computerized system to identify potential hazards.

Crib manufacturers present at the meeting were united in believing that crib slat detachment incidents should be addressed by better quality control procedures during production. They did not believe that adding the Canadian test for slat strength to the ASTM F1169 full-size crib standard would solve the problem.

Before the meeting was adjourned, it was noted that, during certification tests, Detroit Testing Laboratory (DTL) has found that some canopy cribs have decorative knobs on the canopy posts that could be attached to the crib corner posts when the canopy is not used. The crib would then not comply with the ASTM F966 crib corner post standard. DTL staff has drafted language for a requirement to address this problem for addition to the F966 standard at a future date.

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