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FIELD	GROUP	Performance Oriented Packaging, POP, Time Blasting Fuse, Weatherproof: M60 Mil-B-2427 woodbox	
19. ABSTRACT (Continue on reverse if necessary and identify by block number)			
This POP report is for the Time Blasting Fuse, Weatherproof: M60 which is packaged 300/ Mil-B-2427 wood box. This report describes the results of testing conducted.			
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II. TITLE: Performance Oriented Packaging Report for Ignitor, Time Blasting Fuse, Weatherproof: M60

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ADDRESS: Department of the Army
ARDEC, SMCAR-AEP
HQ, U.S. Army Armament, Munitions, and Chemical Command
Picatinny Arsenal, NJ 07806-5000

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1. DATA SHEET

CONTAINER

Type: Box
UN Code: 4C1
Nomenclature: Box, Packing, Ammunition, for Ignitor, Time Blasting
Fuse, Weatherproof: M60
Specification Number: Type I, Class 2, Grade A, Mil-B-2427
Drawing Number: 8822125
Material: Wood
Gross Weight: 63
Outside Dimensions: 21 3/16 x 11 5/8 x 12 3/4
Inside Dimensions: 18 7/16 x 10 1/4 x 10 11/16

PRODUCT

Name: Ignitor, Time Blasting Fuse, Weatherproof: M60
Drawing Number: 8822497
United Nations Number: 0325
Physical State: Solid
Amount per Container: 300

2. BACKGROUND, TESTS, AND RESULTS

Reference the following document:
a. 49CFR, October 1, 1991 Edition

Instead of testing the specific containers used for this item, three wooden boxes built to the same specification but packed with a fiberboard box loaded with sand were tested. The corresponding weight and dimensions of the tested box are as follows:

Gross Weight: 150 pounds
Outside Dimensions: 26 1/4 x 14 3/8 x 12 3/4
Inside Dimensions: 23 1/8 x 11 3/4 x 10 11/16

This falls within the guidelines for analogy IAW Variation III of para. 178.601(g)(3) of Reference a.

A Stacking Test was conducted on one container with a weight of 1600 pounds for 72 hours in lieu of three containers for 24 hours. This weight exceeds the minimum requirement for a 10 foot stack height which is 1411 pounds.

A Loose Cargo Test was conducted on three containers for one hour. The packages were tested at a vibration table frequency such that the bottom of the packages were raised 1/4 inch from the platform, which exceeds the requirement of 1/16 inch.

A Four Foot Drop Test was conducted on one of the containers that was subjected to the Loose Cargo Test. One container was dropped five times at different orientations as follows: top, bottom, long side, short side, and a top corner at the closure. This exceeds the requirement of one drop per container.

Test results indicated no leakage or spillage of the contents from the containers following any of the tests conducted meeting the requirements of the 49CFR.