PERFORMANCE ORIENTED PACKAGING TESTING
OF CONTAINER FOR THE
MK 50 TORPEDO LANYARD START ASSEMBLY
FOR PACKING GROUP II SOLID HAZARDOUS MATERIALS

Author:
Lewis Coutts
Mechanical Engineer

Performing Activity:
Naval Packaging, Handling, Storage and Transportation Center
Naval Weapons Station Earle
Colts Neck, New Jersey 07722-5023

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S93-17588
**Performance Oriented Packaging Testing of Container for the Mk 50 Torpedo Lanyard Start Assembly for Packing Group II Solid Hazardous Materials**

**Abstract**

This Performance Oriented Packaging (POP) test was conducted to ascertain whether the Container for the Mk 50 Torpedo Lanyard Start Assembly (PIN PPP-B-1672 TY 2 STD) meets the Packing Group II requirements specified by the Code of Federal Regulations, Title 49 CFR, Parts 106 through 178, dated 1 October 1992. The packaged commodity used for the test was a simulated weight of 0.16 kg (0.34 pounds). This represents the current maximum commodity weight. To compensate for future growth variations in commodity and/or packaging, 0.75 kg (1.66 pounds) were added. Gross weight of the loaded container was 1.47 kg (3.23 pounds). The test results indicate that the container has conformed to the POP requirements.

**Subject Terms**

POP Test of Container for the Mk 50 Torpedo Lanyard Start Assembly
INTRODUCTION

This Performance Oriented Packaging (POP) test was performed to ascertain whether the Container for the Mk 50 Torpedo Lanyard Start Assembly (P/N PPP-B-1672 TY 2 STD) meets the Packing Group II requirements specified by the Code of Federal Regulations, Title 49 CFR, Parts 106 through 178, dated 1 October 1992. The packaged commodity used for the test was a simulated load of 0.16 kg (0.34 pounds). This represents the current maximum commodity weight. To compensate for future growth variations in commodity and/or packaging, 0.75 kg (1.66 pounds) were added. Gross weight of the loaded container was 1.47 kg (3.23 pounds).

Due to unavailability only one container was used for testing. This is less than the number required by the regulations. Approval for this deviation has been granted by the Under Secretary of Defense, Memorandum for the Joint Logistics Commanders dated 22 February 1990.

TESTS PERFORMED

1. **Base Level Vibration Test**

   This test was performed in accordance with Title 49 CFR 178.608. The container was placed on a repetitive shock platform which has a vertical linear motion of 1-inch double amplitude. Movement of the container was restricted during vibration in all but the vertical direction. The frequency of the platform was increased until the container left the platform 1/16 of an inch at some instant during each cycle. Test time was 1 hour.

2. **Stacking Test**

   This test was performed in accordance with Title 49 CFR 178.606. The container was subjected to a force applied to its top surface equivalent to the total weight of identical packages stacked to a minimum height of 3 meters (including the test container). A weight of 48.35 kg (106.59 pounds) was stacked on the test container. The test was performed for 24 hours. The weight was then removed and the container examined.

3. **Drop Test**

   This test was performed in accordance with Title 49 CFR 178.603. Five drops were performed from a height of 1.2 meters (4 feet), impacting the following surfaces:

   a. Flat bottom.
   b. Flat top.
   c. Flat on long side.
   d. Flat on short side.
   e. One corner.
4. Cobb Test

This test was performed in accordance with TAPPI Method T441 om-90. Ten samples were tested for absorbency, five on the exterior and five on the interior side. The faces were exposed to 100 milliliters of deionized water for a period of 30 minutes.

PASS/FAIL

1. Base Level Vibration Test

The criteria for passing the base level vibration test is outlined in Title 49 CFR 178.608(c): No test sample should show any deterioration which could adversely affect transportation safety or any distortion liable to reduce packaging strength.

2. Stacking Test

The criteria for passing the stacking test is outlined in Title 49 CFR 178.606(d): No test sample may show any deterioration which could adversely affect transportation safety or any distortion likely to reduce its strength, cause instability in stacks of packages, or cause damage to inner packagings likely to reduce safety in transportation.

3. Drop Test

The criteria for passing the drop test is outlined in Title 49 CFR 178.603(f): A package is considered to successfully pass the drop tests if for each sample tested, no rupture occurs which would permit spillage of loose explosive substances or articles from the outer packaging.

4. Cobb Test

The criteria for passing the Cobb test is outlined in Title 49 CFR 178.156(b): No test sample shall have water absorption greater than 155 grams per square meter.

TEST RESULTS

1. Base Level Vibration Test

Satisfactory.

2. Stacking Test

Satisfactory.
3. Drop Test
Satisfactory.

4. Cobb Test
Satisfactory.

DISCUSSION

1. Base Level Vibration Test

The input vibration frequency was 4.5 Hz. Immediately after the vibration test was completed, the container was removed from the platform, turned on its side and inspected. No unfavorable distortion or deterioration was observed.

2. Stacking Test

The container was inspected after the 24-hour period was over. No unfavorable distortion or deterioration was observed.

3. Drop Test

After each drop, the container was inspected. The contents were completely retained by the container.

4. Cobb Test

The samples were weighed for water absorbency and were found to be 100.20 grams per square meter for exterior and 100.60 grams per square meter for the interior of the boxes. The test was performed by AMXLS-TE-E Tobyhanna, Pennsylvania.

REFERENCE MATERIAL


B. Bureau of Explosives Tariff No. BOE 6000K Hazardous Materials Regulations of the Department of Transportation by Air, Rail, Highway, Water including Specifications for Shipping Containers.

C. TAPPI Method T441 om-90.
DISTRIBUTION LIST

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Richmond, VA 23297-5000

Commander
Naval Surface Warfare Center
ATTN: Crane Division (Code 4053)
Crane, IN 47522-5000
**TEST DATA SHEET**

**POP MARKING:**

```
UN 4G/Y1.5/S/**/USA/DOD/NAD
```

**YEAR LAST PACKED OR MANUFACTURED**

<table>
<thead>
<tr>
<th>Nomenclature:</th>
<th>Container for the Mk 50 Torpedo Lanyard Start Assembly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
<td>4G</td>
</tr>
<tr>
<td>NSN:</td>
<td>8115-01-057-1244</td>
</tr>
<tr>
<td>NSN(s):</td>
<td>See table 1</td>
</tr>
<tr>
<td>United Nations Number:</td>
<td>See table 1</td>
</tr>
<tr>
<td>United Nations Packing Group:</td>
<td>II</td>
</tr>
<tr>
<td>Physical State (Solid, Liquid, or Gas):</td>
<td>Solid</td>
</tr>
<tr>
<td>Vapor Pressure (Liquids Only):</td>
<td>N/A</td>
</tr>
<tr>
<td>Consistency/Viscosity:</td>
<td>N/A</td>
</tr>
<tr>
<td>Amount per Package:</td>
<td>See table 1</td>
</tr>
<tr>
<td>Net Weight:</td>
<td>See table 1</td>
</tr>
<tr>
<td>NSN(s):</td>
<td>See table 1</td>
</tr>
</tbody>
</table>

**PACKAGED COMMODITY USED FOR TEST:**

<table>
<thead>
<tr>
<th>Name:</th>
<th>Simulated Shape</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical State:</td>
<td>Solid</td>
</tr>
<tr>
<td>Consistency:</td>
<td>N/A</td>
</tr>
<tr>
<td>Density/Specific Gravity:</td>
<td>N/A</td>
</tr>
<tr>
<td>Test Pressure (Liquids Only):</td>
<td>N/A</td>
</tr>
<tr>
<td>Net Weight:</td>
<td>0.91 kg (2.0 pounds)</td>
</tr>
<tr>
<td>Additional Description:</td>
<td>The net weight includes the current maximum commodity weight plus an additional 0.75 kg (1.66 pounds).</td>
</tr>
</tbody>
</table>

N/A = Not Applicable
TABLE 1
Commodities Approved for Shipping in the Container for the Mk 50 Torpedo Lanyard Start Assembly

<table>
<thead>
<tr>
<th>NALC/ DODIC</th>
<th>NSN</th>
<th>Commodity Nomenclature</th>
<th>Packing Document Number</th>
<th>Haz Class/Div</th>
<th>UN Number</th>
<th>Units/Package</th>
<th>Total Net Weight kg (lb)</th>
<th>Total Gross Weight kg (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5W25</td>
<td>1356-01-272-2374</td>
<td>Lanyard Start Assembly</td>
<td>N/A</td>
<td>1.4S</td>
<td>0349</td>
<td>1</td>
<td>0.16 (0.34)</td>
<td>0.72 (1.57)</td>
</tr>
</tbody>
</table>

N/A = Not Assigned