



Designation: D5265 – 09

## Standard Test Method for Bridge Impact Testing<sup>1</sup>

This standard is issued under the fixed designation D5265; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reappraisal. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reappraisal.

### 1. Scope

1.1 This test method is intended to determine the capability of a long package with a narrow cross-section to resist impact near its center when the package is supported only at its ends. This test method allows the user to select from two test options: Option A employs the use of a free-fall drop tester (see Exhibit B), and Option B employs the use of simulated mechanical impact testing equipment (S.M.I.T.E.; see Exhibit A). The two optional procedures are designed to impart the same amount of kinetic energy at impact; therefore, each procedure yields equal damage-producing potential.

1.2 The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.3 *This standard does not purport to address all of the safety problems, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

### 2. Referenced Documents

- 2.1 *ASTM Standards*:<sup>2</sup>
- D644 Test Method for Moisture Content of Paper and Paperboard by Oven Drying (Withdrawn 2010)<sup>3</sup>
  - D685 Practice for Conditioning Paper and Paper Products for Testing
  - D996 Terminology of Packaging and Distribution Environments
  - D4332 Practice for Conditioning Containers, Packages, or Packaging Components for Testing

<sup>1</sup> This test method is under the jurisdiction of ASTM Committee D10 on Packaging and is the direct responsibility of Subcommittee D10.21 on Shipping Containers and Systems - Application of Performance Test Methods.

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<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For Annual Book of ASTM Standards volume information, refer to the standard's Document Summary page on the ASTM website.

<sup>3</sup> The last approved version of this historical standard is referenced on www.astm.org.

E122 Practice for Calculating Sample Size to Estimate, With Specified Precision, the Average for a Characteristic of a Lot or Process

### 3. Terminology

3.1 *Definitions*—The terms and definitions used in this test method may be found in Terminology D996.

3.2 *Definitions of Terms Specific to This Standard:*

3.2.1 *elongated package*—a package that is long in proportion to width and thickness, with lengths greater or equal to 36 in. (914 mm) and each of the other two dimensions 20 % or less of the longest dimension.

### 4. Significance and Use

4.1 Materials shipped in elongated packages are liable to damage as a result of impact near their midpoint when only the ends are supported. This type of damage can occur during the shipment of packaging of mixed dimensions. It is particularly prevalent during conveyer line transport and sortation. This test method provides a means of determining resistance to such damage.

### 5. Apparatus

5.1 *Option A—Free-Fall Drop Tester*, conforming to the conditions specified in 10.2.1 (see Fig. 1).

5.1.1 *Impactor*, composed of a hardwood, with a mass of  $9 \pm 0.4$  lb ( $4.1 \pm 0.2$  kg<sub>w</sub>) and dimensions of 12 × 12 × 12 in. (300 × 300 × 300 mm). The impactor shall have at least one bottom edge covered by angle iron. The box shall be filled with the specified weight and void fill to keep the weight in place.

5.1.2 *Support Blocks*, made from hardwood, nominal 6 × 6 in. (150 × 150 mm), long enough to support the full width of the largest package to be tested.

5.2 *Option B—Commercial S.M.I.T.E. Tester*, using a guided impactor and velocity meter to calculate the theoretical free-fall drop of the missile (see Fig. 2).

5.2.1 *S.M.I.T.E. Tester Impactor (missile)*, fabricated in a V-shape cross-section from a steel flat plate, with a mass of  $50 \pm 0.4$  lb ( $22.68 \pm 0.2$  kg<sub>w</sub>) and length of approximately 30 in. (760 mm). The long edges of the missile shall be rounded to a radius of  $0.25 \pm 0.0625$  in. ( $6 \pm 2$  mm).

NOTE 1—The standard S.M.I.T.E. tester is equipped with a variety of interchangeable missiles, providing impact options ranging from flat drop,

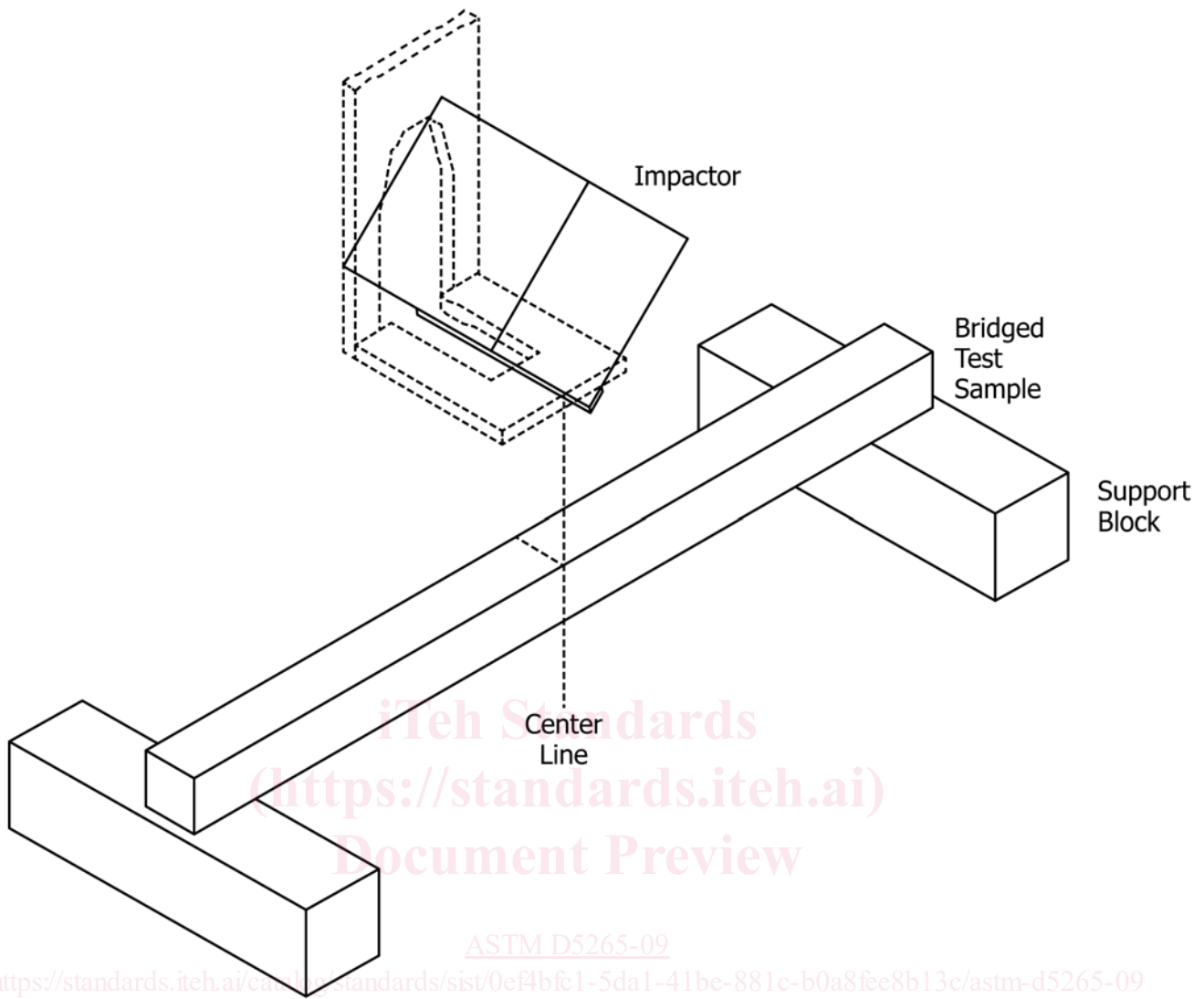


FIG. 1 Vertical Drop Tester

angle edge drop, half round, half ball, and corner. The total missile assembly, regardless of which face is used, will weigh 50 lb (22.68 kg). Knowing this, the mass of a S.M.I.T.E. tester is always 50 lb (22.68 kg).

5.2.2 *Support Blocks*, made from hardwood, nominal 6 × 6 in. (150 × 150 mm), long enough to support the full width of the largest package to be tested.

## 6. Sampling

6.1 The test specimens and number of samples shall be chosen to permit an adequate determination of representative performance. For large production runs, lot sampling for quality control in accordance with Practice E122 is advised.

6.2 In the absence of any sampling plan, at least three representative specimens should be selected for performance evaluation.

## 7. Test Specimens

7.1 When the protective capability of a package is to be evaluated, it is preferable to pack the package with the actual contents for which it was designed (Note 2). When the

capability of a box to withstand rough handling is to be evaluated, pack the container with either the actual contents or a load simulating the contents. Regardless of which procedure is used, close the container in the same manner that will be used in preparing it for shipment.

NOTE 2—Where the use of actual contents is not feasible because of excessive cost or danger, a dummy load simulating the contents with respect to dimensions, center of gravity, moment of inertia, density, flow characteristics, etc. shall be used.

7.2 When comparing the performance of various elongated package designs, it is preferable to test empty erected cartons, which are closed and sealed in the same manner that will be used in preparing it for shipment.

7.3 Close and seal the container in the normal manner. Dry and age sufficiently so that any adhesive, protective coatings, sealing tape, etc. will have reached their final normal condition.

## 8. Conditioning

8.1 Depending on the purpose of the tests, packages may be conditioned prior to the bridge impact test by either a different