



Designation: **D5487 – 98 (Reapproved 2008) D5487 – 16**

Standard Test Method for Simulated Drop of Loaded Containers by Shock Machines¹

This standard is issued under the fixed designation D5487; 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 reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers the general procedures of using shock machines to replicate the effects of vertical drops of loaded shipping containers, cylindrical containers, and bags and sacks.

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 concerns, 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:*²

[D996 Terminology of Packaging and Distribution Environments](#)

[D999 Test Methods for Vibration Testing of Shipping Containers](#)

[D3332 Test Methods for Mechanical-Shock Fragility of Products, Using Shock Machines](#)

[D4332 Practice for Conditioning Containers, Packages, or Packaging Components for Testing](#)

[D5276 Test Method for Drop Test of Loaded Containers by Free Fall](#)

[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 General terms for packaging and distribution environments are found in Terminology [D996](#).

3.2 *Definitions of Terms Specific to This Standard:*

3.2.1 *critical element*—the most fragile component of the test specimen.³

3.2.2 *shock pulse programmer*—a device used to control the parameters of the shock pulse and shape of the pulse generated by the shock test machine.

3.2.3 *shock test machine drop height*—the distance through which the carriage of the shock test machine free falls before striking the shock pulse programmer.

3.2.4 *velocity*—the rate of change of position of a body in a specified direction with respect to time, measured in inches per second or metres per second.

4. Significance and Use

4.1 Shipping containers and the interior packaging materials are used to protect their contents from the hazards encountered in handling, transportation, and storage. Shock is one of the more troublesome of these hazards. Free-fall drop testing, while easy to perform, often understresses the test specimen by subjecting it to drops which are not perpendicular to the dropping surface.

NOTE 1—For example, testing has shown that non-perpendicular drops, 2° off perpendicularity, result in 8 % lower acceleration into the test specimen

¹ 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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² 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.

³ Robert E. Newton, Fragility Assessment Theory and Test Procedures, U. Naval Postgraduate School, Monterey, California.

resulting from the impact energy dispersing in several axes.⁴

4.1.1 Controlled shock input by shock machines provides a convenient method for evaluating the ability of shipping containers, interior packaging materials, and contents to withstand shocks. Simulated free-fall drop testing of package systems, which have critical elements, has produced good results where the frequency of the shock pulse is at least three times that of the package system's natural frequency.

4.2 As in most mechanical shock test procedures, fixturing of the package on the shock test machine may have significant influence on the test results. Typically, packages will be firmly held on the table by securing some type of cross member(s) across the top of the package. Care should be taken that any pressure resulting from such fixturing should be minimal, particularly when the container being tested is corrugated or some other similar material.

4.2.1 In cases where low-acceleration, long-duration responses are anticipated, any fixturing can potentially influence packaged item response and can possibly alter any correlation between this test method and free-fall drop testing. Where such correlation is desired, the package can be tested without it being fixed directly to the table. Note that in such circumstances, the shipping container can vigorously rebound from the table and can, if not otherwise controlled, present a safety problem for operators. Fixing the shipping container to the shock machine table is most often recommended for safety and convenience, but accuracy and precision of this test method should not be compromised by such fixturing.

NOTE 2—A rigid package system with a natural frequency above 83 Hz requires a shock pulse shorter than the 2-ms (nominal) duration currently available with many of today's shock machines:

$$f_s = 1 \text{ cycle}/(d_s \times 2)$$

$$f_s = 1 \text{ cycle}/(0.002 \times 2) = 250 \text{ Hz}$$

$$f_p = f_s/3$$

$$f_p = 250 \text{ Hz}/3 = 83 \text{ Hz}$$

where:

d_s = shock pulse duration, s,

f_s = shock pulse frequency, Hz, and

f_p = package system frequency, which may be determined by Test Methods D999.

Similarly, a shock machine using an input shock pulse duration of 3 ms would only be effective with package system frequencies below 56 Hz.

5. Apparatus

5.1 Shock Test Machine:

5.1.1 The machine shall consist of a flat horizontal test surface (carriage) of sufficient strength and rigidity to remain flat and horizontal under stress developed during the test. The test surface shall be guided to fall vertically without rotation or translation in other directions.

5.1.2 The machine shall incorporate sufficient carriage drop height to produce shock pulses at the carriage as described in 9.1. Drop height control shall be sufficient to control velocity change reproducibility on the table of $\pm 5\%$.

5.1.3 Means shall be provided to prevent secondary shocks by stopping the motion of the carriage after impact.

5.2 Instrumentation:

5.2.1 *Acceleration*—An accelerometer, a signal conditioner, and a data storage apparatus are required to record velocity change histories. The accelerometer shall be rigidly attached to the carriage. The instrumentation system shall have sufficient response to permit measurements to at least 1000 Hz.

5.2.2 *Accuracy*—Reading to be within $\pm 5\%$ of the actual value.

5.2.3 *Cross-Axis Sensitivity*—Less than 5% of the actual value.

5.2.4 *Velocity*—Instrumentation to measure the shock table's velocity change is required. This may be a device which electronically integrates the area under the shock pulse waveform. Alternatively, it can be measured by a photodiode type device which measures the shock table impact and rebound velocity. Calculation which assumes the shock pulse to be a perfect geometric figure usually is grossly inaccurate and should not be used.

6. Sampling, Test Specimens, and Test Units

6.1 The sampling and the number of test specimens depend on the specific purposes and needs of the testing. Sample size determination in accordance with Practice E122 or other established statistical procedures is recommended.

6.2 When the protective ability of the package is package system's protection characteristics are to be evaluated, pack~~construct~~ the package packaged system with ~~the actual contents for which it was designed.~~ as intended.

⁴ Fiedler, Robert M. and Fanfu Li, *A Study of the Effects of Impact Angles on the Shock Levels Experienced by Packaged Products*, MTS Systems Corporation. On file at ASTM. Request RR:D10-1008.