

# Viking Packing Specialist

5505 Bird Creek Ave. • Tulsa, OK 74015  
And/or 1828 North 105<sup>th</sup> East Avenue • Tulsa, OK 74116  
Phone: (800) 788-8525 • Fax: (918) 252-5518

## UNITED NATIONS PERFORMANCE ORIENTED PACKAGING TEST RESULTS

**Test Document No.:** VPS-F-002 - 23  
**Requested by:** Viking Packing Specialist  
**Performed by:** Viking Packing Specialist  
**Manufactured by:** Viking Packing Specialist  
**Date:** 08/30/2023  
**Retest Date:** 08/29/2025

### 1. Product Tested:

Packaging Nomenclature: Combination Packaging  
Outer Package: 4G Corrugated Box (see Appendix A)  
Dimensions: 9" x 9" x 9" – I.D.  
Inner Package: See appendix B for approved inners  
Maximum gross wt. (kg): 11 kg  
Viking Part No.: VPS-F-002

### 2. Object of Test:

Determine performance of package design according to PASS/FAIL criteria set forth by the United States Code of Federal Regulations Title 49 sections 178.603, 178.606, 178.608, and 178.516 to Packing Group I standards.

### 3. Tests Performed:

TEST	SPEC	INTENSITY	RESULTS
Drop	49 CFR 178.603	1.8 m	PASS
Stacking	49 CFR 178.606	143 kg	PASS
Vibration	49 CFR 178.608	1 Hour	PASS

**Viking Packing Specialist** certifies that samples of the package described in this report were tested as described above and met all testing requirements. This package is also certified under IMDG, ICAO, IATA, and the UN Recommendations on the Transport of Dangerous Goods. It is the responsibility of the end user to determine authorization of use under these regulations. The use of other packaging methods or components other than those documented in this report may render this certification invalid.



**Certified By:** \_\_\_\_\_  
**Special Projects & DG Manager**  
Eric Curtis



**Approved By:** \_\_\_\_\_  
**President**  
David Weilert

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### TEST METHODS & RESULTS

#### 1. DROP TEST- 49 CFR 178.603

Five (5) filled packages, closed as for shipment, were subjected to a free fall drop from 1.8 meters (5.9 feet) as required.

Containers	Point of Impact	Result
#1	Flat onto the bottom panel	PASS
#2	Flat onto the top panel	PASS
#3	Flat onto the long side panel	PASS
#4	Flat onto the short side panel	PASS
#5	Onto the bottom manufacturer's joint corner	PASS

#### 2. STACKING TEST- 49 CFR 178.606

Three (3) filled containers were closed as for shipment and subjected to a static compression load of 143 kg, equivalent to a 3-meter-high stack of identical packages, continuously for 24 hours.

Containers	Actual Load	Result
#1	143 kg	PASS
#2	143 kg	PASS
#3	143 kg	PASS

#### 3. VIBRATION STANDARD- 49 CFR 178.608

Three (3) filled samples, closed as for shipment, were placed on a vibration platform having 25.4 mm peak-to-peak displacement and vibrated in normal shipping orientation for one (1) hour such that a 1.6 mm thick piece of material could be passed between the bottom of the samples and the platform. Immediately thereafter, the packages were removed from the platform, turned over and examined for leakage.

Containers	Vibration	Result
#1	1 HOUR	PASS
#2	1 HOUR	PASS
#3	1 HOUR	PASS

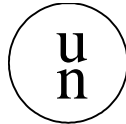
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4. Packaging tested, certified, and provided by Viking Packing Specialist bear the marking:



4G/X11/S/\*\*

USA/M4563

\*\*Denotes two-digit year of manufacture

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See appendices for additional information regarding this report. Information is included as follows.

- Appendix A – Specific outer package detail.
- Appendix B – Inner and supplementary packaging/configurations tested in this outer package.
- Appendix C – Packing/Closure Instructions.
- Appendix D – Testing Photographs.

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## Appendix A – Outer Package Detail

Designated Packaging Code:	4G
Dimensions:	9” x 9” x 9” I.D.
Board Combination:	42 lb liner 23 lb medium (double wall)
Seam:	Stitched
Bursting Strength:	275 lb double wall
Marked max. gross wt. (kg):	11 kg
Closure:	3” hot-melt tape. Mfg.: Shurtape. Mfg. P/N: HP-200.
Alternative Closure:	2” cellulose tape. Mfg.: Cantech. Mfg. P/N: 206-00 or equivalent

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## **Appendix B – Inner Package Detail**

### **NOTES**

1. Inner packages of equal or smaller size than those listed may be used in this combination package without further testing if:
  - They are of similar design to those originally tested.
  - The material of construction is equivalent to or stronger than the material originally tested.
  - The closures are of similar design and are no larger than those used for testing.
  - Additional cushioning material is used, and the inner packages are secure.
  - Inner packages are oriented in the same way as tested.
  - The gross package weight does not exceed that of the tested package.
  
2. Fewer inner packages than listed may be used in this combination package without further testing if:
  - Additional cushioning is used to fill void space.
  - Movement of inner packages is prevented.

**See the following for inner packages and supplementary packages tested in this outer package.**

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## Appendix B – Inner Package Detail (continued)

The package tested is a combination package with outer packages as listed in this report. The package was tested with one (1) one gallon metal paint can, and one (1) quart metal paint can. Water and lead shot were used to simulate product and achieve test weight.

<b>Style</b>	Gallon Round Metal Paint Can
<b>Capacity</b>	3.78 Liters
<b>Spec. Gravity</b>	1.8
<b>Closure</b>	Friction Fit Lid
<b>Qty.</b>	1
<b>Net Wt.</b>	7.3 kg each

<b>Style</b>	Quart Round Metal Paint Can
<b>Capacity</b>	0.946 Liters
<b>Spec. Gravity</b>	1.8
<b>Closure</b>	Friction Fit Lid
<b>Qty.</b>	1
<b>Net Wt.</b>	1.84 kg

**Supplemental** The outer package was lined with a 2mm thickness polyliner, taped closed. Each inner package was placed into a 3mm polybag closed with a hand-tied knot. Bubble wrap or additional cushioning was used to fill void space, and cushion inner packages.

This configuration has also been tested using 4 absorbent sheets (VPS-A-002) and bubble wrap to fill all void space.

When shipping via aircraft, these cans must be sealed with a Ringlock Safety Seal.

**Spec. sheets on file and available upon request.**

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## **Appendix B – Inner Package Detail (continued)**

The package tested is a combination package with outer packages as listed in this report. The package was tested with four (4) one quart metal paint cans. Water and lead shot were used to simulate product and achieve test weight.

<b>Style</b>	Quart Round Metal Paint Can
<b>Capacity</b>	0.946 Liters
<b>Spec. Gravity</b>	1.8
<b>Closure</b>	Friction Fit Lid
<b>Qty.</b>	4
<b>Net Wt.</b>	1.84 kg

**Supplemental** The outer package was lined with a 2mm thickness polyliner, taped closed. Each inner package was placed into a 3mm polybag closed with a hand-tied knot. Bubble wrap or additional cushioning was used to fill void space, and cushion inner packages.

This configuration has also been tested using 3 absorbent sheets (VPS-A-002) and bubble wrap to fill all void space.

When shipping via aircraft, these cans must be sealed with a Ringlock Safety Seal.

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## Appendix B – Inner Package Detail (continued)

The package tested is a combination package with outer packages as listed in this report.  
The package was tested with one (1) simulated battery.

<b>Style</b>	Battery
<b>Size</b>	8" x 8" x 8"
<b>Spec. Gravity</b>	N/A
<b>Closure</b>	N/A
<b>Qty.</b>	1
<b>Net Wt.</b>	10 kg/ea.

**Supplemental** Bubble wrap was used to fill void space and cushion inner package.



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## Appendix B – Inner Package Detail (continued)

The package tested is a combination package with outer packages as listed in this report. The package was tested with five (5) one liter plastic bottles. Water and lead shot were used to simulate product and achieve test weight.

<b>Style</b>	1 Liter Plastic Bottle
<b>Capacity</b>	1 Liter
<b>Spec. Gravity</b>	1.6
<b>Closure</b>	Screw-top
<b>Qty.</b>	5
<b>Net Wt.</b>	1.7 kg/ea.

**Supplemental** The outer package was lined with a 2mm thickness polyliner, taped closed. Each inner package was placed into a 3mm polybag closed with a hand-tied knot. Bubble wrap or additional cushioning was used to fill void space, and cushion inner packages.

This configuration has also been tested using 4 absorbent sheets (VPS-A-002) and bubble wrap to fill all void space.

When shipping via aircraft, these cans must be sealed with a Ringlock Safety Seal.

**Spec. sheets on file and available upon request.**

### **Conditioning Note:**

This configuration was conditioned to -20°C (-4°F) prior to testing

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## Appendix B – Inner Package Detail (continued)

The package tested is a combination package with outer packages as listed in this report.  
The package was tested with two (2) simulated batteries.

<b>Style</b>	Battery
<b>Size</b>	8" x 8" x 4"
<b>Spec. Gravity</b>	N/A
<b>Closure</b>	N/A
<b>Qty.</b>	2
<b>Net Wt.</b>	5 kg/ea.

**Supplemental** Bubble wrap was used to fill void space and cushion inner package.

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## Appendix B – Inner Package Detail (continued)

The package tested is a combination package with outer packages as listed in this report. The package was tested with four (4) one-quart, plastic F-style bottles. Water and lead shot were used to simulate product and achieve test weight.

<b>Style</b>	Plastic F-Style bottles
<b>Capacity</b>	1 Liter
<b>Spec. Gravity</b>	1.8
<b>Closure</b>	Screw-top
<b>Qty.</b>	4
<b>Net Wt.</b>	1.9 kg/ea.

**Supplemental** The outer package was lined with a 2mm thickness polyliner, taped closed. Each inner package was placed into a 3mm polybag closed with a hand-tied knot. Bubble wrap or additional cushioning was used to fill void space, and cushion inner packages.

This configuration has also been tested using 3 absorbent sheets (VPS-A-002) and bubble wrap to fill all void space.

When shipping via aircraft, these cans must be sealed with a Ringlock Safety Seal.

**Spec. sheets on file and available upon request.**

**Conditioning Note:**

This configuration was conditioned to -20°C (-4°F) prior to testing

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## **Appendix C – Packing/Closure Instructions**

1. Inspect container, and all components for damage. If container is found to be free from damage proceed to step 2. If container is damaged; procure a different container and inspect.
2. Fold bottom flaps of container to meet in the center. Place two strips of tape across the seam where the flaps meet.
3. Place a polyliner which conforms to this report (when required in appendix B) into the box with the top left open for filling.
4. Place each inner package into a polybag which conforms to this report (when required in appendix B) and close each bag with a hand-tied knot.
5. Place a sufficient amount of absorbent/cushioning material into the polyliner within the container. (1-2 inches)
6. Place inner packages into container spacing all inner packages as evenly as possible from one another, and upright sides of container.
7. Fill all void space with absorbent/cushioning material.
8. Close polyliner (when applicable) and seal with tape. Wrap liner 3-4 times to insure a proper closure. Alternatively, a zip tie may be used to seal polyliner.
9. Fold top flaps to center of container and double tape all seams as specified in step 2.
10. Ensure gross package weight does not exceed that marked on the package and in this report.

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## UNITED NATIONS PERFORMANCE ORIENTED PACKAGING TEST RESULTS

### Testing Photos

**Bottom Drop**



**Top Drop**



**End Drop**



**Wall Drop**



**MFG Corner Drop**



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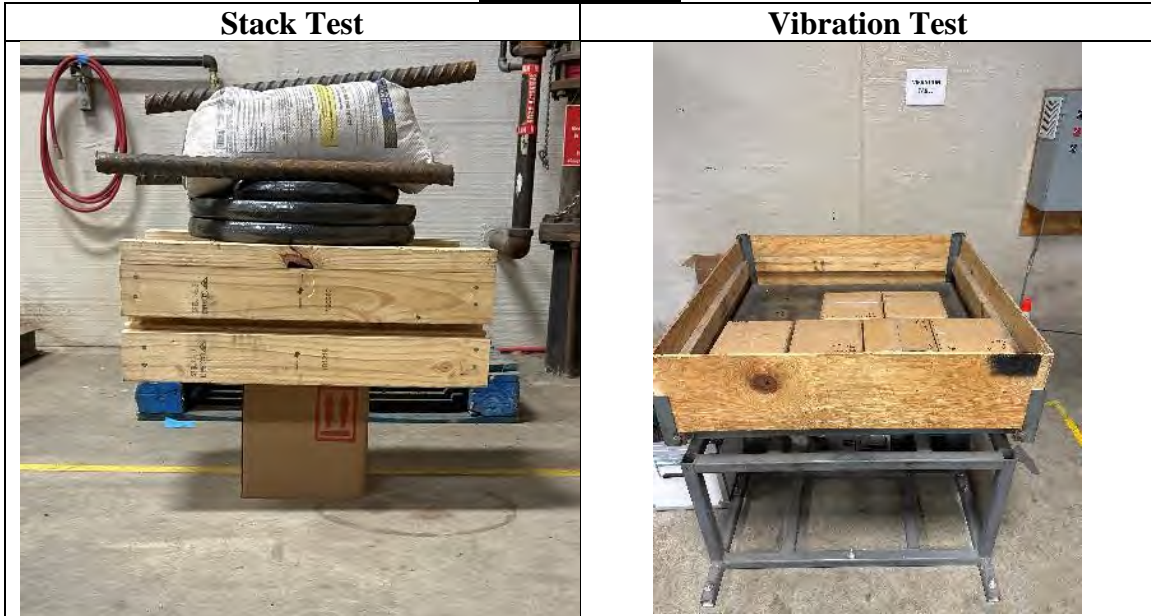
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### Testing Photos



Stacking Height = **SH**

Height of Package = **PH**

Number of Packages = ***n***

Max. Gross weight of package = **MGW** (kg)

Stacking Load =  $[(SH/PH) = n - 1] \times MGW$

143 kg =  $[(120''/9'') = \sim 14 - 1] \times 11\text{kg}$