PROTOCOL MAINTENANCE REQUEST FORM

distributing confidence, worldwide.

This form is to be submitted when proposing a technical revision, reaffirmation or withdrawal of an existing ISTA Test Procedure or Project. Supporting documentation can be submitted with this form. The submission will be handled according to the ISTA Technical Division Operating Guide.

This form only relates to technical changes to existing procedures or projects. For new test project proposals use the New Test Protocol Request Form).

IMPORTANT NOTE: Submissions without adequate information and justification risk rejection or referral back to the originator.

Modification of:	ISTA 3H	Version Date:	2011	Revision Date:	
Submitted by:	Kelby Thayer	Submittal Date:	09/11/17		
Company:	Smithers Pira	E-Mail:	kelby@kelbythayer.com		
☐ Shipper	☐ Shipper Lab	☐ Carrier	☐ Carrier Lab	☐ Supplier	☐ Supplier Lab	☑ Independent Test Lab	
ISTA Member ID:					

How would you characterize your proposed modification? Please check only one item.

- ☐ Critical and needs immediate consideration
- ☑ Docket for next Testing Council meeting
- ☐ Consider for next revision

FOR TECHNICAL CHANGES

General Description of Suggested Change:

The short and long duration impacts in the ISTA 3H protocol do not align with field measurements and do not adequately reproduce field issues. Testing can be conducted more efficiently by changing the order of testing.

Basis for Suggestion (Issue with Present Content of Protocol, Better Simulation, etc.):

See attached at the end of this document

Present Wording and/or Graphics (if applicable):

Proposed Wording and/or Graphics (if applicable):

SUBMIT TO ISTA, Attention Technical Division:
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Basis for Suggestion:

1.) A long term monitoring study conducted by Smithers Pira for Chrysler and subsequent protocol implementation (which is based on ISTA 3H) has shown the following:
    a. Short duration marshalling impacts and long duration rail impacts seen in the field do not align with the ISTA 3H protocol and do not adequately replicate field issues.
    b. Testing can be conducted more efficiently by changing the order of testing in the ISTA 3H protocol.
    c. Racks and tray/tote packs should be tested differently.
    d. Time compressed vibration can lead to false negatives on plastic tray and tote packs (the formula for time compressed vibration is based on metal fatigue). Lower intensity/longer duration vibration has been shown to yield better results in some instances and should be an option.
    e. The procedure developed for FCA has been shown to successfully replicate field issues for 10 years.
2.) Prescribed 10 g/15 ms impacts versus 15 g/10 ms impacts
    a. 10 g/15 ms impacts prescribed by the ISTA 3H protocol have unsuccessfully replicated field issues in the lab on certain projects, but utilizing 15 g/10 ms impacts have.
    b. ASTM D 4003, Section 10.2.1, Note 7 references 15 g/10 ms impacts if the conditions are not known. It is believed the 10 g/15 ms impacts in ISTA 3H are a typo in the protocol.
3.) Rail testing ballot in ASTM a couple of years ago and intermodal initiative within ISTA may support revision of the rail impacts in 3H as a jumping off point.