

**APP A
DPSCH 4155.2**

*** MONOGRAPH NO.: M1E**

ITEM: Shipping Container, MRE

NSN: 8115-01-J19-2009

ITEM SPECIFICATION: PPP-B-636

APPROXIMATE CALORIC VALUE: Not applicable.

CHARACTERISTICS OF ITEM: The MRE shipping container is a fiberboard box with box liner and sleeve constructed and closed in accordance with style RSC-L-SL, grade V2s of PPP-B-636, except that metal fasteners are not used in the closure of the flaps and the adequacy of closure shall be determined in accordance with special instructions if and when necessary to do so. The inside of the container is fitted with a box liner conforming to grade V3c of PPP-F-320. The height of the box liner (when used) should be 1/4 (+ 1/16) inch shorter than the inside height of the shipping container. Liners were first used in MREs in dates of pack 1986 and later. An overlapped glued joint located at the center of a side panel or in a corner of the box liner may be used in lieu of the taped joint. The flaps of the container may be closed with as few as two strips of hot melted adhesive per flap, provided the closure meets the test specified. Alternate methods of body joint and sleeve joint fastening are approved as defined in PPP-B-636. The boxes are normally reinforced with two girthwise straps (non-metallic) positioned to divide the box into units of approximately equal length. The inside dimensions of the containers have been modified several times over the years to accommodate changes in menu variety and size. The container is strong enough to contain and protect twelve MREs and be shipped, handled, and stored under extremely adverse conditions.

The meals have been arranged in the shipping container in a number of ways. The arrangement patterns should be of no concern to inspectors once the MREs leave the assembly point. If a problem with menu arrangement is suspected upon receipt of a shipment, contact DPSC through normal channels for clarification/guidance.

Shipping containers are normally marked in accordance with DPSC Form 3556 and as specified in the contract. Normally the required markings include the following: Marking of Meal, Ready-to-Eat, Individual, Boxes and Sleeves.

NSN
Item Nomenclature
12 Meals A/A
Wt. _____ Cu. _____
Contract No. _____ Lot No. _____
Name and Address of Ration Assembly Contractor
Date packed
Inspection/Test Date _____

Subsistence Symbol

In addition to the above, the Meal, Flight Feeding shall contain the markings "FOR IN-FLIGHT USE ONLY" in letters not less than 1-1/4 inches high on the opposite side of the sleeve from the side that contains the contract markings; the top of the sleeve (when the case is upright), and both sides of the shipping container.

DEFECTS LIKELY TO OCCUR: Damage due to rough handling, flap closure failure and damaged or missing straps are the defects most often encountered.

UNIQUE EXAMINATION/TEST PROCEDURES: If an obvious defect in the shipping container, sleeve, liner, or reinforcing straps is encountered upon receipt of the rations from DLA stocks, direct from the assembler, from another Military Service, or during any surveillance inspection conducted within the warranty period (i.e., six months from date of receipt at the first Government destination), report the problem to DPSC, through normal channels, for guidance. If flap closures appear to be too weak, conduct the following examination on your normal sample cases (i.e., to ensure the cases are faulty) before reporting the problem. The closure of the four outer flaps of the container shall be tested separately. The inspector shall insert one hand under the center of one outer flap. Insertion shall be made through the open slot between the outer flaps. Lift the container vertically until the container is suspended. Complete separation of the adhesive bond of one or more of the outer flaps shall be scored as a major defect.

SPECIAL NOTES: None.