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LOT-TO-LOT VARIATIONS OF POWDERS, PRIMER SUBSTITUTION AND COMPONENT CHANGE OFTEN RAISE PRESSURES TO UNSAFE LEVELS. THE USER MUST ASSUME THE ENTIRE RISK OF USING THIS DATA FOR LOADING PURPOSES.

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User Data:

Date:8-Apr-2015

Time:21:51:23

File: xpert 22-250 rem 42gr.dat

Cartridge / Caliber

.22-250 Rem. (CIP)

Bullet

.224 42GR XPERT

Maximum Average Pressure, allowed	58740 psi.	4050 bar (Piezo CIP)	with flatbase	
Groove Caliber	0.224 in.	5.69 mm	Bullet Weight	42.0 gr. 2.72 gm
Case Capacity, overflow	43.49 gr. H2O	2.824 cm ³	Bullet Length	0.772 in. 19.6 mm
Case Length	1.912 in.	48.56 mm	Bullet Seating Depth	0.282 in. 7.16 mm
Cartridge O.A. Length	2.402 in.	61.0 mm	Barrel/Tube Length	24.0 in. 609.6 mm
Shot Start / Init Pressure	3625 psi.	249.94 bar	Cross Section Area of Bore	0.03889 in. ² 0.2509 cm ²

Propellant type

Somchem S355

Charge Weight	36.5 gr.	2.365 gm	Load Density	226.3 gr./in. ³	0.895 gm/cm ³
Heat of Explosion, Potential	253.4 J/gr.	3910 J/gm	Energy Density of Charge	57371 J/in. ³	3501 J/cm ³
Propellant Solid Density	404.63 gr./in. ³	1.6 gm/cm ³	Used Ratio of Specific Heats cp/cv	1.2291	
Burning Rate Factor Ba	0.5 1/s		Weighting Factor	0.5	
Burning Function Limit Z1	0.39		Prog.-/ Degressivity Factor a0	2.36	
Factor b	1.774		Bulk Density	227.6 gr./in. ³	0.900 gm/cm ³

Calculated and Estimated Data:

Bullet Shank Seating Depth	0.282 in.	7.16 mm	Capacity Displaced by Seated Bullet	0.0111 in. ³	0.183 cm ³
Useable Case Capacity	0.1612 in. ³	2.641 cm ³	Bullet Travel at Muzzle Exit	22.37 in.	568.2 mm
Loading Ratio("Density") / Filling	99.5 %		Charge Fraction Burnt at Shot Start	1.37 %	

Predicted Data:

Maximum Chamber Pressure	45226 psi.	3118 bar	Bullet Travel at Pmax	2.47 in.	62.7 mm
at Muzzle Exit:					
Bullet Velocity	3734 fps.	1138.0 m/s	Pressure at Muzzle	9170 psi.	632 bar
Bullet Energy	1300 ft.lbs.	1763 Joule	Bullet Barrel Time	0.989 ms	
Propellant Burnt	93.3 %		Ballistic Efficiency	19.1 %	

Check Loading Manuals for Safe Minimum Charge Weight to Avoid Hazardous Ignition Conditions like Secondary Explosion Effects !

Real maximum (peak) of pressure is reached while bullet moves within barrel.

End of combustion occurs after the bullet's base passes muzzle.

