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SRI LANKA STANDARD 425 : 1977

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**GLOSSARY OF TERMS RELATING
TO FREIGHT CONTAINERS**

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BUREAU OF CEYLON STANDARDS

**GLOSSARY OF TERMS RELATING
TO FREIGHT CONTAINERS**

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SRI LANKA STANDARD GLOSSARY OF TERMS RELATING TO FREIGHT CONTAINERS

FOREWORD

This Sri Lanka Standard Glossary was adopted from the ISO Recommendation on Terminology Relating to Freight Containers, on the recommendations made by the Ad-hoc Committee of the Bureau on Freight Containers. It was approved by the Metric Divisional Committee of the Bureau of Ceylon Standards and was authorised for adoption and publication by the Council of the Bureau on 1977-05-11.

Container operation represents international movement of cargo — by air, rail, road and sea, and international co-ordination even in terminology is essential. This standard is therefore based on and is technically identical with ISO R 830 : 1969 — Terminology Relating to Freight Containers and it should guide port authorities, shipping companies, Shipping Corporation, Freight Bureau and other container operators.

This is the first in a series of standards on Freight Containers, the other standards of the series being.

1. SLS ... — Sri Lanka Standard on External Dimensions and Ratings of Freight Containers.
2. SLS 426 : 1977 — Sri Lanka Standard Specification for Marking and Identification of Freight Containers.
3. SLS ... — Sri Lanka Standard Specification for Corner fittings for Series 1 Freight containers.

1. SCOPE

This Sri Lanka Standard covers definitions of terms relating to Freight Containers.

2. TERMINOLOGY

For the purpose of this Standard, the following definitions shall apply :

2.1 Freight Container — An article of transport equipment.

- (a) of a permanent character and accordingly strong enough to be suitable for repeated use ;
- (b) specially designed to facilitate the carriage of goods, by one or more modes of transport, without intermediate reloading ;
- (c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another ;
- (d) so designed as to be easy to fill and empty ;
- (e) having an internal volume of 1m^3 ($35\cdot3\text{ft}^3$) or more.

The term freight container does not include vehicles or conventional packing.

2.2 General Purpose Freight Container — Freight container of rectangular shape, weatherproof, for transporting and storing a number of unit loads, packages or bulk materials : that confines and protects the contents from loss or damage ; that can be separated from the means of transport, handled as a unit load and transhipped without rehandling the contents (see Fig. 1 and 2).

3. CHARACTERISTICS OF FREIGHT CONTAINERS

3.1 Non-Collapsible Freight Container — Freight container of rigid construction, the components of which are permanently assembled.

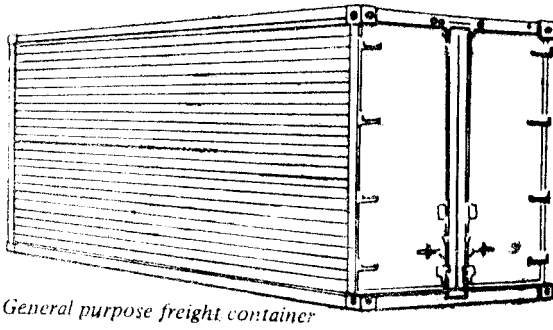
3.2 Collapsible Freight Container — Freight container of rigid construction, the major components of which can easily be folded or disassembled and then reassembled for re-use.

4. FREIGHT CONTAINER MASS

4.1 Maximum Gross mass — Maximum allowable total mass of freight container and its payload.

4.2 Tare Mass — Mass of empty freight container.

4.3 Maximum Payload — Maximum allowable mass of payload (maximum gross mass less tare mass).



General purpose freight container

Fig. 1.

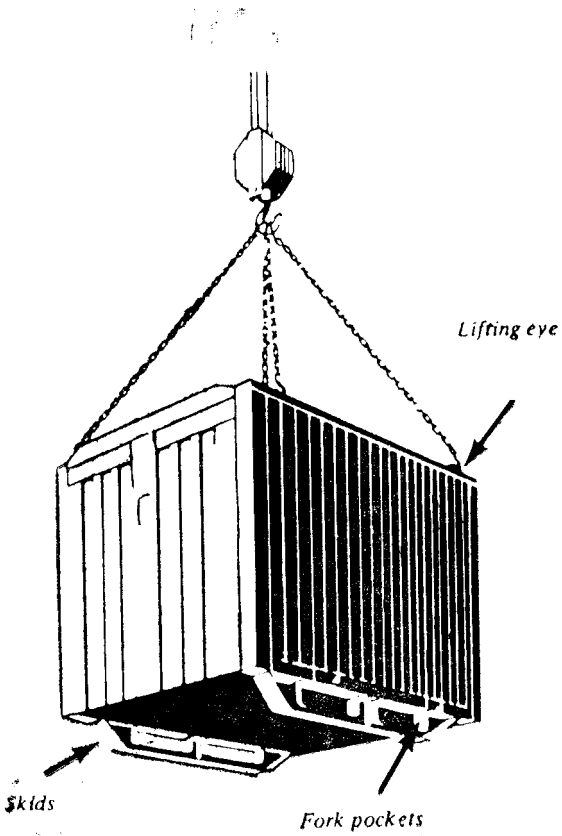


Fig. 2.

- 4.4 **Actual Gross Mass** — Total mass of the freight container and its payload.
- 4.5 **Actual Payload** — Difference between the actual gross mass and the tare mass of the freight container.

5. FREIGHT CONTAINER STATIC AND DYNAMIC LOADS

- 5.1 **Floor Load** — Static and dynamic loads imposed on the floor by the payload and the wheels of handling equipment when used.
- 5.2 **End Load** — Static and dynamic loads imposed by the payload on the freight container walls and doors which are perpendicular to the longitudinal axis of the freight container.
- 5.3 **Side Load** — Static and dynamic loads imposed by the payload on the freight container walls and doors which are parallel to the longitudinal axis of the freight container.
- 5.4 **Roof Load** — External static and dynamic loads imposed on the roof of a freight container.
- 5.5 **Superimposed Load** — External static and dynamic loads imposed vertically downwards on the structure of the freight container.

6. FREIGHT CONTAINER DIMENSIONS AND VOLUME

- 6.1 **Dimensions** — Height, width and length of a freight container, measured parallel to each of its axes and expressed in this order.
- 6.2 **Overall External Dimensions** — Maximum external overall dimensions of a freight container, including any permanent attachment.
- 6.3 **Displacement** — Volume of a freight container as determined by the multiplication of its overall external dimensions.
- 6.4 **Internal Unobstructed Dimensions** — Dimensions determined on the greatest unobstructed rectangular parallelepiped that can be inscribed in the freight container, discounting corner fittings.
- 6.5 **Unobstructed capacity** — Volume determined by the multiplication of the internal unobstructed dimensions.
- 6.6 **Capacity** — Total internal volume.

7. FREIGHT CONTAINER COMPONENTS

- 7.1 **Corner Structures** — Vertical frame component located at the corners of the freight container, integral with the corner fittings and connecting the roof and floor structures (see Fig. 3).
- 7.2 **Corner Fittings** — Fittings located at the corners of the freight container which normally provide means for handling, stacking and securing the freight container (see Fig. 3 and 4.)

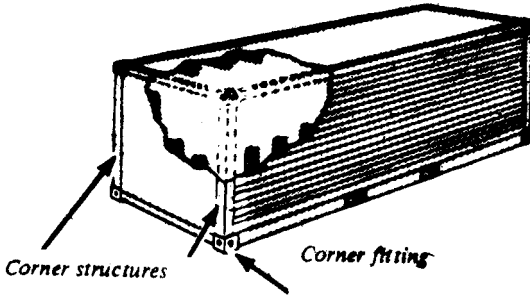


Fig. 3.

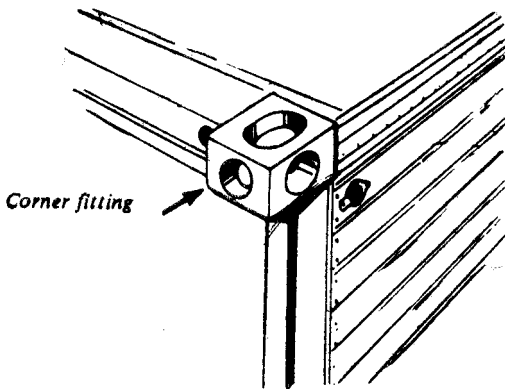


Fig. 4.

- 7.3 **Lifting or Securing Eye**—System attached to the freight container consisting essentially of rings or loops intended to facilitate its lifting or its securing (see Fig. 2).
- 7.4 **End Frame**—Each of the structures of the freight container perpendicular to its longitudinal axis consisting of the structures and the end members of the base and of the roof (see Fig. 5).
- 7.5 **End Wall**—Assembly surrounded by the end frame which encloses either end of the freight container (see Fig. 5).
- 7.6 **Side Frame**—Each of the structures parallel to the longitudinal axis of the freight container, consisting of the corner structures and of the bottom side rails and roof rails (see Fig. 6).

End frame

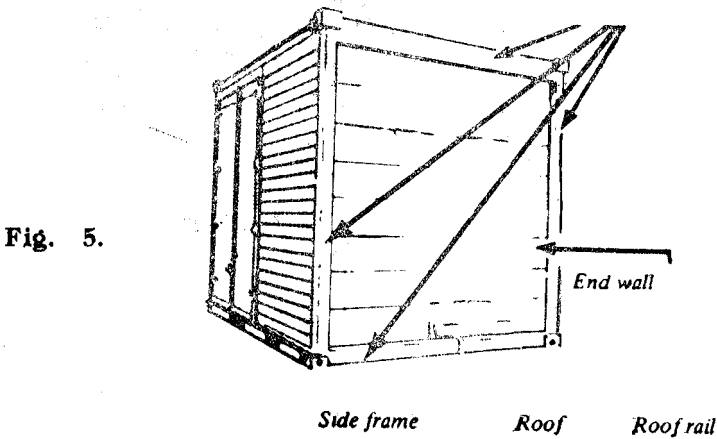
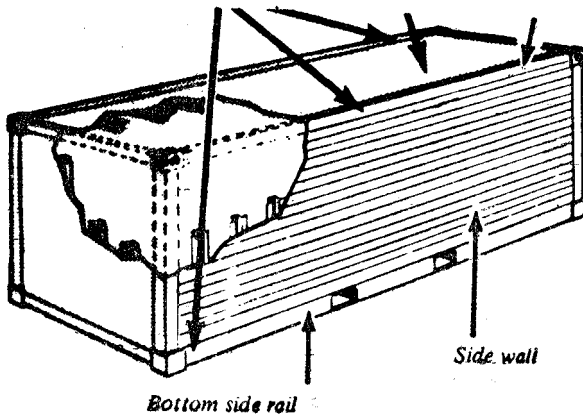


Fig. 6.



- 7.7 **Side Wall** — Assembly surrounded by the side frame either side of the freight container (see Fig. 6).
- 7.8 **Roof Rails** — Longitudinal structural members situated at the top edge on either side of the freight container (see Fig. 6).
- 7.9 **Bottom Side Rails** — Structural members situated on the longitudinal sides of the base (see Fig. 6).
- 7.10 **End Door** — Door located in an end wall (see Fig. 7).
- 7.11 **Side Door** — Door located in a side wall (see Fig. 8).

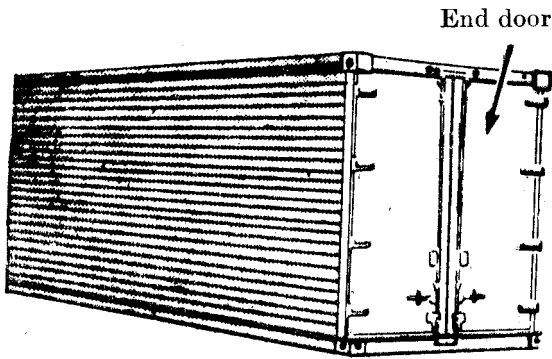


Fig. 7.

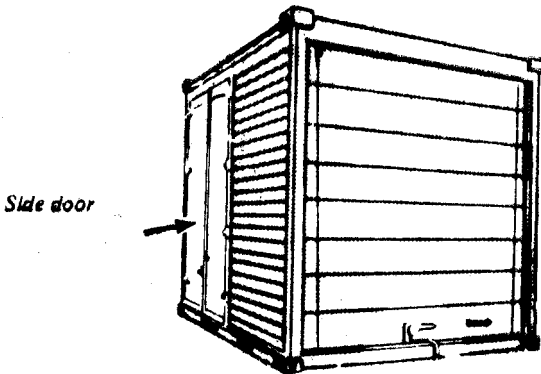


Fig. 8.

7.12 Roof — Assembly forming the top closure of the freight container limited by the end frames and the roof rails (see Fig. 6).

7.13 Base — Assembly of which the principal components are

- (a) the two bottom longitudinal members,
- (b) the two bottom end members,
- (c) the floor, and
- (d) possibly, the cross members (see Fig. 9),

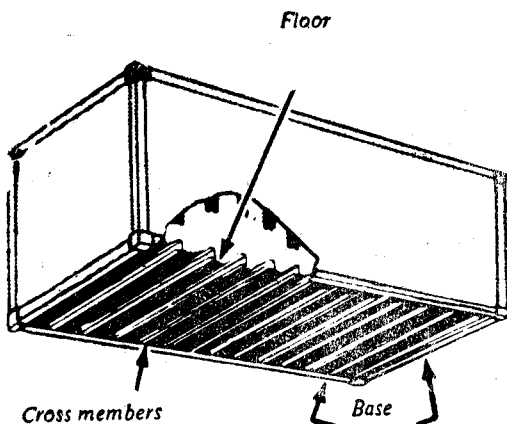


Fig. 9.

7.14 Cross Members — Transverse components attached to the bottom side rails and supporting the floor (see Fig. 9).

7.15 Floor — Component supporting the payload (see Fig. 9).

7.16 Skids — Beams on which certain freight containers are mounted to facilitate handling (see Fig. 2).

7.17 Fork Pockets — Openings arranged for the entry of the forks of handling devices (see Fig. 2).

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Further particulars of the terms and conditions of the permit may be obtained from the Sri Lanka Standards Institution, 17, Victoria Place, Elvitigala Mawatha, Colombo 08.



SRI LANKA STANDARDS INSTITUTION

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In the International field the Institution represents Sri Lanka in the International Organization for Standardization (ISO), and participates in such fields of standardization as are of special interest to Sri Lanka.