

TECHNICAL SPECIFICATION

FOR

40' X 8' X 9'6" ISO 1AAA TYPE
STEEL DRY CARGO CONTAINER

WITH

ALL CORTEN

WITH

CORRUGATED DOOR
CORRUGATED ROOF
GOOSENECK TUNNEL
2 VENTILATORS
PLYWOOD FLOOR

SPECIFICATION NO. : SH-UTGF-40HC
MODEL NO. : SH-STDQ-40HC
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SCOPE

This specification covers the design, construction, materials, testing, inspection and performance requirements for ISO, 1AAA type steel dry cargo containers .

The containers specified herein are manufactured under the quality control of FACTORY within the perimeters as such set forth by the Classification Societies.

CONTENTS

1. GENERAL
2. DIMENSIONS AND RATINGS
3. MATERIAL AND CONSTRUCTION
4. SURFACE PREPARATION AND PROTECTION
5. MARKINGS
6. TESTING AND INSPECTION
7. WARRANTY

APPENDIX

- A. MATERIAL LIST OF MAIN STEEL PARTS
- B. TESTING ITEMS, LOADS AND CRITERIA
- C. MATERIAL SUPPLIER LIST

1. GENERAL

1.1. Operational Environment

The container is designed and manufactured for the carriage of general cargo by marine, road, and rail. It is designed to maintain its structural and weather tight integrity within a temperature range of -30 degree C to 80 degree C.

1.2. Regulations and Standards

The container will conform to and satisfy the following regulations and standards.

1.2.1 ISO/TC-104

All to meet series 1 freight containers set forth.

ISO 830	Freight containers-Terminology.
ISO 668	Series 1 freight containers-Classification, external dimensions and ratings.
ISO 6346	Freight containers-Coding, identification and marking.
ISO 1161	Series 1 freight containers-Corner fittings-specification.
ISO 1496-1	Series 1 freight containers-Specification and testing- Part 1 : General cargo containers

1.2.2 T.I.R. Requirements and Certifications

The container shall comply with the customs convention of containers, 1972 and all subsequent revisions to date and will be identified with appropriate approval plates and markings.

1.2.3 Timber Component Treatment and Certification

All exposed timber components are treated with an Australian government approved insecticide and the container will be such identified with appropriate immunization plate.

1.2.4 CSC Requirements

The container will comply with the rules set forth in the International Convention for Safe Containers and will be so identified with a plate.

1.2.5 Classification Society

The container will be certified by Classification Society's in design and individually during its production.

1.3. Handling

The container will be constructed to be handled under the following conditions without distortion or effect on its structural integrity:

- A. Lifting full by its top corner fittings by means of spreaders
- B. Lifting full by its bottom corner fittings by means of fitting at a sling angle of 30 degrees.

1.4. Transportation

The container will be constructed to be suitable for transportation in normal operating conditions by modes of:

- A. Marine - on deck or in cell guided by vertical or diagonal lashings
- B. Rail - on flat or container car secured at its bottom corner fittings
- C. Road - on flat or chassis secured at its bottom corner fittings

2. DIMENSIONS AND RATINGS

2.1 External Dimensions

Length: 12,192 MM 0 -10
Width: 2,438 MM 0 -5
Height: 2,896 MM 0 -5

2.2 Internal Dimensions

Length: 12,031 MM 0 -10
Width: 2,352 MM 0 -5
Height: 2,698 MM 0 -5

2.3 Diagonal Difference

Diagonal tolerance of front and rear frames should be less than 10 MM
Diagonal tolerance of side and roof panels should be less than 19 MM

2.4 Internal Capacity

76.4 CU.M. (2,698 CU.FT.)

2.5 Door Opening

Width: 2,340 MM 0 -5
Height: 2,585 MM 0 -5

2.6 Ratings

Max. Gross Wt.:	30,480 KGS	(67,200 LBS)
Max. Payload:	26,590 KGS	(58,625 LBS)
Tare Wt. +/-2%:	3,890 KGS	(8,575 LBS)

2.7 Corner Protrusions

2.7.1 The faces of the bottom corner fittings protrude from lower faces of all transverse members in the base of the container by 14.5 MM (+3,-3.5 MM).

2.7.2 The upper faces of top corner fittings protrude from upper faces of the highest point of the roof by 6 MM.

2.7.3 The outer side faces of corner fittings protrude from outside faces of corner posts by 3 MM.

2.7.4 Under 1.8 x max. gross weight no part of the base will protrude more than 6 MM below the bottom corner fittings.

3. MATERIAL AND CONSTRUCTION

3.1. General

The container is mainly constructed with steel frames, corrugated panels welded by CO₂ shielded Arc welding. All welds of the exterior including the base frames are continuous with full penetration. Wooden floor is fixed to the cross members by self-tapping screws. All crevices will be sealed with elastic sealing compound.

3.2. Materials

The main constructional materials are shown in Appendix A of the specification.

3.3. Corner Fittings

All corner fittings used will comply with ISO/1161 standard.

3.4. Base Structure

3.4.1 The bottom side rails are of 158x48x30x4.5 MM thick channel section steels with a pressed profile as shown in drawing attached.

3.4.2 The cross members between door sill and bolster are consist of 25 pcs of 122x45x45x4 MM thick steel channel and 3 pcs of 122x75x45x4 MM thick members at the floor joints. One bolster, made of 150x100x4.0 MM thick rectangular section steel with floor bearers, is placed at end of the tunnel. The crossmeber between bolster and front end rail are 2x7 pcs of 118x45x45x4 MM thick channel section and 2x1 pcs of 118x45x80x4 MM thick members.

3.4.3 A gooseneck tunnel is constructed from one piece pressed hat section tunnel plate of 4.0 MM thick steel reinforced with 11 pcs of 4.5 MM thick channel section, these members are welded together to form a tunnel structure.

3.4.4 Four corner gussets, t4.0x200 MM thick protection plates will be welded from side rail to corner fittings.

3.5. Floor

3.5.1 The floor is of 28 MM thick plywood. All joints between each plywood and the whole floor perimeter are sealed with an elastic sealant.

3.5.2 The plywood used will be 19 plies and will be:

- A. Hardwood of a specific gravity range of 0.7-0.85 at a moisture content of 12%. E.G. Keruing, Apitong.
- B. Moisture content will be 13-15% when fitted to the container.

- 3.5.3 The plywood used will be certified to meet the requirements of Australian Commonwealth Dept. of Health (Plant Quarantine Treatment Schedule) for Timber Components (T.C.T.).
- 3.5.4 The floor will be fixed to the steel cross members by zinc-plated self-tapping screws. The head of these screws are countersunk below the level of the upper surface of the floor by 2 MM to 2.5 MM.
- 3.5.5 The floor spacer with t4.0x50 MM flat bar will run the full length in center.

3.6. The Front Frame

- 3.6.1 The bottom end rail is an upper part of 60x60x3 MM square steel tube with two lower parts of 4.5 MM thick "L" section and two bearers of 38x3 MM steel straps.
- 3.6.2 Each front corner post is a single pressed section of 6 MM steel.
- 3.6.3 The top front rail is a upper plate of 3 MM thick and a 60x60x3 MM thick square tube forming its profile.
- 3.6.4 The front panel is of 2 pcs of corrugated 2 MM steel panel.

3.7 The Rear Frame

- 3.7.1 The door sill (rear bottom rail) is of 4.5 MM thick pressed steel and formed into open sections. Each door sill has 4 pcs inner vertical gussets located just behind the cams of the door locking assembly.
- 3.7.2 The rear corner post is a single piece of pressed section of 6.0 MM thick reinforced on the inside with a 113x40x12 MM channel.
- 3.7.3 The door header has a 3 MM thick top plate with a 4 MM "U" channel at the bottom forming into a box shape.

3.8 Side Walls

- 3.8.1 The side walls are of 11 pcs of 1.6 MM thick steel panels without marking panels, vertically trapezium corrugated steel panels continuously welded to each other and to the end rails and corner posts. Welding penetration side panels to rails should be min. 75%.
- 3.8.2 The top side rails are 60x60x3 MM steel square tube.

3.9 Roof

- 3.9.1 The roof is of 11 pcs corrugated 2 MM steel panels with a 5 MM camber continuously welded to the upper frame.
- 3.9.2 Top Reinforcement Plates - the 300x270x3 MM steel plates are welded to the upper surface of the top end frames around the top corner fittings.

3.10 Door

- 3.10.1 The doors are constructed with corrugated steel panels. The panel thickness is **1.6 MM**. The top and bottom horizontal door members are of 3.0 MM thick pressed 'U' type members. The vertical door members are of 50x100x3.2 MM thick rectangle tube.
- 3.10.2 Each door is capable of swinging 270 degrees when fully opened and can be secured in that position by means of nylon ropes attached.
- 3.10.3 The right door is so designed that the right door must be opened before the left in compliance with T.I.R. requirements.
- 3.10.4 The door gasket is of extruded EPDM with a double lip to ensure water tightness. The upper and side gaskets are of 'J' type configuration. Bottom is of a 'C' type configuration. It is attached with sealant and secured with a stainless steel retainers by blind rivets.
- 3.10.5 Each door is suspended by four hinges with stainless steel pins, nylon bushings and brass washers placed at the hinge pin lugs of the rear corner posts.
- 3.10.6 Galvanized locking devices on a galvanized 34 MM dia. pipe are secured to the door with nuts and bolts and has nylon bushings on the brackets. The Locking devices will be installed after the container is painted.
- 3.10.7 A door holder per door, made of mixed nylon rope, is tied to the center-side locking rod and the receptacle (hook type) is welded to each bottom side rail to retain the door at the open position.

3.11. Sealant

Butyl based sealant is to be used for non-exposed parts such as floor lap joint area and between door gasket and frame. For internal exposed parts such as the periphery of the floor, chloroprene sealant is to be used.

3.12 Special Features

- 3.12.1 Shoring Slots: 60x40 MM slots are provided for on each of the rear corner posts so that a 2" thick batten can be secured to give protection against shifting cargo.
- 3.12.2 Lashing Rings: -8 rings with 12 MM dia. will be welded to each of the bottom and top side rails. These rings shall have a capacity of 1,500 KGS. 2 lashing bars will be welded to each corner post.
- 3.12.3 Ventilators - ventilators should be small type fabricated from A.B.S. resin by injection molding process. They will be secured to the second corrugation recess from right corner post of both side walls, by means of three Aluminum Huck bolts.
- 3.12.4 Two pcs of 200x75x9.0 MM thick cone damage protectors ('C' channels) are placed at both sides of front end rail as well as door sill.
- 3.12.5 Customs Seal Provision

Customs seal provision are made on each locking handle and retainer in accordance with TIR requirements.

4. SURFACE PROTECTION

4.1. Surface Preparation

All steel components, prior to forming, will be shot-blasted to a SA 2.5 standard surface by means of an automatic centrifugal shot surface cleaning machine. A weldable primer compatible to the paint system will be applied immediately to a thickness of 10 micron to preserve the surface integrity during the assembly process. After the container is assembled it is shot-blasted again manually to clean all the welds and any other area that was contaminated during the assembly process. Slags and spatters are removed by means of grinding or needle hammers.

4.2 Paint

Exterior:

Apply one coat of zinc rich primer to 25 mic. DFT.

Apply one coat of epoxy primer to 35 mic. DFT.

Apply one coat of **Acrylic** top coat to 40 mic. DFT.

Total 100 mic. DFT.

Interior:

Apply one coat of zinc rich primer to 20 mic. DFT.

Apply one coat of epoxy top coat to 40 mic. DFT.

Total 60 mic. DFT.

4.3. Undercoating

The whole underside will be coated with 25 mic. of zinc rich primer and 180 mic. of Waxy or Bituminous undercoating.

Total 205 mic. DFT.

5. MARKING

5.1 Lettering

The container will be marked in accordance with ISO requirements, owner's specifications, and other regulatory authorities.

5.2. Materials

The decals are of a self adhesive type and are warranted for seven (7) years against normal wear and tear. All data plates will be stainless steel and secured by steel blind rivets and sealed with silicon sealant.

5.3 Plating and Stamping

5.3.1 Owner's and manufacturer's serial number will be stamped into the inside right rear corner post at eye level.

5.3.2 Chemically etched stainless steel plates (Consolidated data plate i.e. TIR, CSC, TCT).will be permanently riveted with steel blind rivets and sealant will be applied around these plates.

6. TESTING AND INSPECTION

6.1. Materials and Parts Inspection

All materials and parts are inspected by the manufacturer's Quality Control department to ensure they are up to the specification called for in the design.

6.2. Production Line Quality Control

All containers are manufactured under effective quality control procedures to meet the specified standards. All dimensions are checked and smooth operation of the doors are ensured after each container's completion. A light and watertight test is conducted on all containers.

Quality control personnel independent of the production dept. will be inspecting on all phases of the production as well as ad hoc inspections by the classification society's surveyor and buyer's representatives to assure the quality of the container.

7. WARRANTY

7.1. Guarantee

The guarantee period will commence the day after the certification is issued by the classification society.

7.2. Paint Guarantee

The application of paint will be guaranteed against corrosion and paint failure for a period of three (3) years. The guarantee is for all faults affecting more than 10% of the painted surfaces and will assure partial or total re-painting of the containers. Normal wear/tear, or corrosion caused by acid, alkali or results of damages by abrasion, impact or accident are excluded.

Note: Corrosion is defined as rusting which exceeds RE3 (European scale of degree of rusting) on at least ten (10) percent of the total container surface coated with the concerned coating system.

7.3. Other Guarantee

7.3.1 This container will be guaranteed against any defects or omissions in constructions, workmanship and materials for a period of Twenty-four (24) months. In the event of defects, SPIC will replace, correct or install to make the container satisfactory to this specification and its intended service at SPIC's expense. Any damages caused by mis-handling, mis-securing, mis-loading, impact and any natures of accidents are excluded.

APPENDIX A

Material list for main steel parts:

YP = YIELD POINT (KG/MM²)

E = ELONGATION %

TS = TENSILE STRENGTH (KG/MM²)

FRONT PANEL)	SPA-H OR EQUIVALENT
FRONT TOP RAIL)	YP=35 TS=49 E=22
FRONT CORNER POST)	
FRONT BOTTOM RAIL)	
REAR CORNER POST-OUTER)	
DOOR PANEL)	
DOOR HEADER)	
DOOR RAIL)	
DOOR EDGE MEMBER)	
DOOR SILL)	
SIDE PANEL)	
TOP SIDE RAIL)	
BOTTOM SIDE RAIL)	
ROOF PANEL)	
CROSS MEMBER)	
REINFORCEMENT PLATE)	
GOOSENECK TUNNEL)	
TUNNEL OUTERIGGER)	
TUNNEL BOLSTER)	
FLOOR SPACER)	
DOOR SEAL RETAINER)	STAINLESS
CONE DAMAGE PROTECTOR)	JIS: SS41 HOT ROLLED SHAPED STEEL YP=25 TS=41 E=21
REAR CORNER POST-INNER)	JIS: SM50YA HOT-ROLLED HI-TENSILE SHAPED STEEL YP=37 TS=50 E=15
LOCKING BAR)	JIS: STK41 YP=23 TS=41 E=23
CORNER FITTING)	JIS: SCW49 MOD. WELDABLE CASTING YP=28 TS=49 E=20
DOOR HINGE)	JIS: S25C FORGING STEEL YP=23 TS=44 E=20
DOOR LOCKING CAM AND KEEPER)	JIS: S20C FORGING STEEL YP=23 TS=44 E=19

APPENDIX B

TESTING ITEMS, LOADS AND CRITERIA

NOTE: Figures in brackets of "residual deformation" column show the total residual deformation after completion of the series tests 1, 2A, 2B, 2C, 3, and 6

R: Gross Weight 30,480 KG
 P: Payload 26,590 KG
 T: Tare Weight 3,890 KG

*Measured from the plane of bottom corner fittings.
 **Elastic Deformation
 ***Dimensions within ISO tolerance

Test Load	Permissible Criteria	
	Deflection under Load	Residual Deformation
1. Stacking		
848 KN (86,400 KG) per post	Corner Posts	** 4MM
	Bottom Side	4MM
Offset: 25MM laterally	Rails	
38MM longitudinally	Cross Members	*6MM
(1.8R-T) loaded on floor		3MM
2.A. Lifting from the four top corner fittings		
(2R), vertically	Bottom Side	4MM
(2R-T), loaded on floor	Rails	
	Cross Members	* 6MM
		3MM
2.B. Lifting from the four bottom corner fittings		
(2R), lifting forces 30 angle	Bottom Side	4MM
(2R-T), Loaded on floor	Rails	
	Cross Members	*6MM
		3MM
3. Restraint		
(2R), 30,480 KG per rail, compression and tension longitudinally,	Bottom Side Rails	
(R-T) loaded on floor	Vertically	4MM
	Longitudinally	2MM

4.	Strength of End Walls			
	(0.4P) uniformly	Front End Panel Door Panel	8MM 5MM	
5.	Strength of Side Walls			
	(0.6P) uniformly	Side Panel Top & Bottom Side Rails	10MM 4MM	
6.	Floor Strength			
	5,460 KG, axle weight 2,730 KG per wheel	Cross Members	3.0MM	
7.	Strength of the Roof			
	300 KG, distributed over an area of 300MM x 600MM	Roof Panel	5MM	
8.A.	Rigidity (Transverse)			
	15,240 KG, horizontally, push and pull	End Frame (diagonal)	** 60MM	10MM
8.B.	Rigidity (Longitudinal)			
	7,620 KG, horizontally, push and pull	Side Frame (at Top Fittings)	** 25MM	7MM
9.	Weatherproofness			
	By Spray Rack System:	0.5 hour min.		
	Nozzle Pressure:	1 KG / CM ²		
	Nozzle Diameter:	12.5 MM		
	Distance from Container Surface to Nozzle:	1.5 M		
	Remove Speed:	100 MM/SEC.		