

Definitions to answer some frequently asked questions.

Maximum Gross Weight

The maximum allowable combined weight of the container and its cargo to which the container is tested.

Design Gross Weight

The design gross weight is the weight rating on which the structural design of the container is based and is to be equal to or greater than the maximum gross weight.

Tare Weight

The weight of the empty container, including its normal complement of fittings, equipment and devices.

Maximum Cargo Weight

Is the difference between the Maximum Gross Weight and the Tare Weight.

Design Load

The design load is the minimum statically applied load which the container is to be designed to withstand.

Design Load Factor

The design load factor is a factor which takes into account, insofar as practicable, the static and dynamic loads and other applicable considerations.

Floor Load

The floor load is the combined static and dynamic load imposed on the floor by the cargo weight and by the wheels of handling equipment.

Specified Dimensions

The specified dimensions of the length, width, and height of a container are the maximum allowable outside dimensions.

Prototype

A prototype is a representative unit of a series of identical containers built under conditions which duplicate, insofar as is practicable, the conditions under which all of the containers in the series are to be built.

Corner Fitting

A corner fitting is a fixture consisting of standard apertures and faces which provide a common interface for handling and securing containers.

Marine Service

Containers operating in the marine mode on a vessel are stowed in vertical stacks within cells in the ship's hold. When stowed as such, containers will be restrained at the end frames against horizontal and transverse movement by the cell structure. Containers may also be stowed on deck by lashings or deck fittings.

Highway Service

Containers being carried over the road are transported by container chassis which provide support and restraint through the bottom corner fittings, the base structure, or both.

Rail Service

Containers being transported via the railroad are carried by railcars in two primary systems: container on a flat car (COFC) in which the container is support and restrained through the bottom corner fittings, and trailer on a flat car (TOFC) in which the container and its chassis are carried as a single unit on the railcar.

Fork Lift Pockets

Although optional these openings in the bottom rail of the container assist in the handling of containers in empty or loaded condition. The pockets pass through the base structure of the container so it may be lifted from either side. Recommended forks should be 8" wide and 72" long.

Cor-ten Steel

Is a brand name for corrosion resistant steel products that were developed by US Steel. Cor-ten steel is a naturally oxidizing product to provide the appearance of rust. Ryerson Steel is one supplier of Cor-ten A & B. Corten A is for thicknesses to ½" and conforms to ASTM A242 (Type 1) and Corten B is for over ½" and conforms to ASTM A588.

Milvan

Military owned demountable container, conforming to a United States and international standards, operated in a centrally controlled fleet for movement of military cargo.