INTERNATIONAL STANDARD

ISO 1496-1

Fifth edition
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AMENDMENT 2
1998-07-01

Series 1 freight containers — Specification and testing —

Part 1:

General cargo containers for general purpose

AMENDMENT 2

Conteneurs de la série 1 — Spécifications et essais

Partie 1: Conteneurs d'usage général pour marchandises diverses

AMENDEMENT 2

Reference number
ISO 1496-1:1990/Amd.2:1998(E)

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Amendment 2 to International Standard ISO 1496-1:1990 was prepared by Technical Committee ISO/TC 104, *Freight containers*, Subcommittee SC 1, *General purpose containers.*

ISO 1496 consists of the following parts, under the general title *Series 1 freight containers — Specification and testing*:

— *Part 1: General cargo containers for general purposes*

— *Part 2: Thermal containers*

— *Part 3: Tank containers for liquids, gases and pressurized dry bulk*

— *Part 4: Non-pressurized containers for dry bulk*

— *Part 5: Platform and platform-based containers.*

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Series 1 freight containers — Specification and testing —

Part 1:
General cargo containers for general purpose

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Page 3

Subclause **5.7 Door opening**

Replace the last paragraph of 5.7 by the following text:

> "Closed-type containers designated 1AAA and 1BBB (types 00 and 02) shall have a door opening, preferably having dimensions equal to those of the internal cross-section of the containers and, in any case, not less than 2 566 mm high and 2 286 mm wide."

This text cancels and replaces the text dealing with 5.7 given in Amendment 1 to ISO 1496-1 (ISO 1496-1:1990/Amd. 1:1993).

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Delete subclause **5.8.2 Grappler arms or similar devices**

Renumber subclause 5.8.3 as 5.8.2.

Renumber subclause 5.8.4 as 5.8.3.

Subclause **6.1 Testing — General**

Replace the last sentence of 6.1 by the following text:

> "Although the tests are numbered in a certain order, they may be carried out in a different order if more appropriate to optimize utilization of the testing facilities or interpretation of the results.
>
> However, the weatherproofness test shall always be performed after all structural tests have been completed."

Page 5

Delete the note in **Table 3 — Forces to be applied in stacking test.**

Page 8

Delete subclause **6.13 Test No. 12 — Lifting from the base at grappler arm positions**.

Renumber subclause 6.14 as 6.13.

Page 21

Delete annex D.

Page 22

Reletter annex E as annex D and figure E.1 as figure D.1.

Page 23

Reletter annex F as annex E.

Replace the first and second paragraphs of subclause F.3.1 (now E.3.1) by the following text:

"For proof testing of cargo-securing devices, a tensile force equal to 1,5 times the rated load shall be applied, using a hook or shackle having a maximum diameter of 20 mm, the base frame of the container being approximately horizontal.

For cargo-securing devices positioned at the floor plane along the length of the container, this test force shall be applied in a transverse plane and at an angle of 45° to the horizontal (see figure E.1).

For cargo-securing devices positioned at the floor plane across the width of the container, this test force shall be applied in a longitudinal plane and at an angle of 45° to the horizontal (see figure E.1).

For devices installed at the roof plane (or other extreme heights), the test angle shall be 45° downwards."

Add the following new figure E.1.

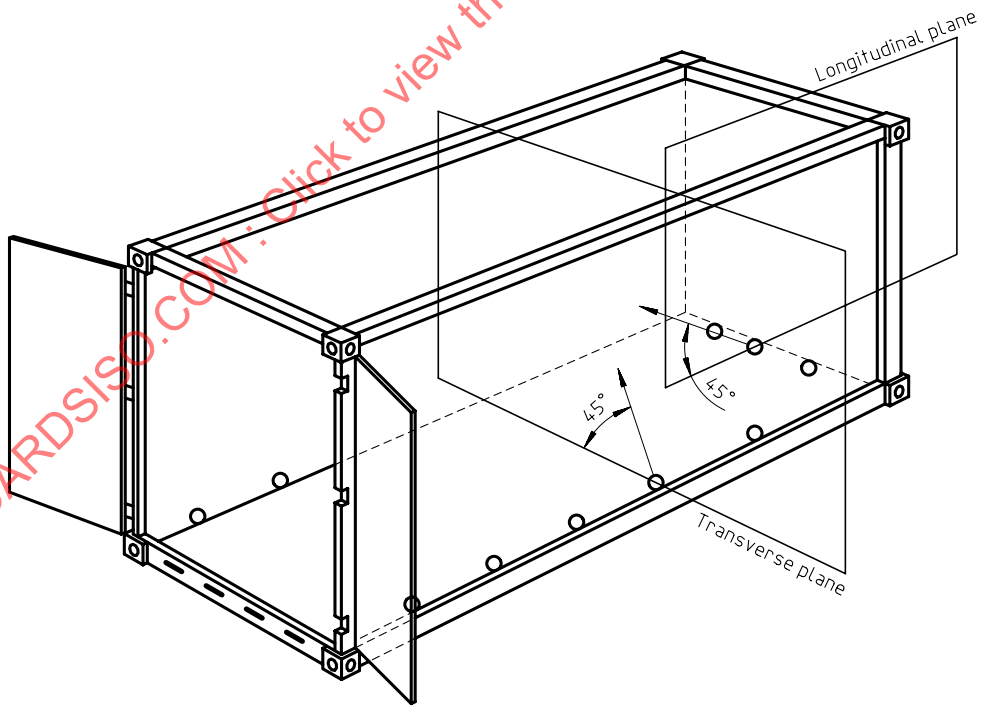

Figure E.1 — Cargo-securing devices — Examples of directions of application of test loadings

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Reletter annex G as annex F.