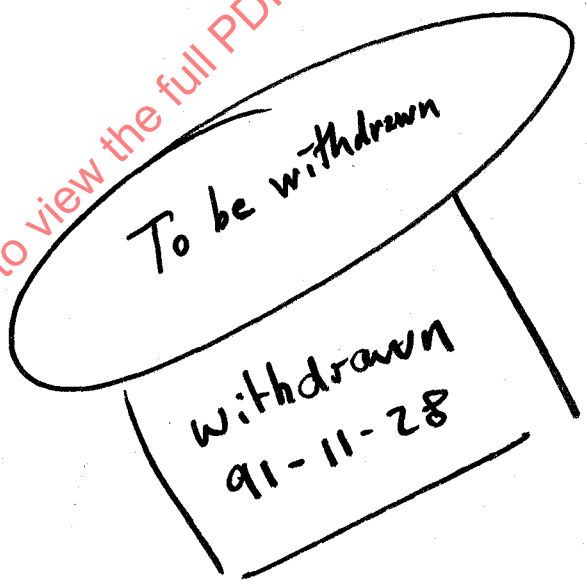
International Standard ISO 6359

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION•МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ•ORGANISATION INTERNATIONALE DE NORMALISATION

Freight containers — Consolidated data plate

Conteneurs — Plaque unique d'identification

First edition — 1982-02-15



UDC 621.869.88-777 : 003.62 **Ref. No. ISO 6359-1982 (E)**

Descriptors : freight containers, plates, data recording, marking, physical properties, layout.

Price based on 4 pages

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6359 was developed by Technical Committee ISO/TC 104, *Freight containers*, and was circulated to the member bodies in March 1979.

It has been approved by the member bodies of the following countries :

Australia
Austria
Belgium
Bulgaria
Canada
Chile
China
Czechoslovakia
Denmark
France
Hungary
India
Israel
Italy
Japan
Korea, Rep. of
Libyan Arab Jamahiriya
Malaysia
Netherlands
New Zealand
Romania
South Africa, Rep. of
Spain
Switzerland
Turkey
USA
USSR
Yugoslavia

The member bodies of the following countries expressed disapproval of the document on technical grounds :

Ireland
Poland
Sweden
United Kingdom

Printed in Switzerland

Freight containers — Consolidated data plate

0 Introduction

This International Standard is intended to provide a plan to combine various labels and plates presently required to be affixed to containers at various locations on the sides and ends. This trend toward demanding more and more labels such as : quality control labels, certification marks, transiting labels, etc. evolved with the growth of containerization and was dictated by the desire to conform to international conventions, regulatory body certification, and national practices to show manufacturer's design data. Such proliferation of marks, symbols, signs, and plates creates needless complexity and cost to container owners and imposes difficulties in searching for any one particular label.

This International Standard establishes a means of combining the approval plates already required under the relevant international intergovernmental conventions[1] into a single consolidated data plate. This consolidated data plate offers the following advantages :

1 — The "single" plate concept is simple to implement and control since it imposes no new procedural requirements of its own. The process can easily be handled within existing frameworks. It continues to provide complete autonomy to regulatory bodies in the exercise of their individual responsibility and authority.

2 — It simplifies the inspection of the container for required interchange and operational data and for conformance to various conventions by centralizing all information requirements at one location.

3 — There is a cost saving to the owner of the container, in that the initial marking requirements are reduced. This International Standard requires one data plate with several small inexpensive approval marks as opposed to several individual plates with accompanying labels, labour, tools and fasteners to attach each. It will also eliminate the cost of replacing these markings every time the container is refurbished or repaired.

The data plate, noting the various international conventions and the manufacturer's data plate, has the data elements grouped into five general categories to facilitate presentation of the information and enhance use in service.

NOTE — It is recommended that international and national bodies exercising administrative authority over conventions and regulations should adopt a small (50 mm × 50 mm) stylized approval mark which can be conveniently displayed on the consolidated data plate.

1) International Convention for Safe Containers (CSC) (UN/IMCO 1972).

Customs Conventions on Containers, 1956 and 1972.

1 Scope and field of application

1.1 This International Standard specifies a consolidated data plate for freight containers on which the approval plate data required under the relevant international intergovernmental conventions[1] is displayed.

1.2 The International Standard applies to all freight containers and is intended as a guide for use by national and international regulatory bodies when developing the means of displaying compliance with their requirements.

1.3 On the consolidated data plate, an area is established and reserved for the use of regulatory bodies to indicate conformance to regulations. This conformance is indicated by the application of approval marks on the consolidated data plate. Approval marks may be self adhesive films, thin metal, or such other marks as may be approved by the authorities.

NOTE — This International Standard is not mandatory in the context of the definition in clause 2.2 of ISO 668 viz "ISO container : A container complying with all relevant ISO container standards in existence at the time of its manufacture."

2 Reference

ISO 3166, *Code for the representation of names of countries.*

3 Physical characteristics

3.1 Plate size

The consolidated data plate shall have a standard width of 200 mm and a minimum height of 200 mm.

3.2 Lettering size

Except as otherwise indicated in the figure, the lettering shall have a minimum height of 5 mm with a proportional stroke and character width, and be stamped into or embossed on the plate or indicated on its surface in any other permanent and legible way.

3.3 Location and size of special label area

Areas of the consolidated data plate shall be reserved for the application of approval marks (see the figure).

3.4 Data plate material

The data plate shall take the form of a permanent non-corrosive fireproof rectangular metal plate.

NOTE — Fireproof is taken to mean capable of being read after an exposure to direct flame for 5 min at a temperature of 538 °C (1 000 °F).

4 Data requirements

The data to be recorded and displayed on the consolidated data plate shall be at least in English or French and consist of the following container information : data about manufacture, strength data, weight data, inspection data, and country of approval and approval reference (see the figure).

4.1 Manufacturing data

The following items at least shall be shown on the consolidated data plate :

— company : full corporate name of manufacturer and place of manufacture i.e. city and country of factory location;

— date manufactured : month and year of manufacture expressed numerically[1];

— manufacturer's identification number of the container;

— type of container : insert, as appropriate, the manufacturer's model number (this item may be blank on the plate if the container was approved after manufacture, or if the container was not intended for transport under customs seal).

NOTE — If the container has been approved by type, the identification numbers or letters of the type of container shall be included if approved by customs for type approval.

4.2 Weight data

The weight data shall include at least the maximum operating gross weight (MAX GROSS WEIGHT) expressed in kilograms and pounds.[2]

4.3 Strength data

— Allowable stacking weight for 1,8 g (in kilograms and pounds).

NOTE — The allowable stacking weight for 1,8 g may be calculated by assuming a uniform stack loading on the corner post. The stacking test load applied to one corner of the container shall be multiplied by the factor 4/1,8 and the result converted to the appropriate units.

— Racking test load value : transverse racking test load expressed in kilograms and pounds.

— Side wall : strength to be indicated on plate only if the side walls are designed to withstand a load of less or greater than 0,6 times the maximum permissible payload, i.e. 0,6 P.

— End wall : strength to be indicated on plate only if the end walls are designed to withstand a load of less or greater than 0,4 times the maximum permissible payload, i.e. 0,4 P.

4.4 Inspection data

— Maintenance examination date : first maintenance examination date (month and year) for new containers and subsequent maintenance examination dates (month and year) if the plate is used for this purpose.

4.5 Country of approval and approval reference (see the figure)

4.5.1 The country of approval should be indicated by means of the distinguishing signs of the two letter code established in ISO 3166.

NOTE — In some conventions the country of approval is indicated by the name of the country or the distinguishing sign used to indicate the country of registration of motor vehicles in international road traffic.

5 Approval marks

The approval marks shall be under the control of the authorities responsible for compliance and certification of the various requirements.

5.1 Physical characteristics and properties

5.1.1 It is anticipated that the relevant conventions will ultimately specify the size, shape and colour of approval marks for display.

5.1.2 Approval marks may be self adhesive films, thin metal or such other marks as may be approved by the authorities, and shall be permanent, non-corrosive and fireproof.

Approval marks of the self adhesive film category shall be of a type which will destroy itself when removed.

6 Location of the consolidated data plate

The data plate shall be permanently mounted, in a manner acceptable to the authorities concerned,

— on the door end (or principal end where there are no doors) and as low and as far to the left as is permissible by the container design,

— in a location that shall protect the data plate from damage during container handling.

1) This form of expression of dates does not conform to ISO 2014, *Writing of calender dates in all-numeric form.*

2) This form of expression of weight does not conform to ISO 31/3, *Quantities and units of mechanics.*