

# INTERNATIONAL STANDARD

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**AMENDMENT 1**  
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## Series 1 freight containers — Classification, dimensions and ratings

### AMENDMENT 1

*Conteneurs de la série 1 — Classification, dimensions et masses brutes maximales*

*AMENDEMENT 1*

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## Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. 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.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

Amendment 1 to ISO 668:1995 was prepared by Technical Committee ISO/TC 104, *Freight containers*, Subcommittee SC 1, *General purpose containers*.



# Series 1 freight containers — Classification, dimensions and ratings

## AMENDMENT 1

Page 3, 5.2.2

Replace the existing Warning text with the following:

**WARNING** — “Recognizing that there will always be a need for special containers for particular traffic, attention is drawn to the fact that numerous containers exist which have length and width dimensions similar to those of ISO Series 1 containers but have ratings and/or heights in excess of those defined by this International Standard. This may include containers having maximum gross masses in excess of the ratings of Table 2. They may not, therefore, be fully intermodal worldwide and their operation could require special arrangements.”

Page 4, Table 2, two right hand columns

For 1BBB, 1BB, 1B, 1BX, 1CC, 1C and 1CX containers, replace the rating *R* by 30 480 kg and 67 200 lb, respectively.

Page 4, Table 2: conversion of “mm” in “in” on the tolerances

For 1BBB, 1BB, 1B and 1BX containers, the tolerance in “in” on length *L* shall be modified to “ $\begin{matrix} 0 \\ -3/8 \end{matrix}$ ” instead of “ $\begin{matrix} 0 \\ -3/16 \end{matrix}$ ”.

Page 3, after the text of 5.2.2

Add a new paragraph 5.2.3 after the existing 5.2.2, as follows:

### “5.2.3 Gooseneck tunnels (optional)

Gooseneck tunnels may be provided as optional features in containers 1AAA, 1AA, 1A, 1AX, 1BBB, 1BB, 1B and 1BX. The dimensional requirements for such devices are specified in Annex C.”

Page 7, after Annex A

Add two Annexes B and C as follows.

## Annex B (normative)

### Details of requirements for load transfer areas in base structures of containers

**B.1** The base structures of containers, i.e. the end transverse members and such intermediate members as may be fitted (or such flat underside as may be provided) to constitute load transfer areas, shall be capable of transferring load to or from the longitudinal members of a carrying vehicle which are assumed to lie within the two 375 mm (15 in) wide zones defined (by the broken lines) in Figure B.1.

**B.2** Containers not having transverse members spaced 1 000 mm (39 3/8 in) apart or less (and not having a flat underside) shall have load transfer areas as indicated in Figures B.2 to B.9, capable of meeting the following requirements.

**B.2.1** Each pair of load transfer areas associated with an end transverse member shall be capable of transferring loads of not less than  $0,5 R$ , i.e. the loads which may occur when a container is placed onto a carrying vehicle of the kind which does not support the container by its corner fittings.

Furthermore, each pair of intermediate load transfer areas shall be capable of transferring loads of not less than  $1,5 R/n$ , where  $n$  is the number of pairs of intermediate load transfer areas, i.e. loads which may occur during transport operations.

**B.2.2** The minimum number of pairs of load transfer areas are:

- 4 for 1CC, 1C and 1CX containers;
- 5 for 1BBB, 1BB, 1B and 1BX containers;
- 5 for 1AAA, 1AA, 1A and 1AX containers;
- 6 for 1AAA, 1AA, 1A and 1AX containers fitted with a non-continuous gooseneck tunnel.

Where a greater number of pairs of load transfer areas are provided, these should be approximately equally spaced along the length of the container.

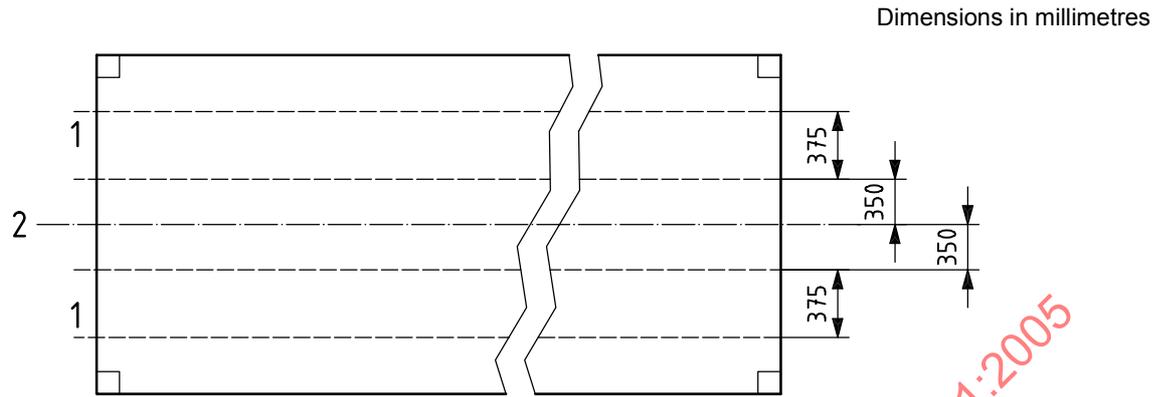
**B.2.3** The spacing between the end transverse member and the nearest intermediate pair of load transfer areas shall be

- between 1 700 mm and 2 000 mm (66 15/16 in to 78 3/4 in) for containers having the minimum number of pairs of load transfer areas for the container concerned, and
- between 1 000 mm and 2 000 mm (39 3/8 in to 78 3/4 in) for containers having one more pair of load transfer areas than the minimum required for the containers concerned.

**B.2.4** Each load transfer area shall have a longitudinal dimension of at least 25 mm (1 in).

**B.3** Minimum requirements for load transfer areas in the vicinity of the gooseneck tunnel are shown in Figure B.10.

NOTE In Figures B.2 to B.9, the load transfer areas associated with the container base are shown in black. Gooseneck tunnel transfer areas are shown in black in Figure B.10.



**Key**

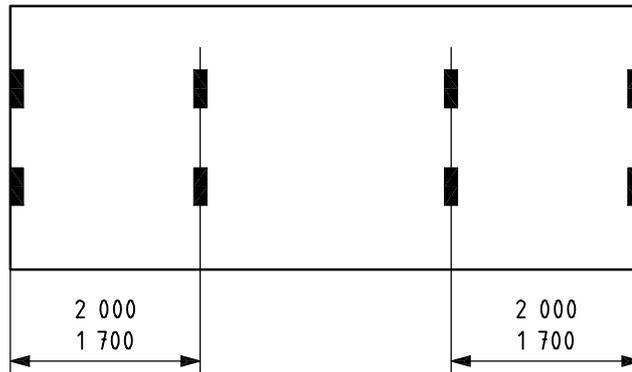
- 1 zone
- 2 central axis

NOTE 375 mm corresponds to 15 in, 350 mm corresponds to 14 in.

**Figure B.1 — Base structures of containers**

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Dimensions in millimetres

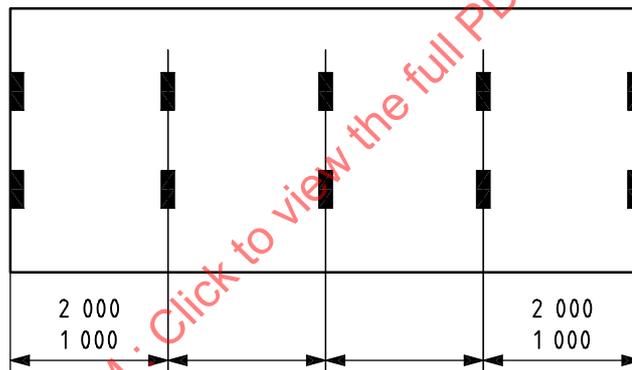


Minimum requirements: 4 pairs of load transfer areas (1 pair at each end plus 2 intermediate pairs)

NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

Figure B.2 — 1CC, 1C or 1CX containers — Minimum requirements

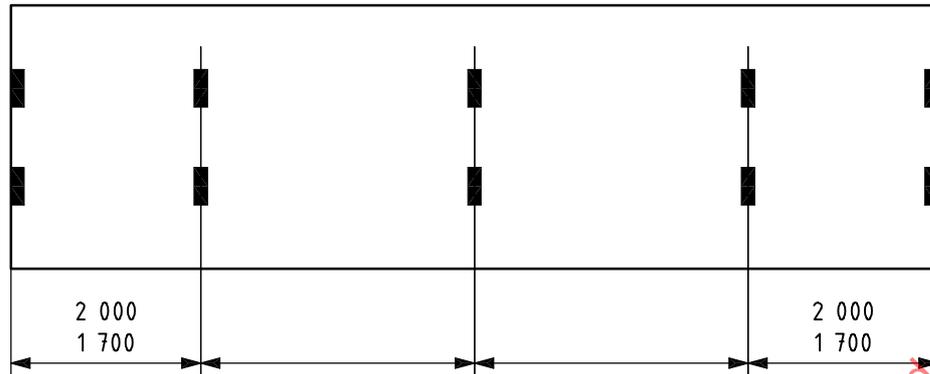
Dimensions in millimetres



NOTE 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in.

Figure B.3 — 1CC, 1C or 1CX containers — Requirements if 5 pairs of load transfer areas are to be fitted

Dimensions in millimetres

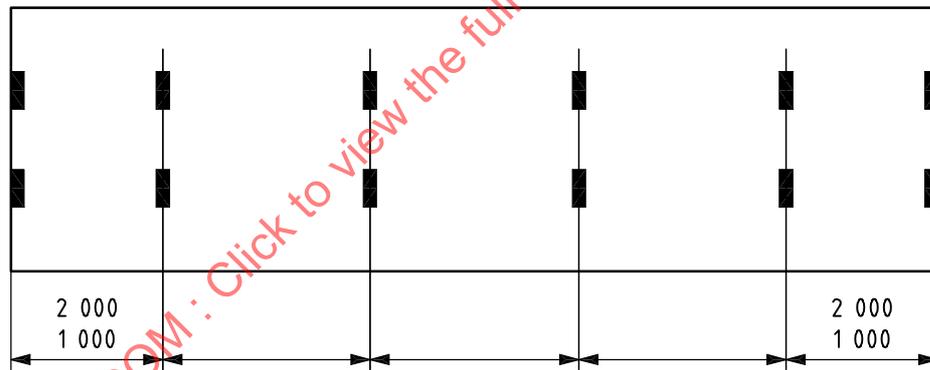


Minimum requirements: 5 pairs of load transfer areas (1 pair at each end plus 3 intermediate pairs)

NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

**Figure B.4 — 1BBB, 1BB, 1B or 1BX containers — Minimum requirements**

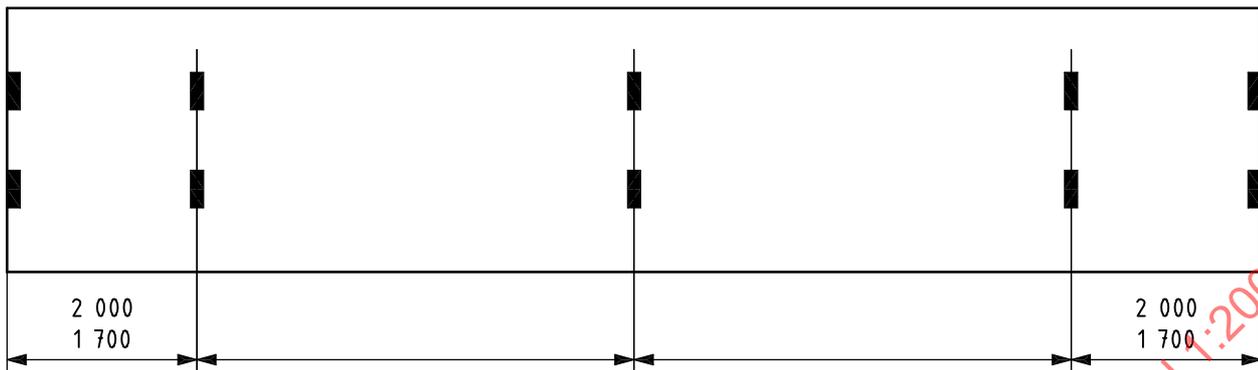
Dimensions in millimetres



NOTE 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in.

**Figure B.5 — 1BBB, 1BB, 1B or 1BX containers — Requirements if 6 pairs of load transfer areas are to be fitted**

Dimensions in millimetres

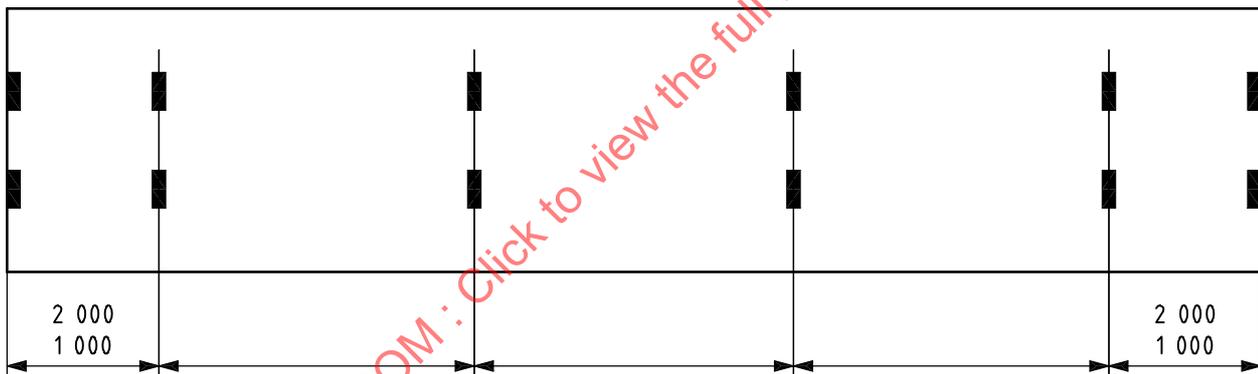


Minimum requirements: 5 pairs of load transfer areas (1 pair at each end plus 3 intermediate pairs)

NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

**Figure B.6 — 1AA, 1A or 1AX containers without gooseneck tunnel — Minimum requirements**

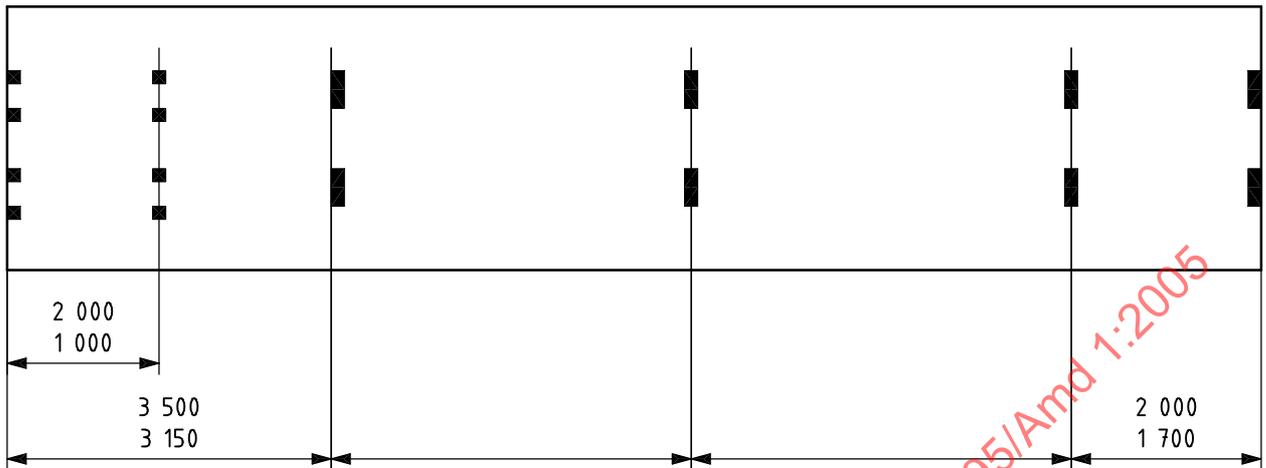
Dimensions in millimetres



NOTE 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in.

**Figure B.7 — 1AA, 1A or 1AX containers without gooseneck tunnel — Requirements if 6 pairs of load transfer areas are to be fitted**

Dimensions in millimetres



Minimum requirements: 6 pairs of load transfer areas (1 pair at each end plus 4 intermediate pairs)

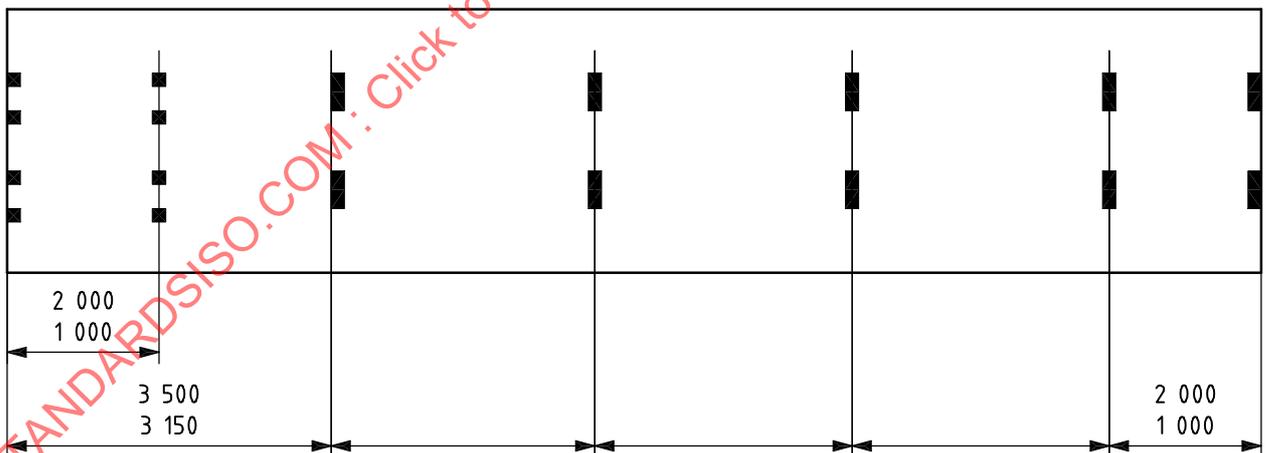
Minimum localized structure

See also Figure B.10

NOTE 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in, 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in, 3 150 mm to 3 500 mm corresponds to 124 1/4 in to 137 7/8 in.

Figure B.8 — 1AAA, 1AA, 1A or 1AX containers with gooseneck tunnel — Minimum requirements

Dimensions in millimetres

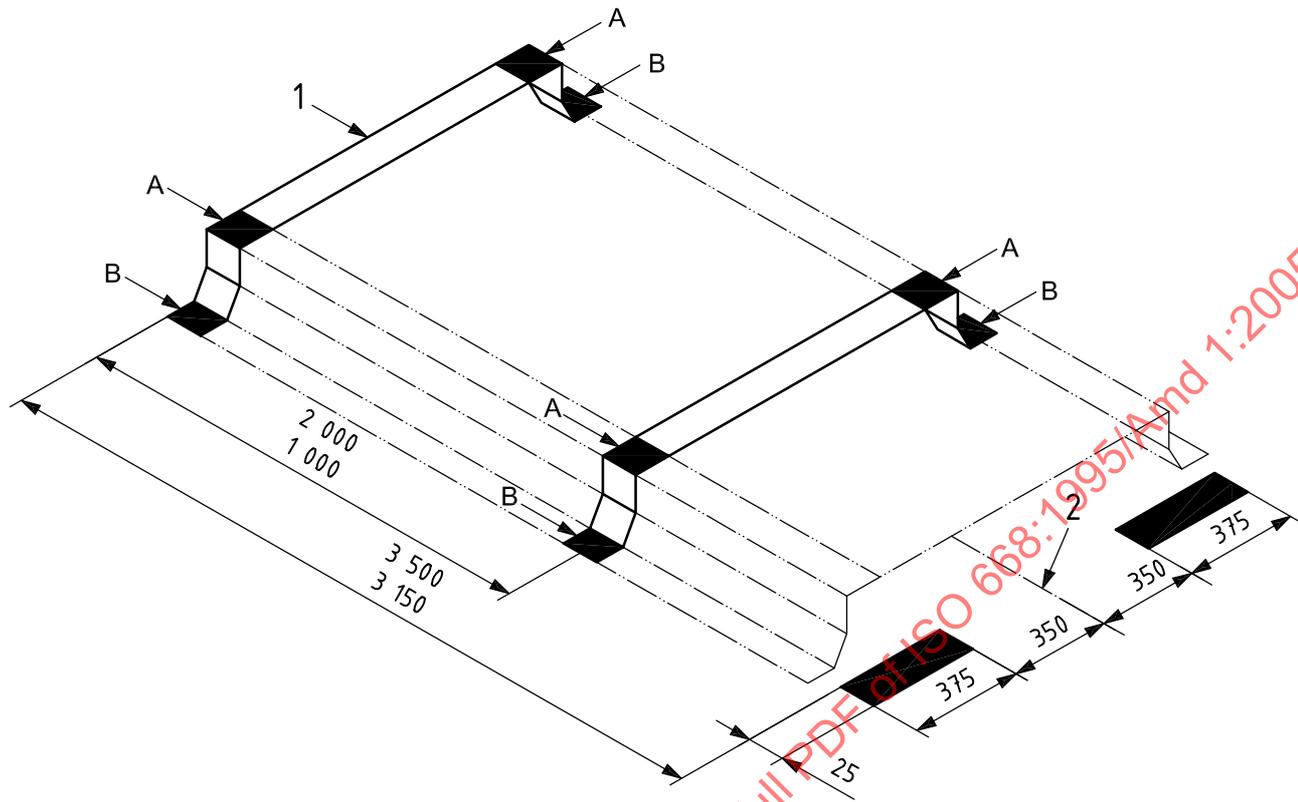


Minimum localized structure

See also Figure B.10

NOTE 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in, 3 150 mm to 3 500 mm corresponds to 124 1/4 in to 137 7/8 in.

Figure B.9 — 1AAA, 1AA, 1A or 1AX containers with gooseneck tunnel — Requirements if 7 pairs of load transfer areas are to be fitted



**Key**

- 1 front of container
- 2 central axis

Each load transfer area at the tunnel has 2 components, an upper component (A) and a lower component (B). This paired set, A and B, shall be taken as one load transfer area and the sum of the two components, A + B, shall be equal to or greater than 1 250 mm<sup>2</sup> (1,94 in<sup>2</sup>).

NOTE 1 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in, 3 150 mm to 3 500 mm corresponds to 124 1/4 in to 137 7/8 in, 25 mm corresponds to 1 in, 350 mm corresponds to 14 in, 375 mm corresponds to 15 in.

NOTE 2 Where continuous tunnel side members are provided, the load transfer areas shown between 3 150 mm (124 1/4 in) and 3 500 mm (137 7/8 in) from the end of the container may be omitted.

**Figure B.10 — Minimum requirements for load transfer areas in the vicinity of the gooseneck tunnel**