

Revised.

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

**ISO RECOMMENDATION
R 790**

**MARKING OF SERIES 1 AND SERIES 2
FREIGHT CONTAINERS**

**1st EDITION
July 1968**

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Printed in Switzerland

Also issued in French and Russian. Copies to be obtained through the national standards organizations.

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BRIEF HISTORY

The ISO Recommendation R 790, *Marking of series 1 and series 2 freight containers*, was drawn up by Technical Committee ISO/TC 104, *Freight containers*, the Secretariat of which is held by the United States of America Standards Institute (USASI).

Work on this question by the Technical Committee began in 1961 and led, in 1965, to the adoption of a Draft ISO Recommendation.

In July 1966, this Draft ISO Recommendation (No. 1054) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies :

Australia	India	Romania
Belgium	Israel	South Africa,
Bulgaria	Italy	Rep. of
Chile	Japan	Sweden
Czechoslovakia	Korea, Rep. of	Switzerland
France	Netherlands	Turkey
Germany	Norway	United Kingdom
Greece	Portugal	U.S.A.

No Member Body opposed the approval of the Draft :

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in July 1968, to accept it as an ISO RECOMMENDATION.

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MARKING OF SERIES 1 AND SERIES 2 FREIGHT CONTAINERS

1. SCOPE

This ISO Recommendation sets out requirements for the marking for identification purposes of series 1 and series 2 freight containers respectively designated 1A, 1B, 1C, 1D, 1E, 1F and 2A, 2B, 2C in ISO Recommendation R 668, *Dimensions and ratings of freight containers*. The specification and testing requirements for each series are given in ISO Recommendation R . . . , **Specification and testing of series 1 freight containers* and ISO Recommendation R . . . ***Specification and testing of series 2 freight containers*.

It should be noted that consideration is being given to the preparation of a code for the marking of freight containers in order to facilitate documentation by data processing methods. Until such time as acceptable methods of coding have been adopted as ISO Recommendations, it is recommended that the following requirements should be marked in 'clear' (i.e. uncoded) language.

2. MARKING

Each freight container should carry at least the markings presented in this ISO Recommendation and at the locations indicated (see Fig. 1).

All markings should be in characters not less than 100 mm (4 in) high, with the exception of maximum gross weight and tare weight (see Fig. 1, items 2 and 3 respectively) which should not be less than 50 mm (2 in) high, all characters being of proportionate width and thickness. They should be durable and in a colour contrasting with that of the container.

2.1 Door (at the top right-hand corner)

- Owner's mark and serial number, with space provided for at least seven characters (see Fig. 1, item 1).
- Maximum gross weight in kilogrammes and in tons (see Fig. 1, item 2).
- Tare weight in kilogrammes and in tons (see Fig. 1, item 3).
- Characters for maximum gross weight and tare weight should be not less than 50 mm (2 in) high.

NOTE. – The ton referred to in this ISO Recommendation is equal to 2240 lb (approximately 1016 kg)

2.2 End or side wall opposite to the door (at the top right hand corner)

Owner's mark and serial number (see Fig. 1, item 1).

* At present Draft ISO Recommendation No. 1496.

** At present Draft ISO Recommendation No. 1497.

2.3 Roof (at diagonally opposite corners)

Owner's mark and serial number (see Fig. 1, item 1).

2.4 Side walls (on the remaining side walls at the top right-hand corner)

- Owner's mark and serial number (see Fig. 1, item 1).
- A single code letter for external overall dimensions of the freight container (see Fig. 1, item 4).
- A two-digit code number for the type of freight container (see Fig. 1, item 5).
- A character to indicate that it is a freight container (see Fig. 1, item 6).
- The country of ownership, if required, in a code of up to three letters (see Fig. 1, item 7).

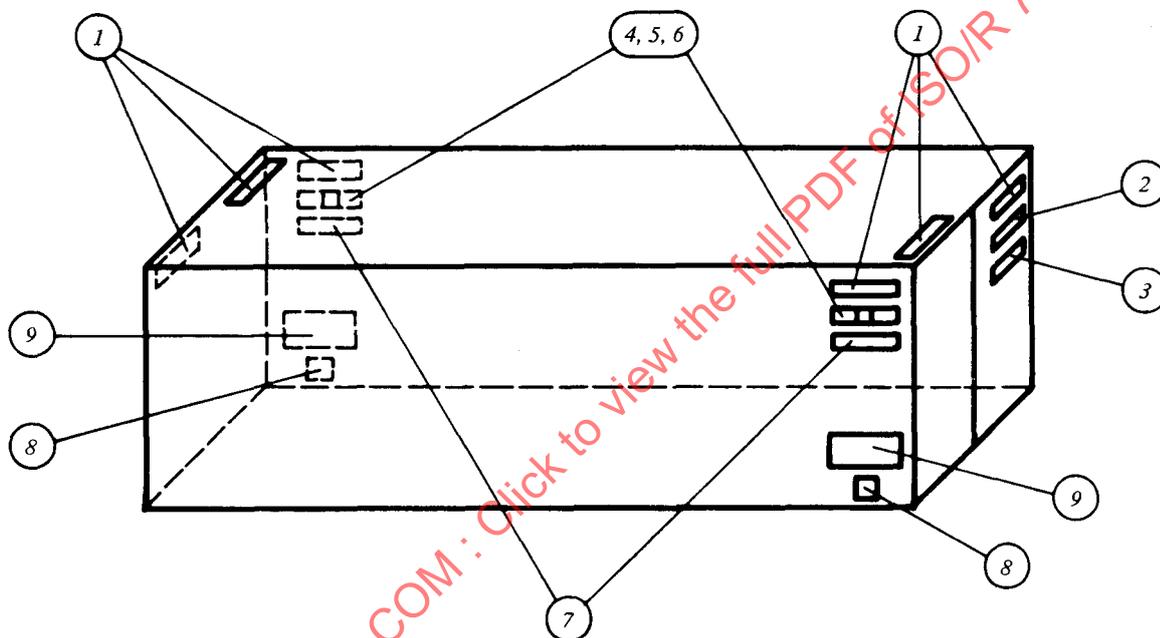


FIG. 1 – Diagram showing location of markings

3. CARRIAGE OF DOCUMENTS

A pocket for the carriage of documents should be provided.

NOTE. – It is recommended that on each side wall, at the bottom right-hand corner, a label holder, recessed if necessary, should be located 200 mm (8 in) above the base (see Fig. 1, item 8). In addition, a transit marking plate or area, where practicable, having dimensions of 350 mm (14 in) wide by 500 mm (20 in) long, may be located above this label holder and recessed if necessary (see Fig. 1, item 9).