



**SLOVENSKI STANDARD**  
**oSIST prEN 13044-3:2009**  
**01-februar-2009**

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Swap bodies - Marking - Part 3: Other operational marks

Wechselbehälter - Markierung - Teil 3: Sonstige betriebliche Kennzeichen

Caisses mobiles - Marquage - Partie 3: Autres marques d'exploitation

**Ta slovenski standard je istoveten z: prEN 13044-3**

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**ICS:**

35.240.60	Uporabniške rešitve IT v transportu in trgovini	IT applications in transport and trade
55.180.10	X^ } æ ^} • \ á [ } c b ^ i k̃	General purpose containers

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**en**



EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**DRAFT**  
**prEN 13044-3**

November 2008

ICS 35.240.60; 55.180.10

Will supersede EN 13044:2000

English Version

## Swap bodies - Marking - Part 3: Other operational marks

Caisses mobiles - Marquage - Partie 3: Autres marques  
d'exploitation

Wechselbehälter - Markierung - Teil 3: Sonstige  
betriebliche Kennzeichen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 119.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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## Foreword

This document (prEN 13044-3:2008) has been prepared by Technical Committee CEN/TC 119 “Swap bodies for combined goods transport”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 13044:2000.

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## Introduction

This standard contains the recommended method of marking *Intermodal Loading Units (ILU)* to meet current and future requirements.

The standard follows the format used in EN ISO 6346, the world wide accepted standard for marking and coding of marine freight containers. As the above standard can be applied, without alteration, to an ILU, the standard is not directly interchangeable with the ISO standard. However since the ILU are handled and transported in Europe in the same environment as ISO freight containers, the two standards are compatible.

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## 1 Scope

This European Standard provides a system for the identification and presentation of information about the ILU. The identification system is intended for general application, for example in documentation, control and communications (including automatic data processing systems), as well as for display on the ILU and other non ISO containers (i.e.: which dimensions and testing parameters differ from those defined by the applicable ISO standards) used in European transport.

The methods of displaying identification and certain other data (including operational data) on the ILU by means of permanent marks are included.

This European Standard specifies:

- a) an ILU identification system with an associated system for verifying the accuracy of its use, having mandatory marks for the presentation of the identification system for visual interpretation, and
- b) a coding system for data on ILU size and type, with corresponding marks for their display;
- c) mandatory operational marks;
- d) physical presentation of the marks on the ILU.

This part of the European Standard prescribes the operational markings, which are necessary additionally to those for railway operation. Such markings are size and type codes and the related markings, and signs for limitations and warnings.

This European Standard does not cover temporary operational marks of any kind, permanent marks, data plates, etc. which may be required by intergovernmental agreements, national legislation or non-governmental organisations other than CEN.

**NOTE** Some of the major international conventions whose container-marking requirements are not covered in this European Standard are as follows:

- International Convention for Safe Containers (UN/IMO 1992);
- Customs Convention on Containers 1956 and 1972;
- Customs Convention on International Movement of Goods under Cover of TIR Carnets (TIR-Convention) 1959 and 1975.

It should not to be assumed that this list is exhaustive.

This European Standard does not cover the display of technical data on Swap tanks (see EN 1432) nor does it, in any way, include identification marks or safety signs for items of cargo which may be carried in ILU.

## 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 1496-1, *ISO-Container series 1, Parts 1 to 5*

EN ISO 6346: *Freight containers -- Coding, identification and marking*

**prEN 13044-3:2008 (E)**

CEN/TS 13853, *Swap bodies for combined transport – Stackable swap bodies type C745-S16 – dimensions, design requirements and testing*

CEN/TS 14993, *Swap bodies for combined transport – Stackable swap bodies type A1371 – dimensions, design requirements and testing*

UIC 592-4, *Swap bodies for grab handling and spreader gripping -Technical conditions*

UIC 596-6, *Conveyance of road vehicles on wagons – Technical organisation - Conditions for coding combined-transport load units and combined-transport lines*

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1

##### **Intermodal Loading Unit**

##### **ILU**

loading unit suitable for European intermodal transport on road, rail, inland waterway and sea, which is not an ISO-container according to ISO 830

EXAMPLE swap body, semi trailer

### 4 Operational marks

#### 4.1 General

The marks in this section are not intended to correspond to any particular code (e.g. for use in data transmission or any other purpose). They are solely intended as markings for use on ILU to convey certain information or give visual warnings.

#### 4.2 Maximum gross and tare masses

ILU, which will be transported on inland waterways and on sea shall be mandatory marked with the maximum gross mass and the tare mass in kilogram (kg). For other ILU these marks are optionally. These marks shall be displayed at the door end as follows:

MAX GROSS      00 000 kg

TARE              00 000 kg

#### 4.3 Warning sign for not allowed stacking configurations

A stackable ILU that does not meet all requirements of ISO 1496 for stackability shall be marked with a warning sign according to EN TS 13853.

#### 4.4 Warning sign of overhead electrical danger

All ILU equipped with ladders shall display a warning sign in accordance with the details given in Annex A.



#### **4.5 Height mark for ILU higher than 2,75 m**

ILU which are higher than 2,75 m shall be optionally marked with a height mark in accordance with EN ISO 6346 (paragraph 5.1.4).

It is not necessary to add the values in foot and inches for ILU.

### **5 Design of the markings**

#### **5.1 Size and colour of the markings**

Letter and numbers for MAX GROSS and TARA shall have a minimum size of 50 mm. Width and height of all digits shall have a suitable proportion to each other and the colour shall be in contrast in relation to the colour of the ILU.

NOTE It is recommended to use with or black for the letters and numerals.

#### **5.2 Display and location of the markings**

##### **5.2.1 General**

The requirements of this clause are especially related to ILU with solid structure (box type). Display and location of markings for other ILU types shall follow these rules as far as possible.

NOTE If not practicable to follow the requirements of this clause, the requirements from EN ISO 6364 may be used.

##### **5.2.2 Location**

Signs for limitations and warnings shall, if practicable, be displayed in horizontal lines below the horizontal lines of the size and type codes or the owner codes product type code, registration number and check digit (see EN 13044-1). It is possible to deviate from the horizontal display, if specific characteristics of the ILU require a different display. The optional markings for max gross and tare shall be displayed at least at the rear end (door opening).

## **Annex A**

(normative)

### **Sign warning of overhead electrical danger**

The sign warning of overhead electrical danger for all ILU equipped with ladders shall consist of a black symbol on a yellow background, surrounded by a black border (see example below).

The size of the warning sign, measured between the outside edges of the black border, shall be not less than 230 mm.

The mark shall be located in an area adjacent to the ladder.



**Figure A.1 — Warning sign for overhead electrical danger**