



SLOVENSKI STANDARD
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Swap bodies - Coding, identification and marking

Swap bodies - Coding, identification and marking

Wechselbehälter - Kodierung, Identifizierung und Kennzeichnung

Caisses mobiles - Codage, identification et marquage

Ta slovenski standard je istoveten z: EN 13044:2000

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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 [} ç b ^ i k̄	General purpose containers

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 13044

June 2000

ICS 35.240.60; 55.180.10

English version

Swap bodies - Coding, identification and marking

Caisses mobiles - Codage, identification et marquage

Wechselbehälter - Kodierung, Identifizierung und
Kennzeichnung

This European Standard was approved by CEN on 3 May 2000.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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Foreword

This European Standard has been prepared by Technical Committee CEN/TC 119 "Swap bodies for combined goods transport", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by December 2000, and conflicting national standards shall be withdrawn at the latest by December 2000.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

The purpose of this standard is to combine the national standards into one single European standard to ensure for the future a free, unimpeded circulation of swap bodies in Europe within road/rail combined transport.

This Standard describes an improved scheme for identity marking of swap bodies with better data reliability. The existing regulations of UIC leaflets 592-4 and 596-6 are still valid for such swap bodies that shall be carried in European rail networks.

Specifically the size marking and its display on the UIC code number plate remains unchanged. UIC has been requested to incorporate the regulations of this standard referring to identity marking in their leaflets 592-4 and 596-6.

Introduction

This standard contains the recommended method of marking European swap bodies to meet current and future requirements. It includes provision for the introduction of electronic data exchange and facilitates the application of semi-automatic and fully-automatic handling procedures in terminals serving the European combined transport industry.

The standard follows the format used in EN ISO 6346, the world wide accepted standard for marking and coding of marine freight containers. It contains reference to EN ISO 10374, the existing standard for the automatic identification of freight containers. As neither of the above standards can be applied, without alteration, to European swap bodies, the standard is not directly interchangeable with the ISO standards. However since swap bodies 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

1.1 This European Standard provides a system for the identification and presentation of information about swap bodies. 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 swap bodies 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 swap bodies by means of permanent marks are included.

1.2 This European Standard specifies:

- a) a swap body 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
 - features to be used in optional Automatic Equipment Identification (AEI) and Electronic Data Interchange (EDI);
- b) a coding system for data on swap body size and type, with corresponding marks for their display;
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- c) mandatory operational marks,
- d) physical presentation of the marks on the swap body.

1.3 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 Swap bodies.

2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these publications apply to this European Standard only when incorporated in it by amendment or revision. For undated references the latest revision of the publication referred to applies.

- | | |
|--------------|--|
| EN ISO 6346 | Freight containers - Coding, identification and marking (ISO 6346:1995) |
| EN ISO 10374 | Freight containers - Automatic identification (ISO 10374:1991, including Amendment 1:1995) |
| UIC 592 - 4 | Swap bodies which can be handled by grabs – technical conditions |
| UIC 596 - 6 | Traffic of road vehicles on wagons; Technical organisation - conditions for coding load units in combined transport and combined transport lines |

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3 Identification system and its associated marks

3.1 Identification system

The identification system for swap bodies shall consist only of the following elements, all of which shall be included:

- | | | |
|---------------------------------|---|---------------|
| – owner code | : | three letters |
| – equipment category identifier | : | one letter |
| – serial number | : | six numerals |
| – check digit | : | one numeral |

3.2 Identification of the owner

3.2.1 General

The identification of the owner of the swap body shall be achieved by using the owner code **and** the equipment category identifier, which shall not be used other than **in combination**. The identification of the owner shall be unique and therefore it is necessary for all codes to be registered with the Bureau International des Containers et du Transport Intermodal (BIC). The assigned owner codes will be maintained and checked by BIC.¹

3.2.2 Owner code

The swap bodies owner's code shall consist of three capital letters.

3.2.3 Equipment category identifier

The equipment category identifier for European swap bodies shall consist of one of the five capital letters **A, B, D, E** or **K**.

NOTE In EN ISO 6346 the following equipment category identifiers are already standardised:

- **U** for all freight containers;
- **J** for detachable freight container-related equipment
- **Z** for trailers and chassis.

3.3 Serial number

The serial number for a swap body shall consist of six Arabic numerals. If the series of significant numerals does not total six, they shall be preceded by sufficient zeros to make up six numerals. (For example, if the series of significant numerals is 1234, the serial number is 001234.)

3.4 Check digit

The check digit provides a means of validating the transmission accuracy of the owner code and serial number and shall be determined as in Annex A. The check digit shall validate the owner code, equipment category identifier and serial number of the swap body.

¹ Address of BIC: 167, rue de Courcelles, 75017 Paris, France, Phone: +33-1-47660390, Fax: +33-1-47660891, E-mail: bic@bic-code.org

4 Size and type codes and their associated marks

4.1 Purpose

The type and main external dimensions of a swap body shall be identified with codes marked on the swap body legible to the human eye.

4.2 Size and type codes

Swap bodies shall be marked with the size and a type code in such a way that they are clearly visible on the swap body. The size and type codes, shall be used as a whole, i.e. the information shall not be broken into its component parts. The size and type codes shall be displayed in accordance with clause 6.

4.2.1 Size: technical number and length group

The size code of a swap body shall be identified with codes in accordance with the UIC leaflets No. 596-6 and 592-4 consisting of a technical code number and a length group code number.

4.2.2 Type: two characters

This provision is included to assist with the managing and handling of the many different types of swap body in existence through the application of a type code to the swap body. The swap body type and main characteristics shall be indicated by two characters as follows:

- first character: alphabetic character representing the swap body type;
- second character: numeric character representing main characteristics, related to the swap body type.

These two characters shall be selected in accordance with Annex C.

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NOTE For the purpose of exchanging data when indication of the main characteristics is not essential, the 'type group code designation' as shown in Annex C can be used.

5 Operational marks

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 swap bodies to convey certain information or give visual warnings.

5.1 Maximum gross and tare masses

Swap bodies shall be marked with the maximum gross mass and the tare mass in kilogram (kg). These marks shall be displayed at the door end as follows:

MAX GROSS	00 000 kg
TARE	00 000 kg

5.2 Warning sign for not allowed stacking configurations

Stackable Swap bodies shall be marked with a warning sign.

A corresponding European Standard is in preparation and will soon be published.

5.3 Warning sign of overhead electrical danger

All Swap bodies equipped with ladders shall display a warning sign in accordance with the details given in Annex B.

5.4 Height mark for swap bodies higher than 2,75 m

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

It is not necessary to add the figures in foot and inches for European swap bodies.

6 Physical display of marks

6.1 Size and colour of marks

The letters and numerals of the owner code, equipment category identifier, serial number and check digit as well as of the size and type code shall not be less than 100 mm high. The letters and numerals for MAX GROSS and TARE shall be not less than 50 mm high. All characters shall be of proportionate height and width. They shall be durable and in a colour contrasting with that of the swap body.

6.2 Layout and location of marks

6.2.1 General

The requirements of this clause are applicable particularly to swap bodies of the 'closed box' type. For swap bodies of other types, all possible practicable steps should be taken to follow the marking layout and location given for the 'closed box' type of swap bodies.

NOTE When it is not practical to follow the requirements of this clause EN ISO 6346 should be considered by preference to any other.

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6.2.2 Layout of marks

The layout of the owner code, equipment category identifier, serial number and check digit on swap bodies shall preferably be one single horizontal line (see figure 1). Where constructional features of the swap body dictate otherwise, the layout may differ from the horizontal.

The owner code and equipment category identifier shall be joined together and shall be separated from the serial number by at least one character space. The serial number shall be separated from the check digit also by one character space and the check digit shall be displayed in a box.

The layout of size and type codes should, as far as practicable, be in one single horizontal line immediately below the horizontal line giving the owner code, equipment category identifier, serial number and check digit (see figure 1).

The size code shall be separated from the type code by one character space. The technical number of the type code shall be separated from the length group code number of the type code by an inclined slash (see figure 1).