20’ OS
SPEC. BULLBOX

STEEL DRY CARGO CONTAINER
BULLBOX 20’ × 8’ × 8’6” OPEN SIDE

MODELO NO: **BULLBOX 20’ OPEN SIDE & END DOOR CONTAINER**
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Contenedores y Embalajes Normalizados S.A.
P.I. Silvota, Peñasanta 12, Llanera. 33192, Asturias- Spain
T +34 985 265 095 bullbox@bullbox.com
www.bullbox.com

1.1 General

This specification will cover the design, construction, materials, testing and inspection performances of 20' x 8' x 8'6" single side & end open door type steel dry cargo containers.

These containers specified herein will be manufactured by Contenedores y Embalajes Normalizados, S.A (hereinafter referred to BULLBOX) under strict quality control by BULLBOX and be **approved by the classification society** (Bureau Veritas, China Classification Society, Lloyd's Register of Shipping, American Bureau of Shipping...)

The container will be designed and constructed for carriage of general cargo by marine (on or below deck), road and rail throughout the world. All materials used in the construction will be to withstand extremes of temperature range from -40ºC to +70ºC without effect on the strength of the basic structure and watertightness.

The container will satisfy the following requirements and regulations, unless otherwise mentioned in this specification.

ISO Container Standards ISO 668. ISO 830 ISO 1161.ISO 1496-1. ISO 6346

T.C.T. Certification: All exposed wooden components used for container will be treated to comply with the requirements of "Cargo Containers-Quarantine Aspects and Procedures" of the Commonwealth Department of Health, Australia.

C.S.C.: All the containers will be certified and comply with the requirements of the "International Convention for the Safe Containers."

T.I.R.: All the containers will be certified and comply with "The Customs Convention on the International Transport of Goods under the cover of T.I.R. Carnets." or "The Customs Convention on Containers."

U.I.C.: All the containers will be registered and comply with the "International Union of Railways."
All the containers will be certified for design type and individually inspected by classification society, BV, ABS, LR, GL or CCS.

1.2 Handling and Transportation

The container will be constructed to be capable of being handled without any permanent deformation under the following conditions:
a) Lifting, full or empty, at top corner fittings vertically by means of spreaders fitted with hooks, shackles or twistlocks.
b) Lifting, full or empty, at bottom corner fittings using slings with terminal fittings at any angles between vertical and 45 degrees to the horizontal.
c) Lifting, full or empty, at forklift pockets using forklift truck.

The container will be constructed to be suitable for transportation in the following modes:

a) Marine: In the ship cell guides of vessels, seven (7) high stacked. On the deck of vessels, four (4) high stacked and secured by vertical and diagonal wire lashings.

b) Road: On flat bed or skeletal chassis, secured by twistlocks or equivalent at the bottom corner fittings.

c) Rail: On flat cars or special container cars secured by twistlocks or equivalent at the bottom corner fitting.

2. Dimensions and ratings

External

Length	6,058 + 0 mm
	-6 mm
Width	2,438 + 0 mm
	-5 mm
Height	2,591 + 0 mm
	-5 mm

Internal

Length	5,898 mm
Width	2,287 mm
Height	2,302 mm

Rear Door opening dimensions

Width	2,226 mm
Height	2,189 mm

Side Door opening dimensions

Width	5,702 mm
Height	2,189 mm

Internal cubic capacity

31.1 cu.m	1,097 cu.ft

Forklift pockets

Center to center	2,080 mm
Width	360 mm
Height min	115 mm

Ratings

Max. Gross Weight	30,480 kg	67,200 lb
Tare Weight	2,800-3,080 kg	6,180-6,790 lb
Max. Payload	27,400-27,400 kg	60,020-60,410 lb

Dimensions and ratings are subject to small variations depending on the batch.

3. Construction

The container is constructed with Anti-corrosive steel: CORTEN A, SPA-H or equivalent.
The container will be constructed with steel frames, fully vertical-corrugated steel left sides and front wall, horizontal-corrugated steel double doors at rear end and double bi-folding doors of the right side wall, die-stamped steel roof and corner fittings.
Side doors locate at right hand side for entering the container

The corner fittings will be designed in accordance with ISO 1161 and manufactured at the works approved by classification society.

There is one set of forklift pocket. Each forklift pocket is built of 3.0 mm thick full depth flat steel top plate and two 200 mm deep x 6.0 mm thick flat lower end plates between two channel section cross members. The one set of forklift pockets is designed in accordance with ISO requirements.

The floor will consist of six pieces plywood/bamboo boards, floor center rail, and self-tapping screws.
The wooden / bamboo floor to be constructed with 28 mm thick hardwood plywood/bamboo boards are laid longitudinally on the transverse members between the 4.0 mm thick flat bar floor center rail to the bottom side rails.

1) Wood species: Apitong, Hardwood plywood or bamboo wood composite

2) Glue: Phenol-formaldehyde resin.

The **rear frame** will be composed of one door sill, two corner posts, one door header and four corner fittings, which will be welded together to make the door-way.

Each container will have double wing doors at each end frame, and each door will be capable of swinging approximately 270 degrees.

Two sets of galvanized bolts on model locking assemblies with forged steel handles are fitted to left door, and one set (with lengthened pressed steel handles) is fitted to the right door, using zinc plated steel bolts and Huck bolts according to TIR requirements. The left hand door cannot be opened without opening the right hand door when the container is sealed in accordance with TIR requirements.

Double bi-folding doors locate at right hand side when entering the container.
Each side door will be equipped with two sets of locking gear system (as same end door locking gear). The hinges pins, gaskets and door holder will be installed on each door. By five hinge pins, the outer door will be fitted at the hinge post which is be welded with intermediate post and inner door will be connected with outer door by five hinge pins.
The outer door will be capable of swinging approximately 270 degrees.
The inner door will be capable of swinging approximately 180 degrees.

Customs seal and padlock provisions are made on each locking handle retainer to cover the sealed area in accordance with TIR requirements.

Five (5) lashing hoop rings are welded to each top and bottom side rail at recessed corrugations of side panels but not extruded any cargo space (total 20 rings).

Three (3) lashing rods are welded to each corner post at the position of 150 mm higher from the floor and 200 mm lower from the bottom surface of top corner fitting and middle of the corner post.

A shoring slot, having a size of 60 mm width x 40 mm depth is provided on each rear corner post so that 2 1/4" thick battens can be arranged to be able to prevent doors from damage due to shifting cargo.

Each container will have some labyrinth type small plastic ventilators. Each ventilator is fixed to the righ- & left-hand upper part of each side wall by three 5.0 mm dia. Stainless steel Huck bolts in accordance with

TIR requirements after drying of top coating and caulked with sealant around the entire periphery except underside to prevent the leakage of water.

There's Lock Box welded on the rear door end and right-side doors end (total 2 Lock Box)

Coating specifications will be provided on request.

4. Marking

The containers will be marked in accordance with ISO, TCT, UIC, CSC and TIR requirements, owner's marking specifications and other required regulations.

Materials

1) Decal: - Self-adhesive, high tensile PVC film for seven (7) years guarantee without peeling off, tenting or color fading.

2) Certification plate: Stainless steel plates to be chemically etched by acid.

5 Guarantee

Structure
All the containers shall be guaranteed by manufacturer to be free from defects in materials, workmanship and structure for a period of one (1) year from the date of production certificate.

Painting
The paint system coated on the container surface shall be guaranteed to be free from corrosion and failure for a period of three (3) years from the date of production certificate.

Corrosion is defined as rusting which exceeds RE3 (European Scale of degree of Rusting) on at least ten (10) percent of the total container surface, excluding that resulting from impact or abrasion damage, contact with solvents or corrosive chemicals and abnormal use.

If the corrosion exceeds RE3 as defined above within the guarantee period, inspection of the corrosion shall be carried out by the buyer, BULLBOX and paint manufacturer to detect the cause. As the result of the inspection, if it is mutually agreed and accepted that the corrosion has been caused by the defective paint quality and/or poor workmanship, BULLBOX and/or paint manufacturer shall correct the defect on their accounts.

Decals
Decals applied on the container shall be guaranteed for a period of seven (7) years without peeling off, tenting or color fading.

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