

# DRAFT AMENDMENT ISO 668:2020/DAM 1

ISO/TC 104/SC 1

Secretariat: AFNOR

Voting begins on:  
2020-10-19

Voting terminates on:  
2021-01-11

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

### AMENDMENT 1

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

*AMENDEMENT 1*

ICS: 55.180.10

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[ISO 668:2020/DAm1](#)

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Reference number  
ISO 668:2020/DAM 1:2020(E)

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Published in Switzerland

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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This document was prepared by Technical Committee ISO/TC 104, *Freight containers*, Subcommittee SC 1, *General purpose containers*.

This eighth edition cancels and replaces the seventh edition (ISO 668: 2020), which has been technically revised.

The main changes compared to the previous edition are as follows:

- Annex A forms an integral part of this International Standard

ISO 668: 2020 can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

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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

### 5.2.2 Ratings

The ratings given in [Table 2](#) are applicable to all types of containers.

**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 document. This can include containers having maximum gross masses in excess of the ratings in Table 2. They may not, therefore, be fully intermodal worldwide and their operation can require special arrangements.

### 5.4 Corner fitting locations

Table 2 — External dimensions, permissible tolerances and ratings for series 1 freight containers

Freight container designation	Length, <i>L</i>				Width, <i>W</i>				Height, <i>H</i>				Rating, <i>R</i> (gross mass)	
	mm	tol.	ft and in	tol.	mm	tol.	ft and in	tol.	mm	tol.	ft and in	tol.	Up to (kg)	Up to (lb)
<b>1EEE</b>	13 716	0	45'	0	2 438	0	8	0	2 896 <sup>a</sup>	0	9'	0	36 000	79 370
		- 10		-3/8		- 5		- 3/16		- 5	6"	- 3/16		
<b>1EE</b>									2 591 <sup>a</sup>	0	8'	0	36 000	79 370
										- 5	6"	- 3/16		
<b>1AAA</b>	12 192	0	40'	0	2 438	0	8	0	2 896 <sup>a</sup>	0	9'	0	36 000	79 370
		- 10		-3/8		- 5		- 3/16		- 5	6"	- 3/16		
<b>1AA</b>									2 591 <sup>a</sup>	0	8'	0		
										- 5	6"	- 3/16		
<b>1A</b>									2 438	0	8'	0		
										- 5		- 3/16		
<b>1AX</b>									<2 438		<8'			
<b>1BBB</b>	9 125	0	29'		2 438	0	8	0	2 896 <sup>a</sup>	0	9'	0	36 000	79 370
		- 10	11			- 5		- 3/16		- 5	6"	- 3/16		
<b>1BB</b>			¼"						2 591 <sup>a</sup>	0	8'	0		
										- 5	6"	- 3/16		
<b>1B</b>									2 438	0	8'	0		
										- 5		- 3/16		
<b>1BX</b>									<2 438		<8'			

Table 2 (continued)

Freight container designation	Length, <i>L</i>				Width, <i>W</i>				Height, <i>H</i>				Rating, <i>R</i> (gross mass)			
	tol.		tol.		tol.		tol.		tol.		tol.		Up to (kg)	Up to (lb)		
	mm	ft and in	in	mm	ft	in	mm	ft and in	in	mm	ft and in	in				
<b>1CCC</b>	6 058	0	19'	0	2 438	0	8	0	2 896 <sup>a</sup>	0	9'	0	36 000	79 370		
<b>1CC</b>		- 6	10	-1/4		- 5	- 3/16		- 5	6"	- 3/16					
<b>1C</b>			1/2"					2 591 <sup>a</sup>	0	8'	0					
<b>1CX</b>									- 5	6"	- 3/16					
<b>1D</b>	2 991	0	9' 9	0	2 438	0	8	0	2 438	0	8'	0	10 160	22 400		
<b>1DX</b>		- 6	3/4"	- 3/16		- 5	- 3/16		- 5		- 3/16					
									<2 438		<8'					

<sup>a</sup> Legal limitations to the overall height of vehicle and load can exist in certain countries (for example for rail/road service).

NOTE It can be difficult to provide a 1CCC container with a gooseneck tunnel. 1CCC containers without gooseneck tunnels can meet height problems in some countries while circulating on the road on straight frame container chassis.

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