



Container Information

Please note that there are an increasing number of container types which vary from these basics types. Your Griffin representative can assist you. Payload details are subject to prevailing over-the-road weight limitations applicable in individual countries and states.

40 FT. STANDARD CONTAINER

Dimensions:	Length	Width	Height
Overall	40' = 12192 mm	8' = 2438 mm	8' 6" = 2591 mm
Internal	39' 5.25" = 12022 mm	7' 5.625" = 2352 mm	7' 10.25" = 2395 mm
Door Opening		7' 8.25" = 2343 mm	7' 5.75" = 2280 mm
Weights:			
Max. Gross	67200 lbs = 30480 kg		
Tare	8600 lbs = 3900 kg		
Max. Payload	58600 lbs = 26580 kg		
Cube:	2392 cu. ft. = 67.7 m ³		

40 Foot "HIGH CUBE"

Dimensions:	Length	Width	Height
Overall	40' = 12192 mm	8' = 2438 mm	9' 6" = 2895 mm
Internal	39' 3.25" = 12022 mm	7' 8.5" = 2352 mm	8' 10.25" = 2700 mm
Door Opening		7' 5.75" = 2340 mm	8' 5.75" = 2585 mm
Weights:			
Max. Gross	67200 lbs = 30480 kg		
Tare	9150 lbs = 4150 kg		
Max. Payload	58050 lbs = 26330 kg		
Cube:	2697 cu. ft. = 76.4 m ³		

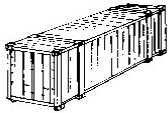


ACE ABI / ACS C-TPAT EDI FMC IATA NCBFAA NVOCC

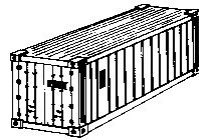
20 Foot STANDARD CONTAINER

Dimensions:	Length	Width	Height
Overall	20' = 6096 mm	7' 9.25" = 2370 mm	8'6" = 2591 mm
Internal	19' 5.75" = 5935 mm	7' 8" = 2335 mm	7' 9.75" = 2383 mm
Door Opening		7' 8" = 2335 mm	7' 6.25" = 2292 mm
Weights:			
Max. Gross	52910 lbs = 24000 kg		
Tare	4585 lbs = 8080 kg		
Max. Payload	48325 lbs = 21920 kg		
Cube:	1197.25 cu. ft. = 33.9 m3		

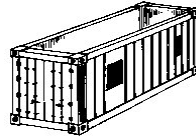
OCEAN CONTAINERS



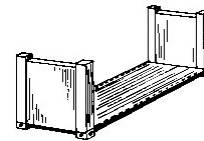
45' High Cube Dry



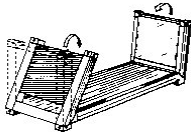
40' Dry Freight



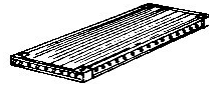
40' Open Top



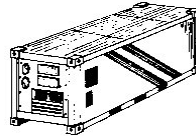
40' Flat Rack



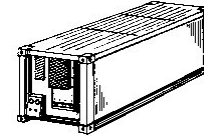
40' Collapsible Flat Rack



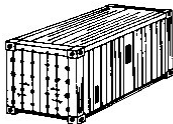
40' Platform



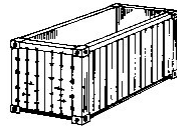
40' Reefer



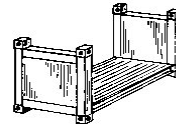
40' High Cube Reefer



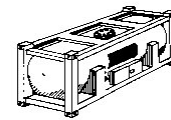
20' Dry Freight



20' Open Top



20' Flat Rack



20' Tank

Most containers are general purpose, designed to load or unload direct from vessel to truck trailer bed. For special shipments, you may require a specific kind of container. For more information, contact your Griffin representative.



AIR CARGO CONTAINERIZATION

Shippers can save money and minimize cargo loss by putting their air cargo shipments in containers. Airlines encourage the use of containers by providing special pricing for containerized freight-all-kinds (FAK) shipments on many routes. Air carriers prefer containerized shipments for a number of different reasons:

- It reduces the number of individual pieces of cargo which must be handled in terminals.
- It provides for cost-efficient use of cube capacity of aircraft.
- It permits use of mechanical handling systems and equipment to best advantage.
- It speeds loading and unloading of aircraft.
- It minimizes exposure of cargo to weather, theft, pilferage and handling damage while in the custody of the carrier.

Three Basic Categories of Air Cargo Containers

1. Air Cargo Pallets

Designed for use with conveyor systems in terminals and in aircraft, the low-profile flat pallet is equipped with fittings for securing the pallet firmly to the aircraft deck. Cargo is normally secured to the pallet by nets, tightened over cargo by application of tensioned straps. Pallets are often covered with contoured semi-structural covers called "igloos," or "cocoon" to provide protection and keep cargo within safe dimensions for loading in aircraft. Igloos may be attached to the pallet by cargo nets that are placed over the exterior, or the igloo may be permanently attached to the pallet.

Common sizes and capacities of pallets are listed in the table. Dimensions and cubes will vary slightly.

Type	H	L	W	Cu. Ft.	Use
Full Pallet (Net or igloo)	68"	125"	86"	420	Freighter/aircraft
Full Pallet (Net or igloo)	88"	100"	86"	360	Freight/Passenger
Full Pallet (Net or igloo)	88"	125"	64"	350	Boeing 747 Lower Deck
Full Pallet (Net or igloo)	88"	61"	86"	200	Multiple
Half Pallet (Net or igloo)	88"	53"	76"	160	Multiple



- Lower Deck Containers** - Developed by use in the lower deck cargo spaces of high-capacity aircraft. They are fully structured and completely enclosed. Cargo is loaded into the container which may be equipped with shelves for accommodation of small or irregularly shaped cargo. The container doors, metal or fabric (or a combination), are closed, sealed and locked. Containers are locked directly into the aircraft restraint systems without need for nets or tie-downs.

Note: Door opening dimensions and gross, tare and payload weights of LD-3 containers will vary according to models used by various airlines.

Type	H	L	W	Cu. Ft.	Use
LD-1	64"	92"	60.4"	171	Boeing 747 only
LD-2	64"	79"	60.4"	158	Boeing 747, Lockheed L-1011, DC-10

- "Box-type containers"** - Developed in standard sizes to facilitate establishment of uniform shipping rates, they are used to consolidate shipments. Available from various manufacturers, they may be purchased by the shipper or used by freight forwarders to consolidate the shipper's cargo into one easily handled and rated unit. Constructed of wood, plastic, plywood, fiberboard, metal or combinations of these materials, all must conform to the basic standards prescribed by the Air Transportation Association (ATA) for domestic use or the International Air Transportation Association (IATA) for international shipments.

Contoured "Boxes" - (igloo configuration) are handled and loaded aboard aircraft in the same manner as pallet-igloo combinations. Square-sided box-type containers are normally loaded on pallet-igloo combinations by the carrier for stowage aboard the aircraft. The following table lists standard IATA containers. Minor variations in internal dimensions and cube will occur due to the differences in construction techniques and materials used. All dimensions are in inches.

Air Container Dimensions

Main Deck Pallet

(Equivalent to IATA Type 2)

External Displacement:

606 cu ft/17.16 cu m

Maximum Gross Weight:

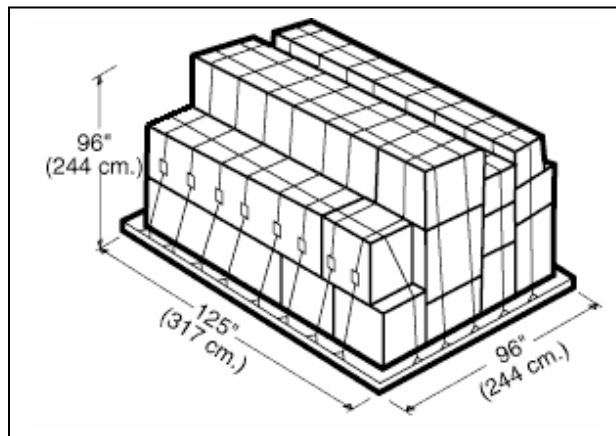
15,000 lb/6,804 kg

Maximum External Dimensions:

(L x W x H) Contoured

125" x 96" x 96"

317cm x 244cm x 244 cm





LD-7

(Equivalent to IATA Type 5)

External Displacement:

379.9 cu ft/10 cu m

Maximum Gross Weight:

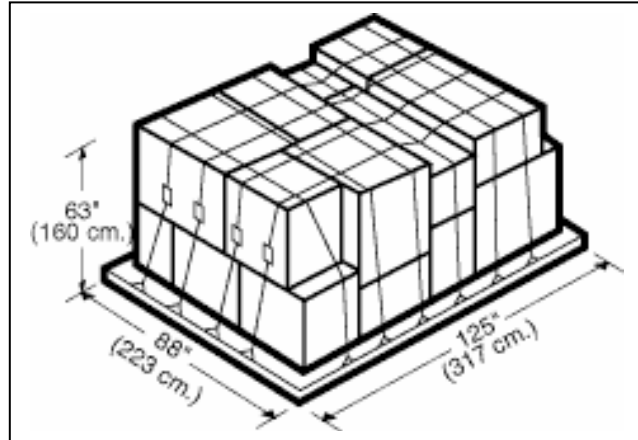
10,200 lb/4,627 kg

Maximum External Dimensions:

(L x W x H)

125" x 88" x 63"

317 cm x 223 cm x 160 cm



P9A Lower Deck Pallet

(Equivalent to IATA Type 6)

External Displacement:

242 cu ft/6.9 cu m

Maximum Gross Weight:

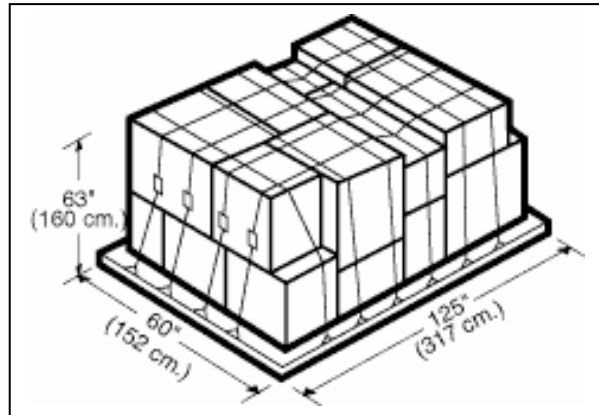
7,000 lb/3,176 kg

Maximum External Dimensions:

(L x W x H)

125" x 60" x 63"

317 cm x 152 cm x 160 cm





LD-11

(Equivalent to IATA Type 6)

Internal Capacity:

242 cu ft/6.9 cu m

Maximum Gross Weight:

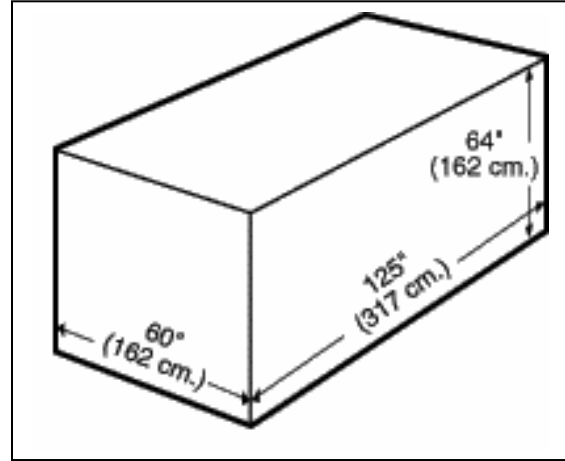
7,000 lb/3,176 kg

Maximum Internal Dimensions:

(L x W x H)

125" x 60" x 64"

317 cm x 162 cm x 162 cm



LD-8

(Equivalent to IATA Type 6A)

Internal Capacity

243 cu ft/6.9 cu m

Maximum Gross Weight:

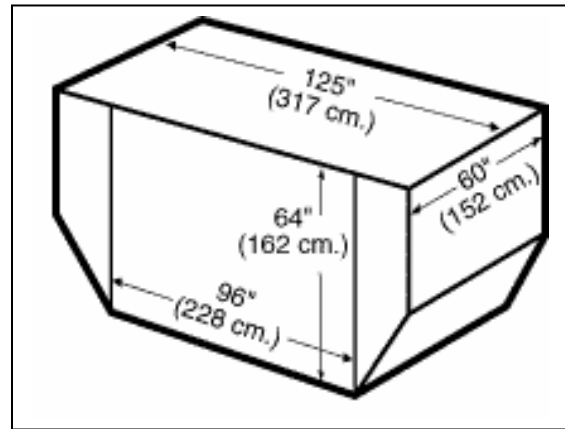
5,400 lb/2,450 kg

External Dimensions:

(L x W x H)

96" x 60" x 64"

228 cm x 152 cm x 162 cm



LD-4

(Equivalent to IATA Type 7A)

Internal Capacity

194 cu ft/5 cu m

Maximum Gross Weight:

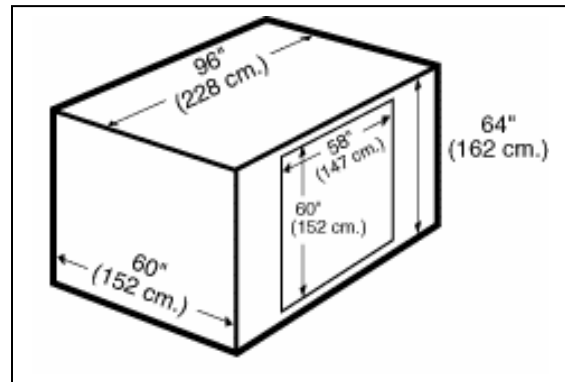
5,400 lb/2,450 kg

External Dimensions:

(L x W x H)

96" x 60" x 64"

228 cm x 152 cm x 162 cm





LD-3

(Equivalent to IATA Type 8)

Internal Capacity

150 cu ft/4 cu m

Maximum Gross Weight:

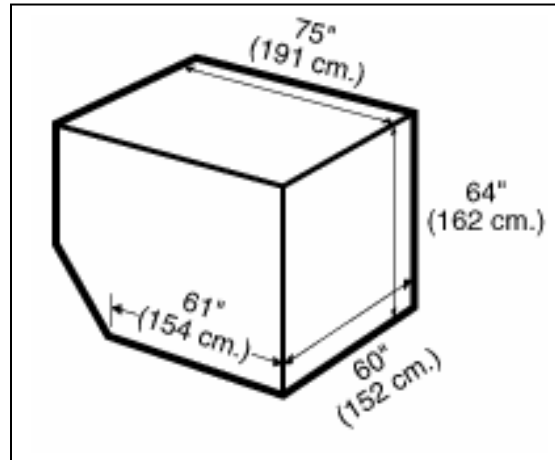
3,500 lb/1,588 kg

External Dimensions:

(L x W x H)

61" x 60" x 64"

154 cm x 152 cm x 162 cm



LD-2

(Equivalent to IATA Type 8D)

Internal Capacity

120 cu ft/3 cu m

Maximum Gross Weight:

2,700 lb/1,225 kg

External Dimensions:

(L x W x H)

47" x 60" x 64"

119 cm x 152 cm x 162 cm

