

OCEAN CONTAINER SPECIFICATIONS

INTERNAL DIMENSIONS · IMPERIAL & METRIC · QUICK REFERENCE

TYPE	INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH (OPENING)	DOOR HEIGHT (OPENING)	CUBIC CAPACITY	TARE WEIGHT	MAXIMUM PAYLOAD
STANDARD (DRY)								
20' STANDARD	19'4" 5.900 m	7'7" 2.350 m	7'10" 2.393 m	7'8" 2.340 m	7'6" 2.292 m	1,172 cft 33.2 cbm	5,071 lbs 2,300 kg	55,126 lbs 25,000 kg
40' STANDARD	39'5" 12.032 m	7'7" 2.350 m	7'10" 2.395 m	7'8" 2.340 m	7'6" 2.292 m	2,389 cft 67.7 cbm	8,268.8 lbs 3,750 kg	61,200 lbs 27,600 kg
40' HIGH CUBE	39'5" 12.032 m	7'7" 2.350 m	8'9" 2.700 m	7'8" 2.340 m	8'5" 2.580 m	2,697 cft 76.4 cbm	8,687 lbs 3,940 kg	62,974.8 lbs 28,560 kg
45' HIGH CUBE	44'5" 13.556 m	7'7" 2.350 m	8'9" 2.700 m	7'8" 2.340 m	8'5" 2.580 m	3,035 cft 86 cbm	10,628 lbs 4,820 kg	61,431 lbs 27,860 kg
REEFER								
20' REEFER	17'8" 5.425 m	7'5" 2.275 m	7'5" 2.260 m	7'5" 2.258 m	7'3" 2.216 m	1,000 cft 28.3 cbm	7,040 lbs 3,200 kg	45,760 lbs 20,800 kg
40' REEFER	37'8" 11.493 m	7'5" 2.270 m	7'2" 2.197 m	7'5" 2.282 m	7'0" 2.155 m	2,040 cft 57.8 cbm	10,780 lbs 4,900 kg	56,276 lbs 25,580 kg
40' H.C. REEFER	37'11" 11.557 m	7'6" 2.294 m	8'2" 2.500 m	7'6" 2.294 m	8'0" 2.440 m	2,344 cft 66.6 cbm	9,900 lbs 4,500 kg	57,561 lbs 25,980 kg
OPEN TOP								
20' OPEN TOP	19'4" 5.895 m	7'8" 2.350 m	7'8" 2.354 m	7'6" 2.286 m	7'2" 2.184 m	1,155 cft 32.7 cbm	5,512 lbs 2,500 kg	66,138 lbs 30,000 kg
40' OPEN TOP	39'5" 12.030 m	7'7" 2.350 m	7'8" 2.38 m	7'8" 2.34 m	7'5" 2.29 m	2,345 cft 66.4 cbm	8,488 lbs 3,850 kg	58,650 lbs 26,630 kg
FLAT RACK								
20' FLAT RACK	19'5" 5.940 m	7'7" 2.350 m	7'7" 2.350 m	—	—	1,154.3 cft 32.7 cbm	5,231 lbs 2,360 kg	66,459 lbs 30,140 kg
40' FLAT RACK	39'8" 12.130 m	7'9" 2.400 m	7'0" 2.140 m	—	—	2,195.7 cft 62.2 cbm	11,025 lbs 5,000 kg	88,200 lbs 40,000 kg

CFT = CUBIC FEET · CBM = CUBIC METRES · TARE = EMPTY CONTAINER WEIGHT · — = NOT APPLICABLE

Dimensions and weights are nominal and vary by carrier, build year and container owner. Confirm the actual unit's CSC plate and the carrier's tariff before you plan a load, and check road weight limits at both ends — a legal payload at sea is not always a legal payload on a truck.

CLEARED, NOT JUST QUOTED.

FREIGHT IQ INTERNATIONAL INC.
201-1065 CANADIAN PLACE, MISSISSAUGA, ON L4W 0G2
FREIGHT-IQ.COM · INFO@FREIGHT-IQ.COM · +1 647 657 3905

TYPES OF CONTAINERS

EQUIPMENT GLOSSARY · WHAT EACH BOX IS BUILT TO CARRY

01

END LOADING, FULLY ENCLOSED

The basic intermodal container with end doors. Suitable for general cargo not requiring environmental control while enroute.

02

SIDE LOADING, FULLY ENCLOSED

Equipped with side doors for stowing and discharge where it is not practical to use end doors — as when the container must remain on a railcar while cargo is placed in or removed from it.

03

OPEN TOP

Used for heavy, bulky or awkward items where loading or discharge through end or side doors is not practical. Most are equipped with fabric covers and are often termed “soft” or “rag” tops. Some are fitted with removable hatch-type panel covers or a detachable full metal roof.

04

VENTILATED

Ventilating ports on the ends or sides, used for heat-generating cargo or cargo requiring protection from condensation (sweat) damage. Versions with powered air-circulating fans are available. Vents are normally baffled to prevent entry of sea or rain water.

05

INSULATED

For cargo that must not be exposed to rapid or sudden temperature change. Available ventilated or non-ventilated. Some carriers provide heating systems for special applications.

06

REFRIGERATED

Insulated and fitted with a built-in refrigeration system, powered by direct electrical connection or by diesel or gasoline generator. Used primarily for foods and other commodities requiring a temperature-controlled environment.

07

LIQUID BULK

Tank-type containers for the carriage of liquids. Some are built to high-level specifications for the carriage of certain hazardous materials.

08

DRY BULK

Designed for the carriage of bulk cargo such as dry chemicals and grains.

09

FLAT RACK

Available in a variety of sizes and models. Used for lumber, mill products, large heavy bulky items, machinery and vehicles. Some are equipped with removable sides.

10

AUTO

Used for the carriage of vehicles. Available in enclosed or open versions.

11

LIVESTOCK

Configured for the nature of livestock carriage. Available for transporting poultry, cattle and other livestock.

12

SEA SHED

Experimental open-top container developed by MARAD and the U.S. Navy to adapt containerships to the carriage of heavy, outsized equipment (notably military). The “work-through” floor construction — a floor section opened by a self-contained winch — reduces unloading time and pier-side storage, since units need not be removed at destination.

13

HIGH CUBE

Used for high-volume / low-weight cargo, greatly increasing the cubic area available for stowage. High cube containers run to 9’6” in height and to a maximum of 48’ in length.

14

GARMENT

With special tie-downs and internal ceiling fittings, this container handles hanging garments.