

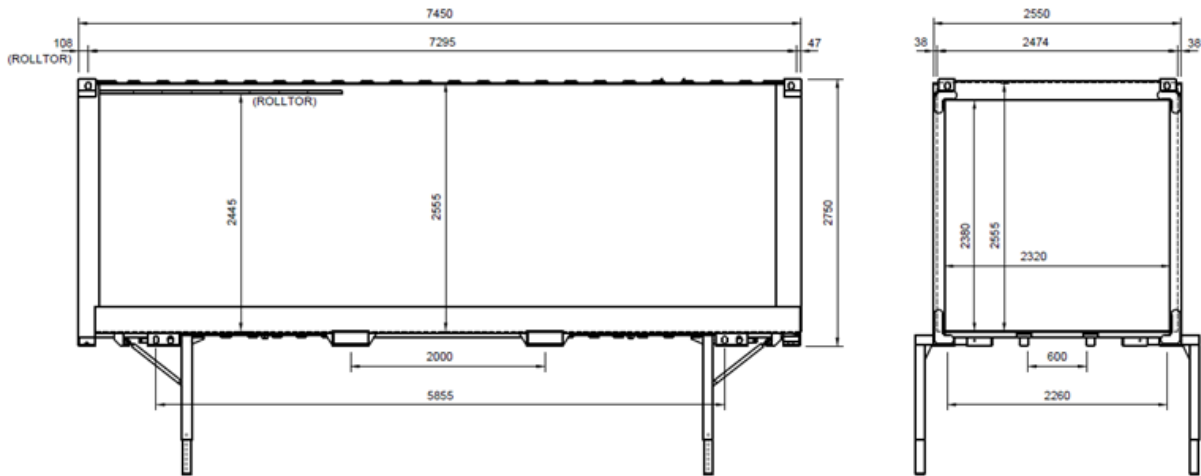


- SWAP BODIES
- MODULAR BUILDINGS
- STEEL STRUCTURES
- CONTAINER RENTAL



SWAP BOX C745

SWAP BOX C745



TECHNICAL DATA

Type:	C745
Total length:	7,450 mm
Internal length:	7,295 mm
Internal width:	2,474 mm
Internal height:	2,555 (2,445) mm
Height of floor assembly (including floor):	151 mm
Clear portal height:	2,380 mm
Corner height:	2,750 mm
Landing height:	1,080 – 1,430 mm
Perm. total weight:	18,000 kg
Tare weight, approx.:	3,260 kg



TECHNICAL DESCRIPTION

- 151 mm thick floor group including floor plates; rectangular longitudinal beams and cross members incl. side rave in welded construction with tunnel;
- 21 mm thick plywood floor, fully waterproofed and sealed, Riga Tex, Birch Plywood EN 636-2, certification E1-221; resistance test according to EN 283; or floor loadings up to 5,460 kg forklift axle load; 2 ventilation slots at front in the floor;
- Steel protection (bumper) against collisions during loading is located horizontally in front;
- 4 container corner fittings based on 20', front overhang 650 mm;
- 4 telescopic lateral extendable/foldable landing feet;
- Side walls made out of trapezium shaped steel plates; 2 ventilation vents in each side wall;
- Profiled roof with steel trapezium sheets, height: 25 mm;
- Internal forklift protection on 3 sides, approx. 282 mm high;
- Rear wall designed as a roller door (width: 2,320 mm) Train Plus, roles exchangeable;
- Steel side guard horizontally fixed at rear profile, left and right side;
- Customs seal, customs table; CSC table, without ACEP, certificate EN 12642 Code XL, retractable rear ladder, document box;
- Painting / advertising labels according to the customer's wishes.

Swap boxes can be grouped with inter-modal transport units (UTI), which are suitable for European combined transport by road, rail, inland waterway and maritime transport. Swap bodies are a very modern and efficient means of transport for combined transport, reducing the means of transport to a minimum and no crane is required for loading on the road. The system of swap bodies allows you to minimise the downtime of vehicles and to combine multiple modes of transport, thus minimising the burden on the environment and reducing the traffic load on roads. The use of swap bodies eliminates the need to use handling equipment when loading on the customer's road transport.

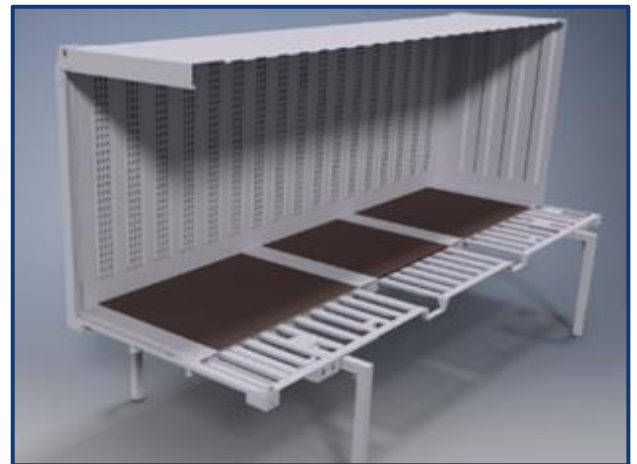
We have been manufacturing swap bodies in our own production plant in Javorník since 2018. WAREX swap bodies comply with all required standards and regulations and are certified by the International Organization for Standardization.



FLOOR

The floor consists of closed 3 mm-thick steel profiles, in the S235 JRH quality. Waterproof plywood of 21 mm thickness is used for the walkable layer. This combination ensures a high load capacity that allows the floor to be loaded up to 5,460 kg.

On the bottom part there is a 600 mm wide guiding tunnel made of closed profiles, which is used to direct the vehicle trailer during loading. Furthermore, there are openings for forklift handling and security elements for safe transportation. In the front there is a sliding ladder and a document box. There is a bumper in the rear to prevent mechanical damage while loading.



SIDE WALLS

The supporting frame is designed from bent profiles 3–4 mm thick. The external walls are made of profiled sheet metal with a thickness of 1.5–2 mm, which guarantees sufficient strength according to EN 283. Air circulation is provided by four air vents located at the top of the longitudinal walls.



LOAD SECURING

On the inner walls there is a system of clamping holes, which guarantees enough possibilities and their combinations to secure any kind of load. At the customer's request, other load securing systems or various interior panels can also be supplied.



REAR WALL

The main entrance to the swap body is made of aluminium roller door that extend inwards under the roof structure. They enable the use of the entire clear passage of the swap body for loading.



LANDING FEET

These are a high-quality product from a renowned German company, which meets all safety standards, has high stability and easy handling when driving under them.



SURFACE TREATMENT AND LABELS

- The corrosion protection system is prepared based on ISO 12944-5;
- The painting system for corrosive environment C4-M is according to standard 12944-2;
- Two-component epoxy base, min. 80 µm;
- Two-component polyurethane topcoat min. 100 µm;
- The painting / advertising labels can be made according to the customer's wishes;
- Safety marking according to EN 283 and 284.

STANDARDS AND REGULATIONS

- CEN/TS 138553 – swap bodies dimensions, design requirements, testing;
- ČSN EN 284 – dimensions and requirements;
- ČSN EN 283 – swap bodies testing;
- CSC – safety approval;
- UIC – transport by railway.



PRODUCER:

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