BUREAU OF INDIAN STANDARDS

Draft Indian Standard

(Draft for comments only)

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बंद बॉडी वाहनों के परिवहन – दिशानिर्देश

TRANSPORTATION OF CLOSED BODY VEHICLES – GUIDELINES

ICS 55.180.10

Transport Services Sectional Committee, SSD 01 **Last Date of comments:** 31 October 2025

FOREWORD

(Formal clause will be added later)

Closed-body transportation is a prevalent mode of transport in India, widely used by express and e-commerce companies for the first mile, hub-to-hub movements, and last mile deliveries. The consumer durable industry relies on closed-body vehicles to transport items such as TVs, refrigerators, air conditioners, and washing machines. Similarly, the FMCG industry uses these vehicles to transport goods packed in cartons. Closed-body vehicles are preferred for transporting packed cargo that requires protection from weather, damage, and pilferage. Additionally, they are frequently employed for the transportation of two-wheelers.

Despite the widespread use and significance of this transportation method, the industry lacks standardized dimensions and construction for the closed bodies, resulting in a variety of sizes and construction techniques. There are also no consistent standards for stowing, lashing, and locking cargo, which leads to transit damage, losses, and accidents. Furthermore, there is a lack of uniform safety protocols and driver responsibility and training standards, exacerbating these issues.

This standard is an attempt to plug these gaps in the closed body transportation and build a set of common guidelines for the industry and service providers.

This standard is formulated to provide guidelines for all the stakeholders including good vehicle owners/transport agencies, contractors, consignors, consignees, operators and drivers carrying goods/substances for the safe transportation of closed body cargo.

While formulating this standard assistance has been taken from the following references:

a) The Motor Vehicles Act, 1988
b) Central Motor Vehicle Rules, 1989
c) Motor Transport Workers Act, 1961

d) Public Liability Insurance Act, 1991
e) IS 6566:2020 -- Series 1 Freight Containers - Classification Dimensions and Ratings
f) IS 7694:2021 -- Series 1 Freight Containers - Corner and Intermediate fittings Specification
g) ISO 13288:2021 -- Series 1 Freight Containers - Specification and testing Part 1: General cargo containers for general purposes

For the purpose of deciding whether a particular requirement of this standard is complied with the final value, observed or calculated, expressing the result of a test or analysis shall be rounded off in accordance with IS 2: 1960 'Rules for rounding off numerical values (revised)'. The number of significant places retained in the rounded off value should be the same as that of the specified value in this standard.

Draft Indian Standard

TRANSPORTATION OF CLOSED BODY VEHICLES – GUIDELINES

1 SCOPE

This standard specifies the guidelines for safe transportation of freight cargo in closed-body vehicles including:

a) loading, stowing, lashing, and locking guidelines for stuffing the cargo;
b) dimensions, design, construction, materials, testing, markings (reflectors), paintings, safety, and inspection of closed body structures;
c) responsibility and training needs for the drivers and transport agencies; and
d) general safety guidelines to be followed during transit.

NOTE—This standard is applicable only for MCV and HCV category of vehicles.

2 REFERENCES

The standards listed below contain provisions which, through reference in this text, constitute provisions of this standard. At the time of publication, the editions indicated were valid. All standards are subject to revision and parties to agreements based on this standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below:

IS No.	*Title*
IS 18149:2023	Transportation of Dangerous Goods - Guidelines

3 TERMS AND DEFINITIONS

For the purpose of this standard, the following definitions shall apply.

3.1 Closed Body Vehicle —A special body vehicle covered from all the sides in the form of a closed body on a vehicle. The closed body is built on the firmly attached chassis of the vehicle.

3.2 Freight Container — article of transport equipment:

a) of a permanent character and accordingly strong enough to be suitable for repeated use;
b) specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading;
c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
d) designed so as to be easy to fill and empty;
e) having an internal volume of 1 m^3 or more

NOTE - The term "freight container" does not include vehicles or conventional packing.

3.3 Lashing Point — A point to which something such as the lashings, straps securing a load can be safely attached.

3.4 Lashing — Fastening devices, chains, cables, ropes or webbing used to restrain loads.

4 STATUTORY AND REGULATORY REQUIREMENTS

The stakeholders involved in transportation of dangerous goods including consignor, consignee, carrier agency shall ensure compliance to statutory and regulatory requirements and guidelines applicable at National and International levels including Central Motor Vehicle Rules, 1989, Carriage by Road Act, 2007 and Motor Transport Workers Act, 1961.

5 STRUCTURE OF CLOSED BODY

5.1 The closed body box should be a steel/iron/fibre or clothed framework, consisting of four corner posts and two bottom side rails, two top side rails, two bottom cross members, a front top end rail and a door header. The load-carrying parts should be made of steel profiles and corrugated steel sheet may be used for the outer walls. The closed body box should be painted to protect against corrosion. *See* Fig. 1.

FIG. 1 CLOSED BODY STEEL FRAME

5.2 Following are the structural components of the closed body as shown in Fig. 2:

a) *Corner Post* — Vertical structural member located at the four corners of the Closed body and to which the corner fittings are joined.

b) *Door Header* — Lateral structural member situated over the door opening and joined to the corner fittings in the door end frame.

c) *Door Sill* — Lateral structural member at the bottom of the door opening and joined to the corner fittings in the door end frame.

d) *Rear End Frame* — The structural assembly at the rear (door end) of the Closed body consisting of the door sill and header joined at the rear corner fittings to the rear corner posts to form the door opening.

e) *Top End Rail* — Lateral structural member situated at the top edge of the front end (opposite the door end) of the Closed body and joined to the corner fittings.

f) *Bottom End Rail* — Lateral structural member situated at the bottom edge of the front end (opposite the door end) of the Closed body and joined to the corner fittings.

g) *Front End Frame* — The structural assembly at the front end (opposite the door end) of the Closed body consisting of top and bottom end rails joined at the front corner fittings to the front corner posts.

h) *Top Side Rail* — Longitudinal structural member situated at the top edge of each side of the Closed body and joined to the corner fittings of the end frames.

j) *Bottom Side Rail* — Longitudinal structural member situated at the bottom edge of each side of the Closed body and joined to the corner fittings to form a part of the under structure.

k) *Cross Member* — Lateral structural member attached to the bottom side rails that supports the flooring.

m) *Understructure* — An assembly consisting of bottom side and end rails, door sill (when applicable), cross members.

n) *Wall Panel* — Corrugated or flat sheet steel, or honeycomb material that forms the side wall or end wall.

p) *Wall Post* — Interior or exterior intermediate vertical component to which sheet is riveted or welded to form a wall panel.

q) *Wall Beam* — Encapsulated vertical component to which sheet steel is bonded to form a wall panel.

r) *Lining* — Plywood or other like material attached to the interior side and end wall to protect the walls and/or cargo and facilitate loading operations.

s) *Ventilator* — Two or more devices permanently attached to the side or end wall panel that provides openings for the exchange of air (but not water) between the outside and the Closed body interior.

t) *Roof Panel* — Corrugated or flat sheet steel panel that forms the top closure of the Closed body.

u) *Roof Beam* — Encapsulated horizontal component to which sheet steel is bonded to form a roof panel.

v) *Flooring* — Material that is supported by the cross members and bottom rails to form a load bearing surface for the cargo. The flooring is usually constructed of laminated wood

planks, plywood sheets, or other composition material and is screwed or bolted to the cross members.

w) *Joint Strip* — A formed steel strip (usually hat-shaped section) installed between joints of the plywood sheet flooring or joints of the plywood sheet lining to help integrate and support the edges of the plywood.

y) *Threshold plate* — Plate forward of the door sill to protect the entrance area of the Closed body floor. This plate is commonly referred to as a crash plate.

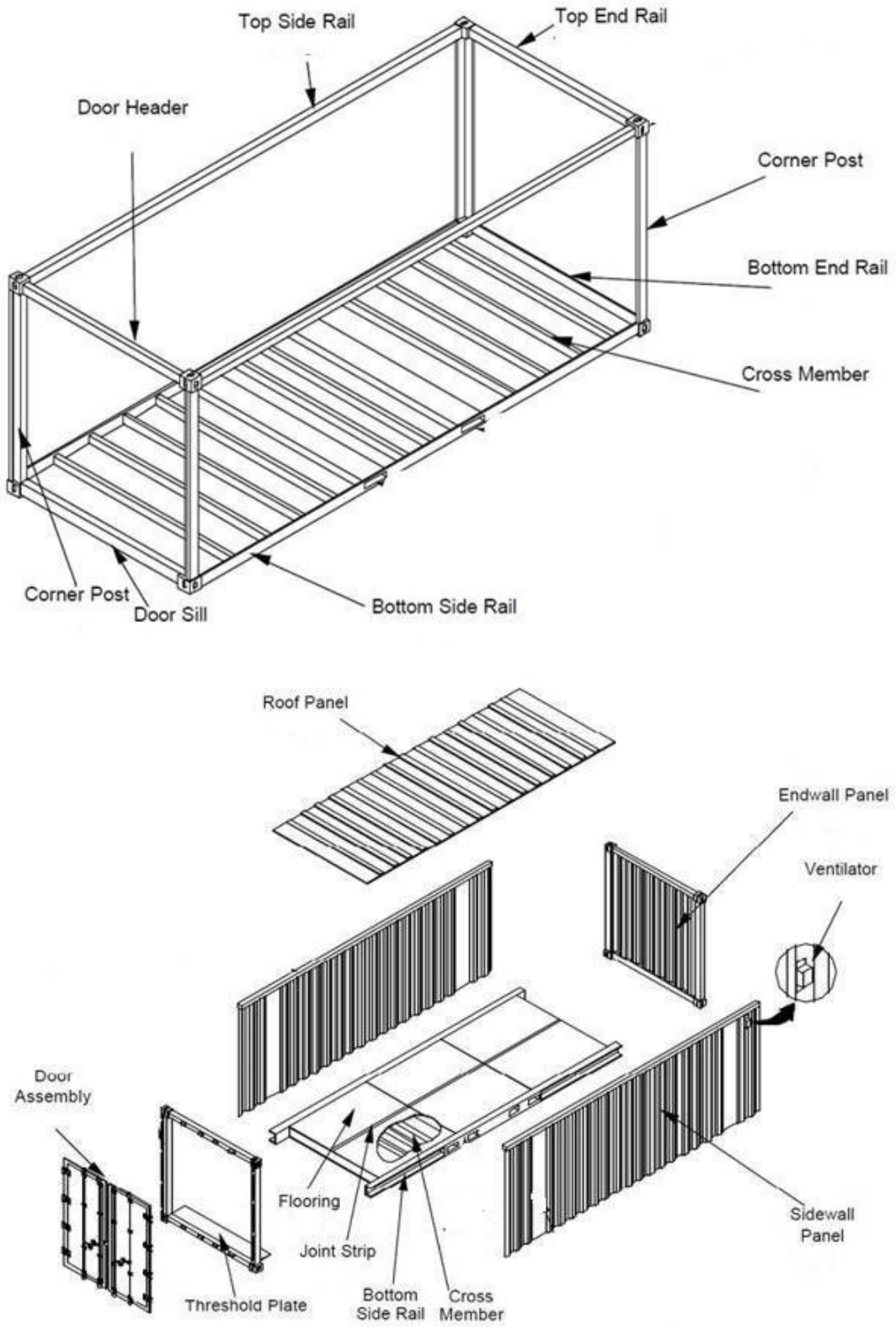

FIG. 2 CLOSED BODY COMPONENTS

6 DIMENSIONS

Closed Body vehicle shall ensure the dimensions of the motor vehicle as per Central Motor Vehicle Rules, 1989.

Annex A may be referred for a set of external and internal dimensions of the standard closed body boxes in India and the nomenclature to designate them.

7 MATERIAL LOADING IN THE CLOSED BODY VEHICLES

The consignor and the transport agency should ensure the following while loading and stowing the cargo inside the closed body vehicle:

a) Before a vehicle is loaded, it should be checked to ensure that its load platform, the sidewalls, and lashing hoop rings are appropriate for the load, and are in a sound and serviceable condition.
b) The legal requirements of maximum permitted axle and gross weight limits should be met. The cargo weight should not exceed the permissible weight limit of the vehicle.
c) To avoid tipping/tilting of goods during transportation, the dimensions of the consignment as well as its centre of gravity should be ensured when deciding on the consignment stowing method. The centre of gravity of load should be kept as low as possible to achieve maximum stability when the vehicle is braked or accelerated or changes direction.
d) To achieve maximum vehicle stability and maintain centre of gravity, the followings may also be ensured:
    1) the load should be spread to give an even weight distribution over the whole floor area;
    2) when a load is stacked the larger and heavier items should be placed at the bottom; else there are chances of lighter items getting crushed.
    3) the heavier items should be placed nearer to the centre line of the vehicle and the lighter ones towards the sides.
    4) when a load is stacked the lower packages should be strong enough to support the others when the vehicle is braking, cornering or accelerating;
    5) no layer should be bigger than the one underneath it;
    6) Stacks are to be neat and boxes are to be stacked evenly;
    7) Identity sticker should be visible for easy locating of stocks.
e) Good should not be stacked against the walls. Small space may be provided between the side walls and the cargo to avoid any damage, decolourisation, spots on the cargo.
f) Ensure there are no holes in the vehicle, the floor is even, and the gates are secure.
g) Material should be stacked according to the arrows indicated on the carton box. The height of the stack should be determined by the type of material and the handling method, whether manual or with machinery. Heavy items should not be stacked at awkward heights if they are to be handled manually; instead, they should be stored between knee and shoulder height to avoid accidents and promote ergonomic lifting.
h) After completing the loading, any space left should be filled with airbags or any other dunnage material.
j) The cargo should be properly lashed using the hoop rings inside the closed body to ensure no shifting of the cargo during transit.

8 LASHING

8.1 Securing of cargo through lashing should be done through the following ways: (See Fig. 3)

a) *Cross Lashing* — This common lashing method prevents cargo from moving sideways. Cross lashings are the most efficient for preventing sliding and tipping but require securing points on the cargo unit.

b) *Top Over Lashing* — This lashing is secured downwards to increase friction, preventing the cargo from shifting.

c) *Loop Lashing* — This method prevents transverse sliding and tipping. Loop lashings should be used in pairs and installed lengthwise to stop movement in the length direction.

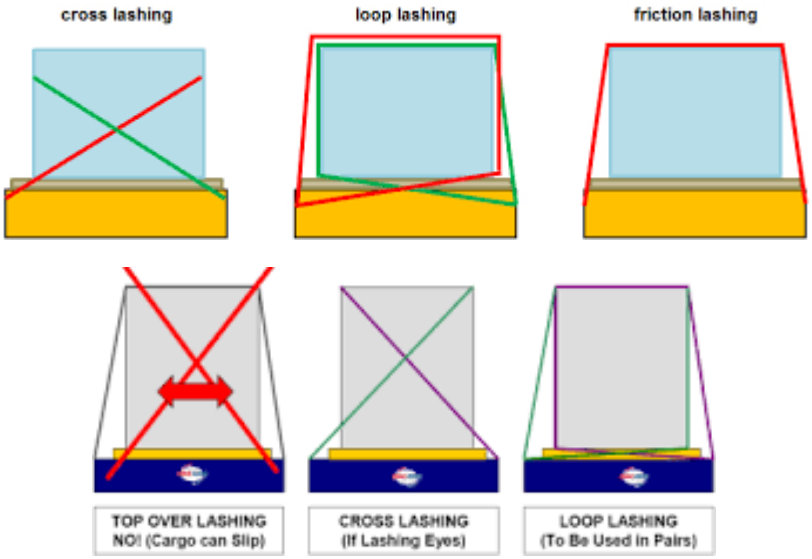

FIG. 3 TYPES OF LASHING

8.2 E-Track System

This system may also be used for securing of cargo. While minimal tie-down points and lack of adjustability in closed bodies can sometimes make it difficult to get a secure grip on the cargo, an E-Track System provides a variety of anchor points that make securing cargo straightforward. See Fig. 4.

Following are the characteristics of E-Track System:

1) An E-Track System consists of at least one track running along each side of the trailer. Sometimes there may be multiple tracks. The tracks take their name from the shape of the receiving holes. Those holes accept a locking mechanism that, when looked at from the side resemble the letter “E”.
2) There are several attachments available that allow you customize your cargo system to meet the exact needs.
3) E track straps, can create anchor points throughout the truck in order to securely keep items in place. E track straps are a type of ratchet strap.

4) E-Track Cam Buckle Strap is one of the ways to secure cargo in the back of a trailer by utilizing E Track rails that are aligned on the walls and the flooring of the trailer.
5) A Cam Buckle Strap is a piece of hardware that allows for the tightening of excess slack from the polyester tie down webbing.
6) Wall to Wall Lashing is another possibility with E-Track System. One can adjust different type of loads in single truck with the help of E-Track System and appropriate Cam Buckle or ratchet Straps.

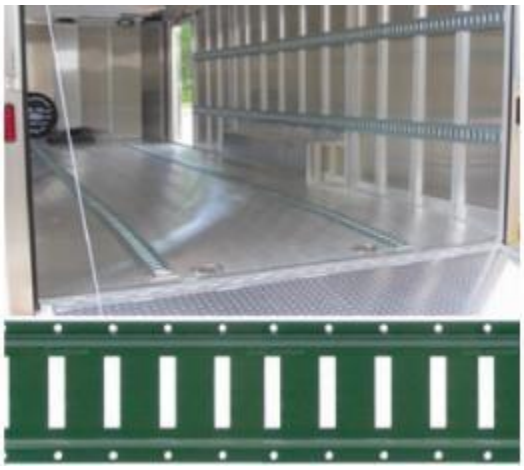

FIG. 4 E-TRACK SYSTEM

d) Dunnage bags – Also known as airbags, dunnage bags are a convenient, fast, and cost-effective alternative for securing and stabilizing cargo in closed body vehicles. They are placed in the voids between cargo items and inflate rapidly using an inflator with compressed air. Dunnage bags come in various types, including paper, woven polypropylene, and polypropylene laminated dunnage bags. See Fig. 5.

FIG. 5 DUNNAGE BAGS

e) Cargo Securing Nets — A wide array of webbing cargo nets is available in different capacities to meet specific needs. These nets are often used to secure fragile cargo. See Fig. 6.

FIG. 6 CARGO SECURING NETS

NOTE – Refer IS 18149 for the guidelines for packaging, labelling , handling and transportation of Dangerous Goods.

9 LOCKING

The closed body vehicles need to be secured and locked to prevent pilferage and tampering of the goods within, while on its way to its destination. The following should be ensured while locking the cargo:

a) The closed body cargo should be secured using manual locks or container seals. However, container seals are the preferred and recommended method for securing cargo. See Fig. 7.

b) Container seals should be used as 'one-time door locks' to secure goods in the closed body. Each seal-lock can only be used once and should be strong enough to withstand natural elements throughout the journey until the consignee removes it at the destination.
c) Container seals should come in a variety of shapes, sizes, and materials. Each seal should have a unique alphanumeric identification number that confirms it has not been changed during the container's voyage.
d) If the cargo is secured by a container seal, the seal number should be mentioned on the Lorry Receipt (LR).
e) The consignee should ensure the container seal is intact, has not been tampered with, and the seal number matches the number mentioned in the LR before removing it.
f) Should be aware that container seals come in different types, including lead wire seals, plastic seals, metal strip seals, bolt seals, and sometimes number padlocks, which are used to seal closed bodies during their voyage.
g) The safest and most recommended type of container seal is the bolt seal. It consists of a metal pin driven into a plastic-coated steel barrel, forming a one-time lock and tamper-proof seal.
h) Bolt seals should be made of heavy-duty steel, coated with tough, weather-resistant, anti-corrosive plastic. A unique seal number should be displayed on both the pin and the barrel of the seal.

FIG. 7 TYPES OF LOCKS AND SEALS

10 MATERIAL FOR THE CONSTRUCTION OF CLOSED BODY

The closed body should be designed and constructed for the carriage of general cargo by road throughout India. All materials used in the construction will be able to withstand extreme temperature ranges from -20 C to +60 C without effect on the strength of the basic structure and watertightness. The material being used should be capable of lasting at least 20 years of working life. **Annex B** may be referred for the details of the material to be used for various parts of the closed body.

11 RESPONSIBILITY OF DRIVER/TRANSPORT AGENCY

In order to reduce the accidents during transportation, the various stakeholders should ensure the following:

a) To adhere all rules & regulations, and safe work procedures whilst operating the vehicles.

b) Driver should conduct regular inspection of vehicle as per checklist made available by the management.
c) Transport agency / agent to ensure all loads are stowed and lashed securely before being transported. Agency and driver should ensure that vehicle is properly locked.
d) Driver should inform all incidents to Consignor/Transport agency.
e) Driver should park the vehicle at the designated parking area only.
f) Driver should maintain the speed of the vehicle as per the load.
g) Driver must give prior signal before taking turn at right or left side.
h) Drivers should not allow any person to stand at footrest or sit on the loaded material of the vehicle;
i) Consignor should be responsible to provide all proper transit documents of consignment to the Transport agency for the seamless movement of the cargo.
j) The transport agency should ensure proper education and health (physical/Mental) of the driver. The transport agency is responsible to ensure certification of drivers as well as to arrange periodic trainings and health check-ups. All such records of driver to be maintained by the transport agency and should be produced on demand by the authorities. The drivers having requisite certification, training and health should only be allowed to drive the vehicle.
j) The owner of vehicle should ensure valid Insurance of the vehicle to comply the provisions of Indian Motor Vehicle Act and Public Liability Insurance Act.

12 GENERAL SAFETY REQUIREMENTS

In order to reduce the accidents during transportation, the various stakeholders should ensure the following:

a) Never overload the vehicle beyond its carrying capacity;
b) Before starting vehicle, transport agency / agent must ensure that the material loaded on the vehicle is properly stowed, lashed and secured.
c) Consignor, if desired, may also inspect the loaded cargo to ensure that the consignment is adequately secured to meet the required standards.
d) Never drive vehicle beyond speed limit.
e) Never sit or take rest under the vehicle or within the vicinity of 10 feet of the vehicle or at any parking place area.
f) Use seat belt while driving vehicle and all the vehicles must be fitted with seat belt for all the crew member(s), if allowed.
j) Any crewmember including helper should not distract / disturb the driver while driving the vehicle.
k) Date and time of duty start of the driver should be recorded in a logbook so as to monitor duty stipulated hours.
m) No illegal person should be allowed to travel in the vehicle. Seating capacity should be as per the registration certificate of the vehicle.
n) Trainings of crew members including first aid use should be ensured.
p) Do not use mobile phones while driving, with or without accessories like hands free, wireless, headset and Bluetooth etc.
q) Vehicle servicing and maintenance must be performed at least according to the manufacturer’s manual / instructions and at the appropriate time, mileage, and driving

condition intervals specified in the vehicle's operator's manual. Drivers should ensure to carry vehicle registration Certificate, Vehicle fitness certification

NOTE — In addition to above, the compliance of *Motor Vehicle Driving Regulations* by the driver must be ensured.

13 TRAINING AND DEVELOPMENT

In order to reduce the accidents during transportation, adequate training of the Transportation Agent/Drivers/Operators shall be imparted in the following areas:

a) Periodical training and assessment should be conducted by designated authorities like Regional Transport Office (RTO)/Logistics Skill Council (LSC) for drivers;
b) Clear understanding of the risks involved while travelling on the public roads;
c) Plan of loading, stowing and lashing of cargo inside the closed body;
d) Stability of the loaded materials;
e) Behavioural training to the drivers;
f) Actions to be taken immediately in case of accident/emergency situations.

ANNEX A
(*Clause* 6)
(*Informative*)

THE DIMENSIONS OF THE CLOSED BODY

A-1 EXTERNAL DIMENSIONS

The codes for the standard external length, width, and height for a closed body could be as under:

Length

Code	Length	
	in feet	in mm
A	40	12192
B	32	9754
C	24	7315
D	20	6096
E	17	5182
F	14	4267
G	10	3048

Width

Code	Width	
	in feet	in mm
1	8.5	2591
2	8	2438
3	7	2134
4	6	1829

Height

Code	Height	
	in feet	in mm
a	9.5	2896
b	8.5	2591
g	7	2134
d	6	1829

A-2 THE CLOSED BODY BOX DIMENSIONS

Using the above external dimensions following are the 25-standard recommended closed body box dimensions for India.

Sr No.	Body Type Nomenclature	Length		Width		Height	
		in feet	in mm	in feet	in mm	in feet	in mm
1	A1a	40	12192	8.5	2591	9.5	2896
2	A2a	40	12192	8	2438	9.5	2896
3	A2b	40	12192	8	2438	8.5	2591
4	B1a	32	9754	8.5	2591	9.5	2896
5	B2a	32	9754	8	2438	9.5	2896
6	B2b	32	9754	8	2438	8.5	2591
7	C1a	24	7315	8.5	2591	9.5	2896
8	C2a	24	7315	8	2438	9.5	2896
9	C2b	24	7315	8	2438	8.5	2591
10	D1a	20	6096	8.5	2591	9.5	2896
11	D2a	20	6096	8	2438	9.5	2896
12	D2b	20	6096	8	2438	8.5	2591
13	E1b	17	5182	8.5	2591	8.5	2591
14	E2b	17	5182	8	2438	8.5	2591
15	E2g	17	5182	8	2438	7	2134
16	E3b	17	5182	7	2134	8.5	2591
17	E3g	17	5182	7	2134	7	2134
18	F2b	14	4267	8	2438	8.5	2591
19	F2g	14	4267	8	2438	7	2134
20	F3b	14	4267	7	2134	8.5	2591
21	F3g	14	4267	7	2134	7	2134
22	G3g	10	3048	7	2134	7	2134
23	G3d	10	3048	7	2134	6	1829
24	G4g	10	3048	6	1829	7	2134
25	G4d	10	3048	6	1829	6	1829

A-3 THE INTERNAL DIMENSIONS AND THE VOLUMETRIC CAPACITIES

Following are internal dimensions and the volumetric capacities in cubic feet and cubic meter for the 25-standard recommended closed body box dimensions for India.

Sr No.	Body Type Nomenclature	Internal Length		Internal Width		Internal Height		Volumetric Capacity	
		in feet	in mm	in feet	in mm	in feet	in mm	cubic feet	cbm
1	A1a	39.42	12014	8.17	2489	8.83	2692	2,843.5	80.5
2	A2a	39.42	12014	7.67	2337	8.83	2692	2,669.4	75.6
3	A2b	39.42	12014	7.67	2337	7.83	2388	2,367.2	67.0
4	B1a	31.42	9576	8.17	2489	8.83	2692	2,266.4	64.2
5	B2a	31.42	9576	7.67	2337	8.83	2692	2,127.6	60.2
6	B2b	31.42	9576	7.67	2337	7.83	2388	1,886.7	53.4
7	C1a	23.42	7137	8.17	2489	8.83	2692	1,689.3	47.8
8	C2a	23.42	7137	7.67	2337	8.83	2692	1,585.8	44.9
9	C2b	23.42	7137	7.67	2337	7.83	2388	1,406.3	39.8
10	D1a	19.42	5918	8.17	2489	8.83	2692	1,400.7	39.7
11	D2a	19.42	5918	7.67	2337	8.83	2692	1,314.9	37.2
12	D2b	19.42	5918	7.67	2337	7.83	2388	1,166.1	33.0
13	E1b	16.42	5004	8.17	2489	7.83	2388	1,050.2	29.7
14	E2b	16.42	5004	7.67	2337	7.83	2388	985.9	27.9
15	E2g	16.42	5004	7.67	2337	6.33	1930	797.1	22.6
16	E3b	16.42	5004	6.67	2032	7.83	2388	857.3	24.3
17	E3g	16.42	5004	6.67	2032	6.33	1930	693.1	19.6
18	F2b	13.42	4089	7.67	2337	7.83	2388	805.7	22.8
19	F2g	13.42	4089	7.67	2337	6.33	1930	651.5	18.4

20	F3b	13.42	4089	6.67	2032	7.83	2388	700.6	19.8
21	F3g	13.42	4089	6.67	2032	6.33	1930	566.5	16.0
22	G3g	9.42	2870	6.67	2032	6.33	1930	397.6	11.3
23	G3d	9.42	2870	6.67	2032	5.33	1626	334.8	9.5
24	G4g	9.42	2870	5.67	1727	6.33	1930	338.0	9.6
25	G4d	9.42	2870	5.67	1727	5.33	1626	284.6	8.1

NOTE – Maximum 01% tolerance may be allowed for internal dimensions.

A-4 DOOR OPENING DIMENSIONS

The door will be located at the rear end of the closed body. Following are the door dimensions for the 25-standard recommended closed body box dimensions for India.

Sr No.	Body Type Nomenclature	Width		Height	
		in feet	in mm	in feet	in mm
1	A1a	8.17	2489	9.1	2591
2	A2a	7.67	2337	9.1	2591
3	A2b	7.67	2337	8.1	2286
4	B1a	8.17	2489	9.1	2591
5	B2a	7.67	2337	9.1	2591
6	B2b	7.67	2337	8.1	2286
7	C1a	8.17	2489	9.1	2591
8	C2a	7.67	2337	9.1	2591
9	C2b	7.67	2337	8.1	2286
10	D1a	8.17	2489	9.1	2591
11	D2a	7.67	2337	9.1	2591
12	D2b	7.67	2337	8.1	2286
13	E1b	8.17	2489	8.1	2286
14	E2b	7.67	2337	8.1	2286
15	E2g	7.67	2337	6	1829
16	E3b	6.67	2032	8.1	2286
17	E3g	6.67	2032	6	1829
18	F2b	7.67	2337	8.1	2286
19	F2g	7.67	2337	6	1829
20	F3b	6.67	2032	8.1	2286
21	F3g	6.67	2032	6	1829
22	G3g	6.67	2032	6	1829
23	G3d	6.67	2032	5	1524
24	G4g	5.67	1727	6	1829
25	G4d	5.67	1727	5	1524

ANNEX B
(*Clause* 10)
MATERIALS

The recommended material to be used for various parts of the closed body are as under.

Sr No.	Closed Body Part	Material Specification
1	Roof panels, Door panels, Side panels, Front panels, Bottom side rails, Cross members, Door Sill, Door header (upper & lower), Door horizontal frames, Door vertical frames, Top side rails, Front corner posts, Front bottom end rail and Front top end rail	Anti-Corrosive Steel: CORTEN A, SPA-H, B480 or equivalent, Y.P. : 35 kg/sq. mm, T.S. : 49 kg/sq. mm
2	Rear corner posts (inner)	Rolled high tensile steel: SM490A or equivalent, Y.P. : 33 kg/sq. mm, T.S. : 50 kg/sq. mm
3	Floor centre rail	Structural Steel: SS400, Y.P. : 25 kg/sq.mm, T.S. : 41 kg/sq.mm
4	Door locking bars	Structural steel round pipe: STK41, Y.P. : 24 kg/sq. mm, T.S. : 41 kg/sq. mm
5	Corner Fitting	Casted weldable steel: SCW480, Y.P. : 28 kg/sq. mm, T.S. : 49 kg/sq. mm
6	Locking gear cams and keepers	Forged weldable steel: S20C, Y.P. : 23 kg/sq. mm, T.S. : 44 kg/sq. mm
7	Door hinge pins, Door gasket retainer	Stainless steel: SUS304
8	Floorboard	Hardwood plywood, 19-ply or Metallic in the form of Steel / Aluminium checker plates.
9	Ventilator	ABS resin labyrinth type

NOTE —Y.P. --- Yielding Point, T.S. --- Tensile Strength