

The doors may be opened

That's what passengers like to hear when their plane is safely landed after a long flight. What they see is a flight attendant who has to do several things before the door can be unlocked and opened. Safety comes first, weight and easy handling second, that's the aviation rule. Those rules also applied for our engineers when they designed the doors for the Cargoshell containers. Where passengers are to be secured in aviation, cargo has to be secured in shipping.



These composite doors can also be applied in steel containers.

Design

The pictures above show the doors of the Cargoshell Dry Container. The patented - and for transport under customs seal approved - doors of the Cargoshell look nothing like the doors of the existing steel containers. To date the doors in shipping containers are heavy, inconvenient to use, difficult to close, poorly sealed and rusty.

Results

It is not surprising that we achieved great results in our design. Because composite is used as the basic material, weight is tremendously reduced (40%). Therefore the remarks too heavy, not easy to handle and rusty outlook became so called tick the box items. To lower the weight of the doors and dismantle the bars is ground breaking.

Problem was the necessary rigidity to withstand transverse racking forces resulting from ship movements and the



longitudinal external restraint under dynamic conditions of railway operations. A special innovated inner door construction, which is patented, was necessary to address this. The doors withstand the very heavy CSC test procedures at this point.

The door lock itself was not easy either. Common practice is that you have to bring, most of the time with great force, different bars in their closing position to lock the doors. Effortlessly turning just one handle is what distinguishes the Cargoshell design from the competition.



See it live

If you are interested to see the easy opening and closing of the doors live, start the video.

You can follow the progress of this development via the newsletters at www.cargoshell.com.