

ASCO Froment Shipments

8200 or 8400 20ft Containerised Load Bank

COLLECTION ADDRESS

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Collection Hours:
0800 to 1600 hrs - Monday to Thursday
0800 to 1200 hrs - Friday (unless agreed advised)

GOODS DESCRIPTION



1 x 20ft shippers own container (similar to the one pictured left)
8200 & 8400 load banks suitable for top loading on board ship,
below deck only.

20ft ISO container:

Length: 6.10m

Width: 2.44m

Height: 2.59m

Nett/Gross Weight: 16000kg (16000kg with circuit breaker fitted,
15000kg without circuit breaker)

VEHICLE

Please ensure that your transport company are aware that they are collecting a 20ft container from our premises. It is important that they arrive with an empty vehicle (no container). They will require a flat-rack vehicle, the lorry body must be equipped with ISO twist locks to secure the 20ft container onto their vehicle (ropes, chains or straps are not acceptable). As you can see from the photo the container has standard ISO fixing eyes in each corner. The container is CSC plated; a copy of the CSC certificate is available on request. The load bank is not suitable for over-stowing on board ship it requires a top loading slot, underdeck (for insurance purposes).

SPECIAL INSTRUCTIONS

- COLLECTION ON OPEN FLAT-RACK LORRY EQUIPPED WITH TWIST LOCKS
- SUITABLE FOR TOP-LOADING, BELOW DECK ONLY
- NOT TO BE OVERSTOWED ON BOARD SHIP
- NOT TO BE SHIPPED ABOVE DECK
- WE CAN ONLY LOAD CONTAINERS ONTO OPEN FLAT-RACK VEHICLES.
- CURTAIN-SIDED OR COVERED VEHICLES WILL BE TURNED AWAY.
- PLEASE ADVISE YOUR COLLECTION ARRANGEMENTS AT LEAST 24 HOURS IN ADVANCE.
- LOADING FACILITIES (BY OVERHEAD GANTRY CRANE) ARE AVAILABLE ON SITE.
- THE INVOICE AND PACKING LIST WILL FOLLOW ON COMPLETION.

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These products are configured with external features and dimensions exactly identical to a standard 20ft ISO shipping container. They are intended to be transported using the standard containerised intermodal freight transport infrastructure for road, rail and ocean freight. Complete containerised load banks are typically shipped from our manufacturing facility by loading onto skeletal or flat-bed trailers fitted with the standard twist-lock securing fixtures. The product will be most likely transhipped between road, ship, rail etc. before arriving at its final destination. It is not uncommon for shipping containers to suffer minor impact damage during the various and possibly numerous transhipment processes between despatch and arrival at their final destination. By its nature it is not practicable to fully protect a containerised load bank from such damage.

“It is not possible to fully protect a containerised load bank from minor external damage caused during shipment and transhipment. The Company will not accept liability for any such damage which does not affect the satisfactory performance of the equipment”