

TECHNICAL DATASHEET

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| Code | 4G-3982-NT |
| Brief Description | UN 4G box PG982/NT, mm 182x182x251h inner useful |
| Type | PG982 |
| Print | Neutral |
| Provided | Flat |
| Approval | 4G/Y7/S/** B/SERPAC.412-110271 |
| Country of origin | Italy |
| Vibration test | Yes (178.608 - 49CFR) |
| Dimensions inner | 182x182x251h mm |
| Dimensions outer | 190x190x270h mm |
| Dimensions package | 610x370x200h mm |
| Dimensions pallet | 1200x800x110h mm |
| Weight of the fibreboard box | 0,232 kg each |
| Package | Pack of 20 pieces |



For shipping:

✓ ADR ✓ RID ✓ ADN ✓ IMDG ✓ IATA

| Approved for | Max gross weight packaging kg | Certification / (Extension) | Tape, width, system |
|---|-------------------------------|-----------------------------|---|
| Nr. 4 aluminium bottles of 1,1 L each | 7 (Y7) | (PG515-4G/Y7) | PP36 , 50 mm, U |
| Nr. 4 polyethylene bottles of 1 L each | 7 (Y7) | PG982-4G/Y7 | PP36 , 50 mm, U |
| Nr. 1 plastic jerrican of 5 L | 7 (Y7) | PG982-4G/Y7 | PP36 , 50 mm, U |
| Solid products contained in a plastic bag | 7 (Y7) | PG982-4G/Y7 | PP36 , 50 mm, U |

Description

A fibreboard 4G box, referred to in regulations as "UN-certified 4G fibreboard box", is a specific type of fibreboard UN-certified outer packaging containing one or more specific inner packaging(s). In order to respect their certification validity, UN-certified 4GV boxes must be used only together with the specific inner packaging and content they were tested with and approved by the certifying body. This specific inner packaging will be the same mentioned in the test report. Furthermore, maximum gross weight and closing instructions defined in the test report must be observed, too (dimension of adhesive tape, type of adhesive tape and closing system). Any unauthorized change would invalidate the certification. To check details of UN certification you can read the "Technical details" of 4G box or the test report of the UN-certified 4G packaging.

Our 4G boxes are certified according to ADR, RID, ADN, IMDG and ICAO-TI / IATA regulations, shippers are responsible of checking if their dangerous goods can be shipped with the chosen transport mode.