

Insulation of the container

Container traffic is the most popular way of goods shipping in world-wide transportation process now. 40-foot and 20-foot containers with the goods are being carrying from producer to consumer by the trucks, sea and river ships and then again by trucks. We have got smoothly running and very comfortable system. Everything is going OK, but.....

During sea transportation moist and salty maritime air penetrates into the container. When metallic walls of the container get cold at the night, the condensate emerges. In consideration of that the transportation process from America to Europe may pass up to 60 days, the problem of condensate is going to be very serious, as the condensate may cause damage of metallic walls of the container and impair the cargo.

You can prevent this problem using Temp-Coat insulating coating. Just covering inner walls of the container with two layers of TC101 you eliminate the conditions of condensate emergence. So-called "dew point" shifts deep into the material and there aren't conditions of condensate emergence on the surface. In other words, the temperature at the TC101 coating of the surface would be the same as the temperature of the ambient air in the container.

Moreover, sooner or later the condensation process in the container not insulated with TC101 will destroy a layer of paint and will start corrosion of metal. So, TC101 is not just thermal insulation and anti-condensation material. It is an anti-corrosion material as well. It also resists to water and salt fog. And this fact is a bonus of using TC101. The features of TC-101 described above are well known to US marines. US Navy, Marine Corps and US Coast Guard are the largest customers of TC101. They widely use the material to protect inner parts of their ships from the condensation.



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