

International Standard



6821

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Greenhouse tomatoes — Guide to refrigerated transport

Tomates forcées — Guide pour le transport réfrigéré

First edition — 1981-08-01

STANDARDSISO.COM : Click to view the full PDF of ISO 6821:1981

UDC 635.64 : 664.8.037

Ref. No. ISO 6821-1981 (E)

Descriptors : agricultural products, vegetables, tomatoes, transportation, transport packages, refrigerating.

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6821 was developed by Technical Committee ISO/TC 34, *Agricultural food products*, and was circulated to the member bodies in April 1980.

It has been approved by the member bodies of the following countries :

Australia	Ireland	Philippines
Austria	Israel	Poland
Brazil	Kenya	Portugal
Canada	Korea, Dem. P. Rep. of	Romania
Czechoslovakia	Malaysia	South Africa, Rep. of
Egypt, Arab Rep. of	Mexico	Spain
France	Netherlands	Turkey
Hungary	New Zealand	USA
India	Peru	USSR

No member body expressed disapproval of the document.

Greenhouse tomatoes — Guide to refrigerated transport

1 Scope and field of application

This International Standard describes conditions for the refrigerated transport of tomatoes for direct consumption, produced under conditions of forced growth.

It is not applicable to tomatoes for industrial processing.

The limits of application of this International Standard are defined in the annex.

2 Preparation of tomatoes for transportation

2.1 Harvesting

Tomatoes should not be harvested until they have reached the mature green state which will allow for their normal successive ripening under appropriate conditions.

In specific cases, the exact maturity at harvest is determined in conformity with the intended use of the tomatoes and the desirable degree of ripeness on the intended market.

Colour is the most important criterion of the degree of ripeness. It is recommended that the colour of tomatoes be determined by means of a colour standard chart elaborated on the basis of objective colour measurements.

2.2 Quality requirements

Tomatoes to be transported by refrigerated vehicles should be sound, clean, free from injury, with normal firmness and without excessive surface moisture. Their appearance and size should meet the requirements defined by relevant standards.

2.3 Handling

The handling of tomatoes includes :

- a) sorting : fruits which do not meet the quality requirements should be rejected;
- b) sizing : tomatoes are graded into standard ranges of sizes, taking precautions to minimize mechanical injury to the fruits;
- c) colour sorting : it is recommended to sort the fruit by colour (degree of ripeness) visually using appropriate colour charts or by a colour sorting machine.

2.4 Packing

After sorting and sizing, the tomatoes should be packed in wooden, fibreboard or plastic boxes. The packages should allow for access of air to the fruits.

2.5 Precooling (or pre-refrigeration)

Precooling of the tomatoes as soon as possible after sorting and sizing is recommended to ensure that the temperature of the fruit on loading differs by no more 2 °C from the recommended transport temperature.

2.6 Loading into the refrigerated vehicle

Tomatoes should be loaded not later than 24 h after harvesting.

The period during which the tomatoes are stored without temperature control depends on the local climate and the duration of transit.

The packages should be stacked solidly in the vehicle while allowing air circulation through the stacks.