

DRY CARGO CONTAINER
CARGOWORTHY INSPECTION AND REPAIR
CRITERIA

1/ DAMAGE

1 / Under structure

a/ Cross members

If x- member is missing (if container is too old see wear and tear procedure)..... replace

If a break exists on the weld xmembers to the bottom rail:

- Inferior to 75% of the weld.....no repair

- Superior to 75% of weld..... repair

If cut on web.....no repair

If cut on inferior flange.....no repair

If bent (no limit as long as the x-member is fixed with the under structure).....no repair

If out of ISO less than 10 mm.....no action

b / Forklift pocket (fork pocket wall and web)

Same as cross members

c / Forklift pocket Strap

If cut more than 75% of the total length.....repair

If missing.....repair

For old units see wear and tear procedure

2 / Bottom and top side rail

a / Bottom side rail

If cut on flange.....no repair

If cut on the web between two cross member.....no repair

If cut along iso corner and if less than 50 mm (try to straighten and weld).....repair

If more than 50 mm.....repair

Dent on flanges (as long as it is safe).....no repair

b / Top side rail

If bowed inwards more than 40 mm (see also Limits on Roof).....repair

If it is broken or cut.....repair

3 / Front sill

- If it is bent to the interior but the floor is ok.....no repair
- If it is outside bent more than 15 mmrepair
- If cut outside or if it out ISO.....repair
- If the web is cut (we repair only if it is dangerous)
- If a break exists on the weld front sill to the corner casting:
 - Inferior to 50 mm of the weld.....no repair
 - Superior to 50 mm of the weld.....repair

4 / Rear sill

- If a break exists on the weld rear sill to the corner casting:
 - Inferior to 50 mm of the weld.....no repair
 - Superior to 50 mm of weld.....repair
- If bent is (to the) outside and out of ISO.....repair

5 / Side panels (Front side panels)

- If it is bent to the inside more than 50 mm.....repair
- If it is bent to the inside less than 50 mm.....no repair
- If it is bent to the outside more than 35 mm.....repair
- If it is bent to the outside with less than 35 mm.....no repair

For small cuts:

- New containers.....straight and weld properly or proper patch

Panels Straightening versus re-aligning of a Panel

To straighten the panel we must use re-align instead straighten per corrugation.

Re-align of a panel is just an action to push back the dented panel into its original shape (to in- or outside) to have a cargo worthy unit. It is therefore also not necessary to refold the corrugation, to grind it and apply paint.

The straightening of a panel must be done only when the dent or bent is impossible to realign or just to push it back.....use a jack and a hammer for straightening

6 / Doors

Handle retainer on the right door if damaged.....repair

Small saddle on lock rod:

- If it's missingno repair
- If damaged and does not interfere with door operation.....no repair

Lock bar assembly (if no trouble to close or open door).....no repair

J-bar:

- If not interfering with door operation.....no repair
- If out of ISO more than 10 mm straightening

Gaskets must be verified and the focus is on interior gasket.

The container must be water and light tight.

If external gasket is cut but internal gasket is intact / watertight.....no repair
(If repair necessary, seal it instead of sectioning)

7 / Floor

Floor must be cargo worthy.

Aged container (more than 10 years) a floor repair can be done by means of an overlay

Steel patch or filling with Fibreglass or resin

Delaminated Plywood flooring, gouges are **no action** as long cargo worthy and the unit can hold its cargo.

8 / Roof

If bent inside less than 50 mm.....no repair

If bent inside more than 50 mm.....repair

If bent outside less than 50 mm.....no repair

If bent outside more than 50 mm.....repair

9 / Corner Post

Each case is a particular case so the decision should be taken by the supervisor.

10 / OT Roof Bow

We have decided to keep only 2/3 of the roof bow in case of missing

2/ CLEANING

Dangerous labels.....	remove
Graffiti racist /religion.....	remove
Graffiti's pornography.....	remove
Tape interior.....	no action
Tape on vents.....	no action
Nail on floor or drive.....	remove
Glue on the side (if dry glue).....	no action
Small rope.....	no action
Cargo debris.....	remove

Black Marks (should be automatically removed if the container is washed properly)..no action

3/ CLEANING CRITERIA

Steam cleaning must be reduced to a minimum. Cold washing have to be performed instead of steam cleaning.

No paint touch ups for food standard (removed / taken out). The best containers have to be selected first.

4/ WEAR AND TEAR

- Don't use a hammer
- Don't do any preventive maintenance
- Paint & Touch up **NO ACTION**

1/ Side and Roof Panels

All is depending of the life expectancy of the container
If life expectancy more than one year – use steel patch

2/ Front Sill / Rear Sill and Bottom Side Rail

All flanges corroded	no action
All old inserts corroded with no action on the resistance of the unit.....	no action

3/ Doors

Small holes on door frame near hinges.....repair with silicon or resin
Bottom or top frame corrodedweld steel plate inside or repair with silicon/resin

If bottom door /CSC plate/gasket /strip/side panel are too rusted or in poor condition we must do the minimum of repair and use silicone or mastic (when it s possible).

4/ Cross Members and Fork Pocket Side

All old inserts corroded with no acting on resistance of the unit.....no action
If under structure is in poor condition:

- If the container is dangerous we stop it.
- If the container is still available we can replace cross member one time on two.

If on old units we have to replace the strap but we need to do an insert on the bottom side rail or on the forklift pocket wall, then we recommend replacing it by a longer strap welded along bottom side rail flange