

CHAPTER 604

INTERMODAL CONTAINER INSPECTION, REINSPECTION, MAINTENANCE, AND REPAIR

A. PURPOSE

This chapter assigns responsibilities, establishes guidance, and provides procedures for inspection, reinspection, maintenance, and repair of all DOD containers.

B. GUIDANCE

1. All ISO containers that move in the DTS or commercial transportation system must be certified to meet 49 CFR and CSC/46 U.S.C. Appendix 1503 requirements. Activities possessing DOD container(s) that transit the DTS will inspect, reinspect, and perform organization (user) level maintenance, IAW Service/Agency policies, on containers. Prior to stuffing and movement activities will inspect containers to ensure serviceability and results updated in ACAMS accordingly. Loaded containers will be visually inspected at each transit node.
2. Container Inspector. A Certified DOD or contractor personnel must perform inspections and reinspections according to MIL-HDBK 138B and IICL criteria. DOD personnel will and contractor personnel may be certified by attending the Intermodal Dry Cargo Container CSC Reinspection Course conducted by the US Army Defense Ammunition Center, McAlester, OK 74501-9002. As an option to the resident course, the formal Computer Based Training (CBT) module may be used. DOD inspectors must be recertified every 48 months through completion of the resident or CBT course. The CBT course is available at http://ammo.okstate.edu/index.php?option=com_content&view=article&id=123&Itemid=77 (*) **Non-DOD website**. A copy of the training certificate and/or orders designating the individual as a CSC certification/recertification inspector will be retained by the Service or Agency CCO's Unit/HQ.
3. Ammunition Container Criteria. MIL-HDBK-138B is designated the DOD standard for ammunition containers, and will be used to inspect, reinspect, and recertify DOD ammunition containers. The criteria contained within this regulation complies with serviceability requirements prescribed by international recommendations and mandated by US transportation law for the shipment of United Nations Class 1 explosive materials.
4. Dry Cargo Container Criteria. The DOD standard for the inspection and re-inspection of all DOD owned dry cargo ISO containers, DOD-owned ISO configured equipment, and DOD-leased ISO containers are the criteria set forth in DOD MIL-HDBK-138B.
5. Maintain and repair DOD containers IAW the international, Federal, DOD, industry standards or as recommended by the container manufacturer. Standards include the IMDGC, 49 CFR 450-453, current editions of IICL, Repair Manual for Steel Freight Containers, Service technical manuals (i.e., Technical Bulletin [TB] 55-8115-200-233, Standards and Maintenance of MILVAN Containers and TB 55-8115-200-237P, Organization and Direct Support Maintenance Manual), TM 55-1845-239-13&P, Operator, Unit, and Direct Support Maintenance (including Repair Pars and Special Tools lists) for 20' containers, Types 1-4, as well as other approved repair manuals.
6. ISO-Configured Tactical Shelters. MIL-HDBK-138B includes inspection criteria for ISO-configured tactical shelters.
7. All commercial/leased containers used for international transport must be CSC approved and/or enrolled in the Approved Continuous Examination Program (ACEP). The ACEP is a continuous examination program. Under ACEP, a container is subject to examinations and inspections

during the course of normal operations. Containers inspected under a continuous examination program must be marked as follows: ACEP/USA (or the country of approval abbreviation)/20XX (the year in which the ACEP was approved)/XXX (an assigned ACEP number). This marking must be as close as practicable to the safety approval plate. Typically this is a sticker attached to the CSC Safety Approval plate.

C. RESPONSIBILITIES

Services and DOD Agencies will do the following for all ISO configured containers on their accounts or under their control that require CSC recertification for movement in the DTS:

1. IAW 49 CFR 452, ensure containers are examined for serviceability by certified school-trained and appointed inspectors every 30 months from the fifth year from date of manufacturer, or after any major repairs to meet CSC/46 U.S.C. Appendix 1503 or IMDGC standards. Ensure all inspections are accomplished IAW MIL-HDBK-138B or IICL for recertification and attach all inspection documentation in ACAMS (see Appendix A).
2. Ensure maintenance and repair is performed only by qualified personnel on DOD owned containers.
3. Fund for inspection and/or reinspection of DOD Component-owned ISO containers.
4. Perform and fund all maintenance (user through depot level) on Component-owned ISO configured containers to ensure standards are met.
5. Contact SDDC/AIDPMO for depot maintenance and repair of CADS.
6. For all containers requiring repair, provide responsible Service organization with the ISO Container Inspection Checklist (Appendix A) and associated service maintenance documentation via ACAMS.
7. Request disposal approval of unserviceable or uneconomically repairable containers through Service or Agency owner and provide approval to SDDC/AIDPMO to ensure updating of the DOD ISO Register in ACAMS. Upon approval, dispose of unserviceable containers IAW Component directives, instructions and regulations. Prior to disposal ensure CSC data plates and ISO markings are removed.
8. Record inspections, maintenance condition, inventory verification, and disposal in ACAMS.

D. PROCEDURES

1. New ISO Containers. New ISO containers, regardless of source, come with a CSC safety approval plate showing the month and year the equipment must be reinspected. This inspection and certification is done by organizations to which the Coast Guard Commandant has delegated authority to approve containers as complying with the International Safe Container Act IAW 49 CFR 450, General, requirements. The manufacturer is responsible for providing CSC certified containers with the CSC plate affixed to each container provided. ISO containers in service which do not have a CSC safety plate do not meet the requirements of 49 CFR 453.1, (a) which states: “Any container used in or offered for movement in international transport which does not have a valid safety approval plate attached to it is subject to detention or other control by a District Commander or Captain of the Port”.
2. Required Periodic Reinspections. ISO containers require reinspection and recertification prior to the expiration of date on the DD Form 2282, Convention for Safe Container (CSC) Reinspection Decal, Figure 604-1). Use the checklists found in Appendix A.
 - a. ISO Containers with less than 60 days to required reinspection will be reinspected prior to any loading and transport. ISO containers that are in-transit with less than 60 days before

- reinspection may continue to proceed to their destination for unloading if they have no obvious safety defects. However, they must be reinspected as soon as possible and cannot be reloaded (stuffed) before reinspection. ISO containers with expired reinspection dates cannot be placed aboard ship before reinspection and recertification. However, empty containers may be moved to another location for reinspection or repairs. After ISO containers have been reinspected, affix DD Form 2282 on the CSC safety approval plate, showing month and year item must be reinspected. AIDPMO will obtain and issue DD Forms 2282 to all DOD activities. A person who places a DD Form 2282 decal on a container or distribution platform that has not been re-inspected according to requirements will be subject to punishment under 18 U.S.C. 1001, Statements or Entries Generally. Under no circumstances will the DD Form 2282 be painted over or covered.
- b. ISO containers that do not comply with periodic reinspection requirements will be placed under detention. Detention is the prime tool of the US Coast Guard and foreign governments to control and enforce CSC/46 U.S.C. Appendix 1503 requirements. It prohibits or limits movement of containers not meeting standards. Such equipment may not be moved in or loaded for movement by ocean or air in the DTS until standards are met. Detention orders will also be issued for unapproved containers and/or containers presenting an obvious risk to safety. This detention is not to be confused with the detention charged by carriers for failure to return to them before the end of free time containers that were furnished by them.
 - c. DD Form 2282 decals will conform to the color scheme and dates shown in [Table 604-1](#).
 - d. DD Form 2282, CSC Decals are “not” applied to DOD commercial leased containers.
 - (1) Inspection of DOD commercial leased containers is reported on the proper Service Form such as DA Form 2404, Equipment Inspection and Maintenance Worksheet, [Figure 604-2](#).
 - (2) Shipping activities are required to perform reload inspections and certify serviceability of DOD Commercial leased containers on DA Form 2404. US Government interests are therefore protected.
3. Reinspection Criteria. Reinspections required by this chapter will conform to the following guidelines:
- a. Each reinspection will include a detailed visual examination for defects such as cracks, failures, corrosion, missing or deteriorated fasteners, and any other safety-related deficiency or damage that could place a person in danger. Such deficiencies will be corrected so that deficient containers are not placed in service.
 - b. Each reinspection will take into account the particular characteristics of various types of containers and materials of construction.
 - c. Time will be scheduled to allow for a detailed reinspection of containers.
4. Reinspection Records.
- a. Use the forms shown at Appendix A for documenting inspections performed on DOD-owned ISO containers prior to loading for shipment by any mode within the DTS.
 - b. When reinspections have been completed and no deficiencies are found and the container meets show no work required to meet CSC/46 U.S.C. Appendix 1503 requirements, the inspector will punch the month of expiration on the DD Form 2282 (30 months from date of inspection), apply the decal, and complete reporting requirements per para [5](#).
 - c. When repairs are required to meet CSC/46 U.S.C. Appendix 1503 requirements, a certified inspector will inspect all repairs. Accomplishment of repairs will be recorded on the proper

- work order form. The inspector will certify that repairs were satisfactorily completed. The inspector will punch the month of expiration on DD Form 2282 (30 months from date of inspection), apply decal, and complete reporting requirements.
5. Reporting Requirements.
 - a. For CADS containers, forward the forms within 10 days of inspection to:
Commander
Military Surface Deployment and Distribution Command
1 Soldier Way
Building 1900 West
ATTN: AMSSD-OPM
Scott AFB IL 62225
 - b. For Component-owned ISO containers, including CADS, retention and disposition instructions for checklists will be promulgated by the Component authority.
 - c. Disposition and maintenance of records:
 - (1) The DOD Components will maintain central repositories for CSC inspection records for their Service or agency owned containers in ACAMS as the DOD ISO register. Records must include ISO number of the equipment, date of last inspection, identification of the inspector, and state “CSC Recertification, No Repairs Required.”. This will ensure compliance with 49 CFR Part 452.3(b), Elements of Periodic Examinations, which requires that any container inspection report be made available to the US Coast Guard upon request.
 - (2) Maintain inspection records until next reinspection is completed.
 - (3) Completed inspection forms for Component-owned ISO containers will be centrally controlled and/or located as directed by Component authority.
 6. Reinspection Cost. Cost of reinspection, whether completed in-house or contracted-out, is the responsibility of the owning DOD Component and will be budgeted for accordingly.
 7. Reinspection in Conjunction with Other Inspections. Periodic CSC reinspection of ISO containers can be performed concurrently with other routine equipment inspections. CSC reinspection must be performed and a new decal applied when a major or structural repair is performed.

E. MAINTENANCE AND REPAIR

1. containers:
 - a. If maintenance and/or repair of a container exceed organization (user) level, complete and forward forms shown in Appendix A to the address in Para D.5.a. above. After review, SDDC will provide either movement or disposal instructions to the reporting activity.
 - b. If a container is economically repairable, SDDC will provide instructions to the reporting activity to move the item to a repair facility. SDDC will also provide follow-on instructions for return of the item to the reporting activity, remarking with post-repair DD Form 2282, and return to service.

2. Component-Owned Container Maintenance and Repair.
 - a. Component-owned containers will be maintained at CSC/IMDGC Code standards as directed by the Component.
 - b. The forms shown in Appendix A and Service's related inspection form will be used to document deficiencies found during inspection of containers. Completed forms will be controlled and/or located as directed by the Component.
 - c. Accountability, tracking, and disposition of Component-owned containers will be as directed by the Component.
3. Leased Containers.
 - a. Leased containers will only be repaired if a requirement exists for container use and no other containers are available. Normally, the container owner will repair the container after the container has been redelivered after Government use.
 - b. Maintenance of leased container(s) will be coordinated with the lessor by the Component using the containers. No repairs will be conducted unless prior authorization is provided by the lessor.

F. MAINTENANCE EXPENDITURE LIMITS (MELS)

1. MELs are established on the basis of whether repair or replacement is the most economical, operationally effective option for containers requiring maintenance. Total cost to repair the item will not exceed the worth of the repaired item as compared to a like or equivalent new replacement. Primary factors used as values are: Reliability and durability, which, in turn, determine operational and logistics effectiveness.
2. MELs are maximum dollar amounts that can be spent for one time repair to return an item to fully serviceable condition.
 - a. MELs for containers (Ammunition and General Cargo) are identified in Army TB 43-0002-40, Maintenance Expenditure Limits for FSC Group 81.
 - b. MELs for DOD will not exceed 65 percent of acquisition cost for one-time repair.
 - c. DOD Components will establish MELs and waiver criteria for all containers owned.
 - (1) Ownership of Air Force owned Joint Munitions Command containers will be transferred to AIDPMO when repair costs exceed the MELS established by the DOD to return containers to an Ammunition Grade status. After accepting ownership, AIDPMO will either repair containers locally for use as general cargo containers or salvage containers.

G. FUNDING FOR CADS CONTAINERS

1. Organization (user) maintenance required will be reported to SDDC in the CONUS, or to SDDC or any SDDC port administering a container repair contract when located OCONUS for it to decide whether to repair containers and where repairs will be made. If SDDC or its port representative determines that the user should perform and/or arrange for necessary repairs, the user will obtain reimbursement through resource management channels for costs incurred provided that required documentation is submitted in the prescribed format.
2. SDDC will program a combination of appropriated and TWCF funding for maintenance above organization (user) level. This will be validated through Deputy Chief of Staff Resource Management, SDDC.
3. Activities in receipt of CADS containers requiring repair or replacement, will be entitled to recover from the shipper those funds expended to repair any container determined to be

economically repairable at organizational (user) level. This entitlement is also applicable to any common-user container received in an uneconomically repairable condition if the container must be downloaded into a serviceable container. For containers damaged while in the possession of a carrier, a claim against that carrier will be initiated for compensation under provisions of the DTR, Part II.

Notes:

1. To improve clarity, decals are shown larger than actual size.
2. Decals are to be removed completely from containers failing the inspection criteria.

Decal with top "IMDG" portion remaining indicates container is serviceable for shipment of all items including UN Hazard Class 1 (IMDG) items (ammunition and explosives).

Decal with top "IMDG" portion removed (or cut off) indicates container is only serviceable for shipment of general cargo and cannot be used for UN Hazard Class 1 (IMDG) items.

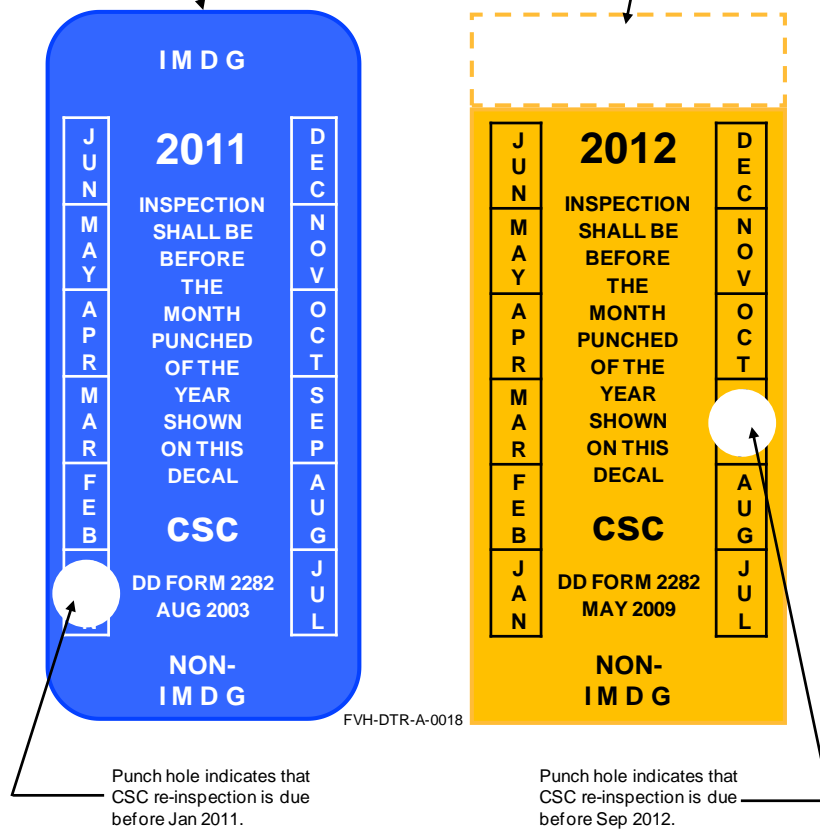


Figure 604-1. DD Form 2282, Convention for Safe Container (CSC) Reinspection Decal

Table 604-1. Color Scheme and Dates for CSC Decals

Due Date For Yearly Inspection	Background Color
2005, 2011	Blue
2008, 2014	Black
2009, 2015	Green
2010, 2016	Brown

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