Outside of container:

1. No holes or cracks in walls or roof.
2. Doors operate properly.
3. Closing devices operate properly.
4. No adhesive labels from the previous cargo, e.g., IMO placards.
5. For hardtop containers: roof is undamaged, roof-locking mechanism fits and operates properly.

Inside of container:

6. Container is watertight. Test method: enter container, close both doors tightly and look for incoming light (e.g., through cracks, holes, door gaskets etc.).
7. Container interior is absolutely dry. (Wipe up any condensation or white frost in order to avoid corrosion and moisture damage of the cargo.)
8. Container is clean, free of cargo residues and neutral in odor.
9. No nails or other protrusions, which could damage the cargo.
10. Floor with minimal damage. Only minor gouges, grooves, and crack will be allowable. Floor must not be separated from the walls.

Unified Container Inspection & Repair Criteria (UCIRC)
FOR STEEL GENERAL PURPOSE CONTAINERS
(For use at all container interchanges)

10.1 ACCEPTABLE DAMAGE
This is defined as damage that is not to be repaired and includes:
- All flange damage except damage to weld connections;
- Deformation of structural members up to ISO +10mm on the side face and ISO +5mm on the end face; and
- Previous repairs should not be reworked unless the structural integrity of the container is compromised or it is unsuitable for cargo.

10.2 NON-ACCEPTABLE DAMAGE
This is defined as damage that must be repaired because:
- The International Convention for Safe Containers, 1972, as amended (CSC) is violated and container safety is affected;
- The Customs Convention is violated;
- There is a reduction in the internal height dimension by more than 70mm and/or the internal width/length dimension by more than 50mm;
- The container is unsuitable for cargo;
- Cracks in welds are present unless otherwise stated; and
- Corrosion, not due to paint failure, which causes loss of structural integrity.

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