

INTERIOR

Must be free from splinters, snags, dents or bulges. These may interfere with loading. Serious defects indicate the container is structurally unsound.

- **"Light" tests** whereby you enter the container, have the doors closed, and look for light entry via the roof, side and door panels and deck are a must. Also, previous patches and repairs must be checked to ensure they are watertight. Hose (water) or smoke tests are alternative methods of discovery.
- **Fittings**
Cargo tie-down cleats or rings should be in good condition and well anchored. If ventilation openings are present, be sure that they have not been blocked off, and that they are equipped with baffles to prevent rain or sea water entry.
- **Cleanliness**
Free of residue from previous cargo particularly odours that may taint your goods.

EXTERIOR

Must be free from dents, bulges or other damages; all may interfere with handling.

- **Doors**
Be sure doors can be securely locked and sealed. Check that door gaskets are in good condition and watertight when closed. Inspect door hardware closely. If bolts or nuts can be easily removed from the outside with simple tools, it means that the container can be opened without breaking the seal or lock - an attractive invitation to the pilferer.

- **Fittings**

A quick look at the lifting fittings at each corner of the container will reveal those that are obviously damaged or unsafe. Check the fittings that secure the container to the trailer chassis; they should all be in working order and in use.

- **Covers/Hatch Panels**

If an open-top container, be sure that the fabric cover supplied with the container is in good condition and can be properly secured. Check hatch panels for close watertight fit.

The following is a partial checklist of typical types of damage.

FRONT END

Front Panel

Dented, torn, holed, or punctured.

Patches

Loose, not of same material as panel, not sealed or riveted with waterproof customs approved rivets, poor welds, not primed or painted.

Top Rail

Bent, cut, crushed or fractured.

Corner Posts

Bent, broken, cut, gashed or distorted.

Upper and Lower Corner Fittings and Attachments

Fractured or distorted fitting, cracked attachment welds.

Rivets

Loose or missing.