

## **Title: As per IICL 6 Inspection Criteria**

**Reference:** Effective 1 August 2016, a new dry van inspection standard, IICL-6, will supersede the current IICL-5 dry van inspection criteria.

On this same date, the Common Interchange Criteria (CIC) will also be superseded by IICL-6 for all IICL members.

In the fall of 2016, the Guide for Container Equipment Inspection - Sixth Edition (IICL-6) will be published.

In the period from 1 August 2016 until the new guide is available, please reference the attached tables to identify the IICL-6 changes. Inspection criteria for all other components not referenced in the table will remain unchanged from IICL-5.

Also included is a hyperlink [IICL 6 Measurement Technique](#) to our revised “measurement technique”. This is also offered as a reference guide on how to properly measure various container components.

## Dry Van Inspection Comparison Table

	<u>Component</u>	<u>IICL 5</u>	<u>CIC</u>	<u>IICL 6</u>	<u>Reason/Comments</u>
<b>1</b>	Flat bar top side rail	25 mm	30 mm	<b>30 mm</b>	Same as IICL5 for tube top side rail
<b>2</b>	Front headers	25 mm	40 mm	<b>35 mm</b>	Same as rear headers and other dents
<b>3</b>	Rear headers	35 mm	40 mm	<b>35 mm</b>	Same as all other dents
<b>4</b>	Front & rear corner posts	25 mm single dent. If 2 dents or more, 15 mm dent.	20 mm Any number of dents.	<b>20 mm Any number of dents.</b>	Reduces repairs without compromising structure
<b>5</b>	All side & front panels	35 mm dents (in or out)	35 mm internal cube intrusion	<b>35 mm internal cube intrusion</b>	Ease of measurement
<b>6</b>	Door panels	35 mm dents (in or out)	35 mm internal cube intrusion	<b>35 mm internal cube intrusion</b>	Ease of measurement
<b>7</b>	All roof panels	35 mm dents (in or out)	50 mm internal cube intrusion	<b>40 mm internal cube intrusion</b>	Reasonable internal cube intrusion, minimizes commercial concern
<b>8</b>	Flooring height difference	5 mm	10mm	<b>5 mm</b>	
<b>9</b>	End frame (ISO tolerance)	As per below:	As per below:	<b>As per below:</b>	
<b>9. A</b>	Corner posts	ISO + 5 mm all faces (5mm beyond corner fitting end face)	ISO + 5 mm on end face	<b>ISO + 5 mm on end face</b>	No difference
		ISO + 5 mm all faces (5mm beyond corner fitting side face)	ISO + 10 mm on side faces	<b>ISO + 10 mm on side faces (10mm beyond corner fitting side face)</b>	No vessel stowage operational issues with 10 mm on side faces
<b>9. B</b>	Doors, headers, sills	ISO + 5 mm on end face (5mm beyond corner fitting end face)	ISO + 5 mm on end face	<b>ISO + 5 mm on end face</b>	No difference

## Dry Van Inspection Comparison Table (Continued)

	<u>Component</u>	<u>IICL 5</u>	<u>CIC</u>	<u>IICL 6</u>	<u>Reason/Comments</u>
<b>10</b>	Entire container (ISO tolerance)	As per below:	As per below:	<b>As per below:</b>	
<b>10. A</b>	Side panels - outward	ISO + 10 mm (10mm beyond corner fitting side face)	30 mm measured in an outward direction from an outward recessed corrugation	<b>30 mm measured in an outward direction from an outward recessed corrugation</b>	Equivalent to ISO + 20 mm measured in an outward direction from an outside recessed corrugation. No vessel stowage operational issues at ISO + 20 mm
<b>10. B</b>	Roof panels - upward	ISO + 4 mm (4mm beyond corner fitting top face)	50 mm measured in an upward direction from the upper faces of the top side rails to an outward recessed corrugation	<b>40mm measured in an upward direction from the upper faces of the top side rails to an outward recessed corrugation</b>	Standardize roof dent in/out criteria
<b>10. C</b>	Front panel – outward	ISO + 5 mm (5mm beyond corner fitting end face)	15 mm measured in an outward direction from an outward recessed corrugation	<b>15 mm measured in an outward direction from an outward recessed corrugation</b>	

## IICL 6 Dry Van Inspection Table Revisions

	<u>Component</u>	<u>Component Revisions Table Reference</u>	<u>Reason/Comments</u>
<b>1</b>	Flat bar top side rail	<b>30 mm - Table 5.1</b>	Same as IICL5 for tube top rail
<b>2</b>	Front headers	<b>35 mm - Table 5.1</b>	Same as rear headers and other dents
<b>3</b>	Rear headers	<b>35 mm - Table 5.1</b>	Same as all other dents
<b>4</b>	Front & rear corner posts	<b>20 mm - Table 5.2 Any number of dents.</b>	Reduces repairs without compromising structure
<b>5</b>	All side & front panels	<b>35 mm internal cube intrusion - Table 5.3</b>	Ease of measurement
<b>6</b>	Door panels	<b>35 mm internal cube intrusion - Table 5.4</b>	Ease of measurement
<b>7</b>	All roof panels	<b>40 mm internal cube intrusion - Table 5.5</b>	Reasonable internal cube intrusion, minimizes commercial concern
<b>8</b>	Flooring height difference	<b>5 mm - Table 5.6</b>	
<b>9</b>	End frame (ISO tolerance)	<b>As per below - Table 5.8</b>	
<b>9. A</b>	Corner posts	<b>ISO + 5 mm on end face</b> (5mm beyond corner fitting end face)	No difference
		<b>ISO + 10 mm on side faces</b> (10mm beyond corner fitting side face)	No vessel stowage operational issues with 10 mm on side faces
<b>9. B</b>	Doors, headers, sills	<b>ISO + 5 mm on end face</b> (5mm beyond corner fitting end face)	No difference
<b>10</b>	Entire container (ISO tolerance)	<b>As per below - Table 5.8</b>	
<b>10. A</b>	Side panels - outward	<b>30 mm measured in an outward direction from an outward recessed corrugation</b>	Equivalent to ISO + 20 mm measured in an outward direction from an outside recessed corrugation. No vessel stowage operational issues at ISO + 20 mm
<b>10. B</b>	Roof panels - upward	<b>40mm measured in an upward direction from the upper faces of the top side rails to an outward recessed corrugation</b>	Standardize roof dent in/out criteria
<b>10. C</b>	Front panel – outward	<b>15 mm measured in an outward direction from an outward recessed corrugation</b>	