



Common Interchange Criteria Technical Bulletin 001

Issued: 24 January 2012

SUBJECT: OUT-OF-ISO PANEL INSPECTION CRITERIA

BACKGROUND

The Container Interchange Criteria (CIC) sets inspection criteria for the outward deflection of container components (called out-of-ISO or ISO Plus criteria) by defining a limit plane based on the International Standardization Organization (ISO) envelope of the container (e.g. ISO + 20mm). As these limit planes are sometimes difficult to locate, the CIC also uses an indirect measurement procedure. As a substitute for the limit plane, the indirect measurement procedure uses a deflection measurement (called a *reference dimension*) that can be measured easily with a string line. For example, a 30mm outward bow of the side panel measured with a string line from inside the container is used as the reference dimension for the side panel ISO + 20mm criterion.

As a result, the ISO Plus inspection standards can be measured in two ways—one based on the limit plane and another based on the reference dimension. This leads to confusion and, sometimes, to conflicting inspection results. To eliminate these problems, the CIC member companies have decided to drop the limit plane criteria for crossmembers, front panels, side panels, and roof panels and apply only the reference dimensions. For these components, the reference dimensions are now the only inspection criteria and the only accepted measurement method for out-of-ISO deflections.

As the door locking gear reaches out-of-ISO limits before the door panel, a reference dimension will not be applied to the door panel. The ISO + 5mm limit plane applies as before.

CIC TECHNICAL BULLETIN 001 REVISIONS

The CIC ISO Plus criteria applying to the front panel, roof panel, side panels, and crossmembers have been eliminated and replaced with the following reference dimensions:

FRONT PANEL OUTWARD DEFLECTION: 15mm outward bow of the panel measured on an inside recessed corrugation.

SIDE PANEL OUTWARD DEFLECTION: 30mm outward bow of the panel measured on an inside recessed corrugation.

ROOF UPWARD DEFLECTION: 50mm upward bow measured from the inside top surfaces of the top side rails to the inside of a recessed roof corrugation.

CROSSMEMBER DOWNWARD DEFLECTION: 15mm downward crossmember lower flange deformation (identical to IICL TB 009, March 2011).



The CIC member companies are:

- Blue Sky
- CAI
- Florens
- Seaco
- Triton