Title: Roof measurement of outwards deformations.

Reference: This technical bulletin (TB – 016) addresses the measurement technique to be applied during inspection of outward roof panel deformation on for dry van containers.

Purpose: Amend the IICL Guide for Container Equipment Inspection 6th Edition with regards to the location used as reference to measure roof outward deformations in order to facilitate the inspection process. This bulletin applies to dry van containers.

Clarification: The roof outward tolerance shown on table 5.5 remains the same, 40 mm (1- 9/16 in), changes affect the measurement technique only.

Amendment: In order to facilitate the inspection of outward roof damages the reference point to be used for tube and flat bar types is hereby changed from the top face of the side rail to the lower face of the top side rail.

- On tube type top rails, if the damage measured from the lower face of the top side rail to the roof panel recessed corrugation exceeds 100 mm (4 in), repair is required.
- On flat bar type top side rails, if the damage measured from the lower face of the top side rail to the roof panel recessed corrugation exceeds 55 mm (2-9/16 in), repair is required.

It is recommended that the following photo and drawings be cut out and affixed on top of the corresponding pages on the IICL 6th edition inspection guide:

- Photo – page 51
- Drawings – tube type – page 67
- Drawings – flat bar type – page 71
NEED TO REPAIR UNDETERMINED
If upward dent is more than 100 mm (4 in) above the lower face of the top side rails, repair is required.
Measuring Outward Roof Damage Criterion
Tube Type Top Side Rail
Measuring Outward Roof Damage Criterion
Flat Bar Type Top Side Rail

IF OUTWARD ROOF DAMAGE EXCEEDS 55 MM (2-3/16 IN) FROM THE STRING LINE, REPAIR IS REQUIRED.

PLACE MAGNET AND STRING LINE AT THE BOTTOM FACE OF THE TOP SIDE RAIL TO MEASURE OUTWARD ROOF DAMAGE SINCE THE TOP SIDE RAIL IS 14MM TALL AND THE DAMAGE CRITERIA IS 40MM (1-9/16 IN) ROUNDED TO 55 MM.

NOTE: MEASURE FROM THE STRING LINE TO THE INTERIOR SURFACE OF AN INSIDE RECESSED CORRUGATION.

TOP SIDE RAIL: FLAT BAR TYPE
For questions about this technical bulletin you may contact technical@iicl.org