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## The TITAN Grading scheme for used containers

### Grade A

Grade	Container area	Description
A	Panels	Very good cosmetic condition inside & outside, only minimal light rust & dents – no corrosion.
	Floor	Clean & without heavy stains
	Doors	Functional, gaskets complete, easy to operate
CSC	Structure	In good condition – 30 month update CSC
	In general	This grade represents the very best quality of used container. i.e. the top 10% of used containers. Should remain wwt for more than 3-4 years.
	Examples	Refurbished containers – newer containers – the best ex ICSU, TPHU, TRLU

### Grade B

Grade	Container area	Description
B	Panels	Good cosmetic condition, surface rust & limited early corrosion is acceptable together with normal dents - roof panel must be in good condition without any corrosion that will give rise to holes within approx. 2 years.
	Floor	To be in good general condition
	Doors	Functional.
CSC	Structure	In good condition – 18 month update of CSC
	In general	Normal good quality used containers suitable either for shipment or use as storage containers. Box should remain wwt for 2-4 years.
	Examples	The majority of ex APL, ICSU, NYKU, TPHU

### Grade C

Grade	Container area	Description
C	Panels	Poor cosmetic condition, generally rusty with some corrosion, many dents, old repairs, etc..
	Floor	Suitable for loading
	Doors	Functional but can be stiff/difficult to operate
CSC	Structure	In acceptable condition – 12 month update of CSC
	In general	Containers only really suitable for export loading as wear & tear will become a problem within 1-2 years.
	Examples	ex NEPU, NOSU – poor quality NYKU – TPHU

## The TITAN repair criteria for used containers

	Damage	Repair required to CSC if :	Repair Note	Storage only criteria
Top rails	Dent - side	>30 mm	1	no limit
	Dent - font/end	>40 mm	1	no limit
Bottom rails	Dent - side/front/end	>50 mm	1	no limit
Corner posts	Dent - inward	>25 mm	1	no limit
Crossmembers and fork pockets	Dent - flanges/vertical web	>75 mm	1	no limit
	Cut vertical web	>500 mm	1	no limit
Vertical welds	Crossmembers/bottom rail	broken		no action as CSC
Panels	Dent into container	>50 mm		as CSC
Flooring	Crossmember/floor gap	>10 mm	2	as CSC
	Deformation of flooring	>60 mm		as CSC
	Gauges (width x depth)	<51(w) >15(d) mm	3	as CSC
	Gauges (width x depth)	>50(w) > 6 (d) mm	3	no action
	Variance between boards	>10 mm		as CSC
	Delamination	unsafe	3	no action
Thresholdplate	Dent	>10 mm	4	as CSC
	Screws - each 3rd screw to be present			as CSC
Doors	Hardware/rain gutter	not safe/workable		easy use
	Gaskets	not light/water tight		as CSC
Haz labels	All	present		as CSC
Out of ISO	Posts end - outward dent	>ISO + 5 mm		no limit
	Posts side - outward dent	>ISO + 10 mm		no limit
	Sides/roof/end/doors	>ISO + 40 mm		no limit
	Understructure	>ISO + 10 mm		no limit
Interior	Cleaning - ONLY if usuitable for general cargo		5	as CSC

All containers are to be graded and estimated to cargoworthy CSC condition, however some containers may only be repaired in accordance with suitable for storage criteria above. Where repair approval is given to storage only the CSC plate is to be removed and the container overall condition (for storage) becomes the important issue. eg doors should be easy to open & close - the container should be clean & cosmetically acceptable.

## Repair notes:

- 1 Minimum length of inserts is 150 mm
- 2 Refasten floor with min. number of screws to meet allowed deformation
- 3 Cover damaged areas with steel plate (3-6 mm depending upon damage) screwed to crossmembers and/or tackwelded to rails.
- 4 Remove (all or part) or repair whichever least expensive
- 5 Steam cleaning only acceptable in the event of chemical or other spillage.  
No steam cleaning to remove old stains etc....
- 6 Corroded doors (top/bottom) - acceptable to repair with sealant provided gaskets in place. Steel repairs should be lap and not insert.
- 7 Corroded crossmember (outriggers) - never remove existing, estimate to add new beside existing corroded item.
- 8 Corroded roofs - extensive corroded areas are to be repaired with 1 flat coverplate minimum 1 mm . If required in full width with welding to top rails and upward corrugations.  
Do not remove existing corroded panels.
- 9 Door catches - it is only required that 1 door catch is fully functional (with seal eye) - functional catch must be on r/h door.
- 10 Post-repair paint only where normally visible (ie not to roof/under flooring)
- 11 Used/alternative components may be used where compatible.
- 12 Sealant only repairs are permitted to small holes around plates, hinges & between side panels & bottom rails when REALISTIC

After repair (to CSC criteria) containers must be :

Wind & watertight, cargoworthy and with valid CSC (PES sticker)

### Neutralizing (except when TCIU - TITU prefix) :

Containers are to be neutralized by overpainting the original owners prefix \*\*\*\*U using a similar coloured paint.  
Original owner's decals/logos need not be removed/painted over