

- 8.2.2.4 Any component that can be adjusted or moved, or a pin that can be engaged and withdrawn, should be checked to see that it can be moved easily and retained correctly. This is of particular importance for folding flatracks where the end-walls are retained in the upright position by a pin or shoot bolt which should be engaged and retained from accidentally pulling out by a retaining flap.
- 8.2.2.5 Removable or swinging headers of open top CTUs should be inspected. The header is generally supported by removable pins. Checks should be made to ensure that the pins are of the correct length and freely removable at both ends. Checks should also be made for signs of cracks around the hinges.
- 8.2.2.6 Road vehicles that are likely to be carried on rail wagons or on ro-ro ships should be provided with points for securing them. There should be equal numbers of lashing points on both sides of the vehicle and each point should be intact and free from serious corrosion or damage.
- 8.2.2.7 For sheeted vehicles or containers the side, top or all round covers should be checked as being in satisfactory condition and capable of being secured. Loops or eyes in such canvas which take the fastening ropes, as well as the ropes themselves, should be in good condition. All lashing strap ratchet tighteners should be able to be engaged and operate correctly.
- 8.2.2.8 Labels, placards, marks or signs regarding previous usages of the CTU should be removed. Permanently affixed signs and marks may never be removed.
- 8.2.2.9 When undertaking the exterior checks, the CTU should be checked for any signs of recontamination particularly:
- Along bottom rails;
 - Within forklift pockets;
 - In and around the twist lock fittings;
 - Underside and cross members;
 - On tops where necessary.
- 8.2.3 Interior checks
- 8.2.3.1 Before entering a closed CTU, the doors should be opened for a period of time – enough to allow the internal atmosphere to regularize with the ambient. Care should be taken to ensure that during this period, animals and insects should not enter the CTU.
- 8.2.3.2 The CTU should be free from major damage, with no broken flooring or protrusions such as nails, bolts, special fittings, etc. which could cause injury to persons or damage to the cargo.
- 8.2.3.3 The CTU should not show liquids or persisting stains on flooring and side walls. There are a number of different materials and surface treatments used for flooring in CTUs. Sealed surfaces generally can be cleaned with absorbent materials. Where a stain can be transferred by wiping a gloved hand over it, the CTU should not be used and a replacement CTU should be requested.
- 8.2.3.4 A CTU should be weatherproof unless clearly designed otherwise (e.g. flatrack). Patches or repairs to solid walls should be carefully checked for possible leakage by looking for rusty streaks below patches. Repairs to side and roof sheets should have a fully stitched patch covering all of the hole with a substantial overlap.
- 8.2.3.5 Potential points of leakage may be detected by observing whether any light enters a closed unit. Standard and approved procedures for identifying pin holes and other points of leakage should be adopted.
- 8.2.3.6 Cargo tie-down cleats or rings, where provided, should be in good condition and well anchored. If heavy items of cargo are to be secured in a CTU, the operator should be contacted for information about the cleat strength and appropriate action taken.