

CHAPTER 603

INTERMODAL CONTAINER CODING AND MARKING

A. PURPOSE

This chapter provides uniform procedures for coding and marking Department of Defense (DoD)-owned intermodal containers. These procedures are mandatory for all DoD Components.

B. RESPONSIBILITIES

1. The Military Surface Deployment and Distribution Command (SDDC):
 - a. Establishes procedures, assign responsibilities, and maintain a single register in Joint Container Management (JCM) system for all DoD-owned intermodal International Organization for Standardization (ISO) containers
 - b. Issues ISO numbers to DoD Components upon request for new, used, or refurbished containers procured by the DoD Component.
2. The DoD Components will:
 - a. Request ISO serial numbers from SDDC/Army Intermodal Distribution and Platform Management Office (AIDPMO) when purchasing new containers, tactical shelters, and other ISO-configured equipment; when re-stenciling containers that are commercially marked but owned by the DoD; or when re-stenciling because of changes in ownership between services.
 - (1) To request numbers for new containers or to register existing numbers, contact AIDPMO. AIDPMO can be contacted by phone at 618-220-6833 or DSN 770-6833, or via e-mail at usarmy.scott.sddc.mbx.g3-aidpmo-inventory@mail.mil.
 - (2) Information required when requesting numbers includes the requisition, contract or delivery order number covering the containers, ISO asset type, National Stock Number, quantity, accountable owner Department of Defense Activity Address Code (DoDAAC), DoDAAC of the location where the new containers will be delivered or used containers are currently, and the end delivery date of the containers. Note that, when procuring modular ISO containers, such as Triple Containers (TRICON) and Quadruple Containers (QUADCON), a different number will be assigned to each container.
 - b. Report any requested serial numbers not used to SDDC/AIDPMO for retirement.
 - c. Budget and fund for coding and marking of Component-owned containers.
3. New ISO containers and ISO-configured tactical shelters and equipment, regardless of source, come with ISO number markings and an International Convention for Safe Containers (CSC) safety approval plate showing the month and year the equipment must be reinspected. This inspection and certification is done by organizations to which the Coast Guard Commandant has delegated authority to approve containers as complying with the International Safe Container Act in accordance with 49 Code of Federal Regulations (CFR) 450, General, requirements. The manufacturer is responsible for providing CSC-certified containers with the CSC plate affixed to each container provided. [Figure 603-2](#) shows a typical CSC Safety Approval Plate. The initial CSC inspection of a new container is valid for 5 years. Reinspection and recertification of the container is required at intervals not to exceed 30 months thereafter.
4. Non-transportation ISO Containers. ISO containers procured solely for use for non-transportation purposes (e.g., installation storage, mock operation training villages [urban clusters], and bomb practice targets) do not require the issuance of ISO serial numbers or registering into the DoD

ISO registry. Services must solicit procurement approval from their Service Container Managers (SCM) (if applicable) prior to requisition, as their requirements may be met with excess DoD ISO containers or Beyond Economical Repair (BER) containers. In the event a non-transportation container requirement can be filled with another Service container, the Service with the requirement is responsible for funding all transportation costs associated with the relocation of the container. If procurement approval is granted by the SCM (if applicable), procurement documentation should provide instructions to the vendor to remove all ISO markings and CSC Safety Approval data plate prior to delivery. In the event the non-transportation container is delivered with ISO markings and the CSC Safety Approval data plate attached, the procuring unit must immediately remove the CSC Safety Approval data plate and obliterate all ISO markings on the container and ensure they are removed from the DoD ISO registry (if applicable).

C. MARKING PROCEDURES

1. General.

- a. These procedures apply to all DoD-owned ISO containers and are in compliance with ISO 6346. ISO 6346 is the DoD standard for coding, identification, and marking ISO containers.
- b. International Container Bureau (BIC – Bureau International des Conteneurs). Customs Convention on Containers 1972 and ISO Standard 6346 (1995), Freight Containers—Coding, Identification and Marking, require container owners to register their owner and equipment codes with BIC (see [Figure 603-6](#)). These codes are part of the ISO number of the container. The purpose of the registration is to protect the utility of these codes internationally. The ISO 6346 standard makes containers with noncompliant coding subject to a Customs stop and check, possibly impacting cargo transportation and resulting in refusal of container admission into or out of the destination or origin country. Customs might temporarily halt movement of DoD-owned containers being shipped commercially in international transport particularly at foreign ports.
- c. All DoD-owned ISO containers will use the DoD-approved owner/equipment codes registered with BIC shown in [Table 603-1](#).
- d. The SDDC Global Container Manager (GCM) budgets and funds the costs for renewing these codes annually. All DoD Components must get approval for any new BICs.

2. ISO Number:

- a. **Composition and Marking.** The ISO number consists of 11 characters: a 4-letter prefix (consisting of a 3-digit ownership code and a 1-digit equipment category code also called the BIC), followed by a 6-digit serial number, and a check digit. See [Figure 603-6](#) for an example. The stenciled prefix, serial number, and check digit letters and numbers will be not less than 4 inches high. Maximum gross and tare weight letters and numbers will be not less than 2 inches high. All characters will be of proportionate width and thickness and will be durable and of a contrasting color. The maximum gross and tare weight figures will be displayed in both kilograms and pounds, consisting of five and four characters respectively.
- b. **Placement.** The ISO number will be placed on the upper-right section of all four container sides. The number will be horizontal, if possible. If construction of the container does not permit easy application of horizontal numbers on the sides (such as ISO-configured flatracks), the number may be placed on the top rail or may be placed vertically. The ISO number will also be placed at each end of the roof with the bottom of each character toward the associated end. See [Figure 603-1](#), [Figure 603-2](#), [Figure 603-3](#), [Figure 603-4](#), and [Figure 603-5](#) for pictorial layouts of ISO identification markings. Affixing an ISO number inside the container is optional contingent on Service policy.

- c. Prefixes. Currently assigned codes are listed in [Table 603-1](#). Newly procured new, used, or refurbished ISO containers will be assigned the owner code for the Service and the equipment category code of “U”, which is the ISO 6346 equipment category identifier for all freight containers. The use of this code enables these containers to be recognized by commercial industry in-transit visibility systems. Existing containers using the obsolete ownership and equipment codes shown in [Table 603-1](#) must be changed to the new ownership and equipment codes by remarking with a completely new ISO number. These containers must be changed whenever they are painted, re-stenciled, or equipped with ISO standard 10374 automatic equipment identification tags. Each Service is responsible for complying with this requirement.

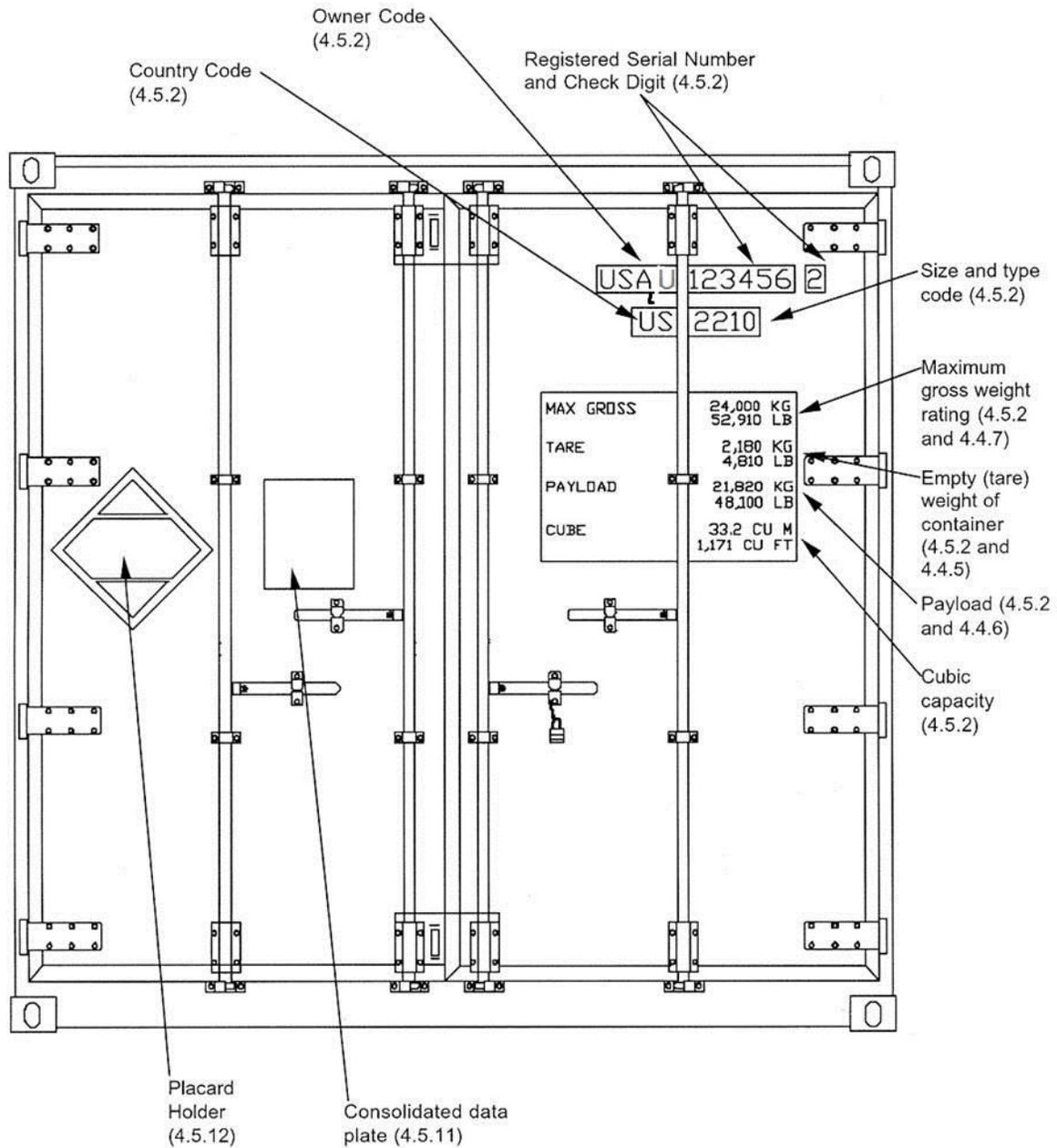
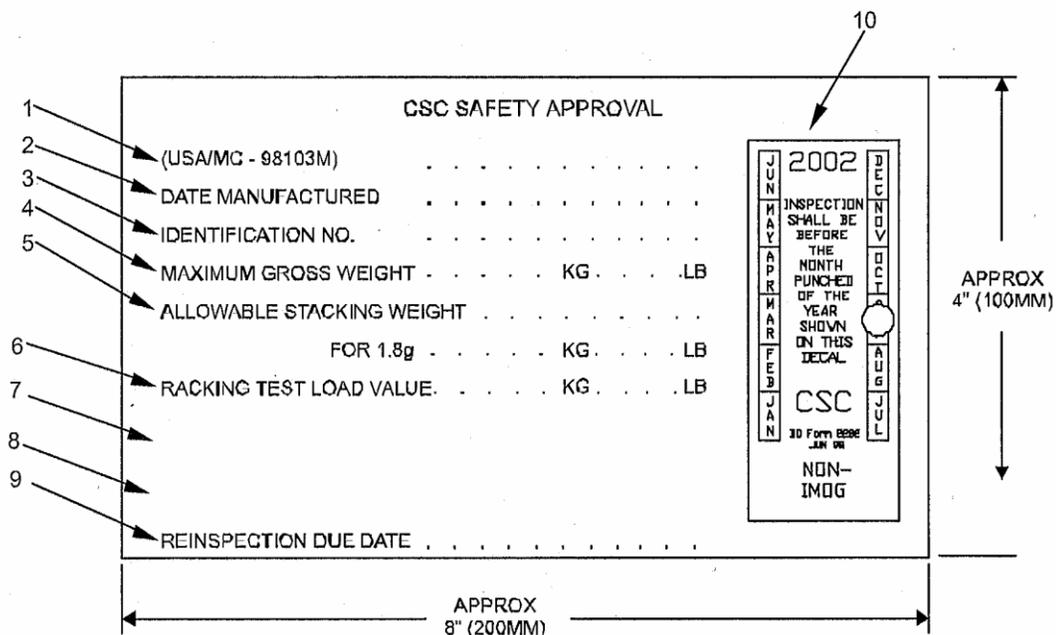


Figure 603-1. Typical Door Markings



REQUIRED LINES OF INFORMATION:

1. Alphanumeric reference code similar to example shown above indicating Country of approval and reference number for approval.
2. Date (month and year) of manufacture.
3. Manufacturer's identification number or the ISO identification number (i.e., owner code, serial number and check digit) assigned to the container.
4. Maximum gross weight rating (kilograms and pounds).
5. Allowable stacking weight (kilograms and pounds) container can support when subjected to 1.8 times the force of gravity.
6. Transverse racking test load value (kilograms and pounds).
7. End wall strength expressed in kilograms and pounds or as fraction of the permissible payload (P). This is only required to be marked on the CSC plate if end walls are designed to withstand a load of less than or greater than 0.4P.
8. Side wall strength expressed in kilograms and pounds or as fraction of the permissible payload (P). This is only required to be marked on the CSC plate if side walls are designed to withstand a load of less than or greater than 0.6P.
9. First re-inspection due date (month and year) for new container or DD Form 2282 decal indicating subsequent re-inspection due date (month and year).
10. Alternate location on CSC plate for application of DD Form 2282 decal.

Figure 603-2. Typical Format of CSC Safety Approval Plate

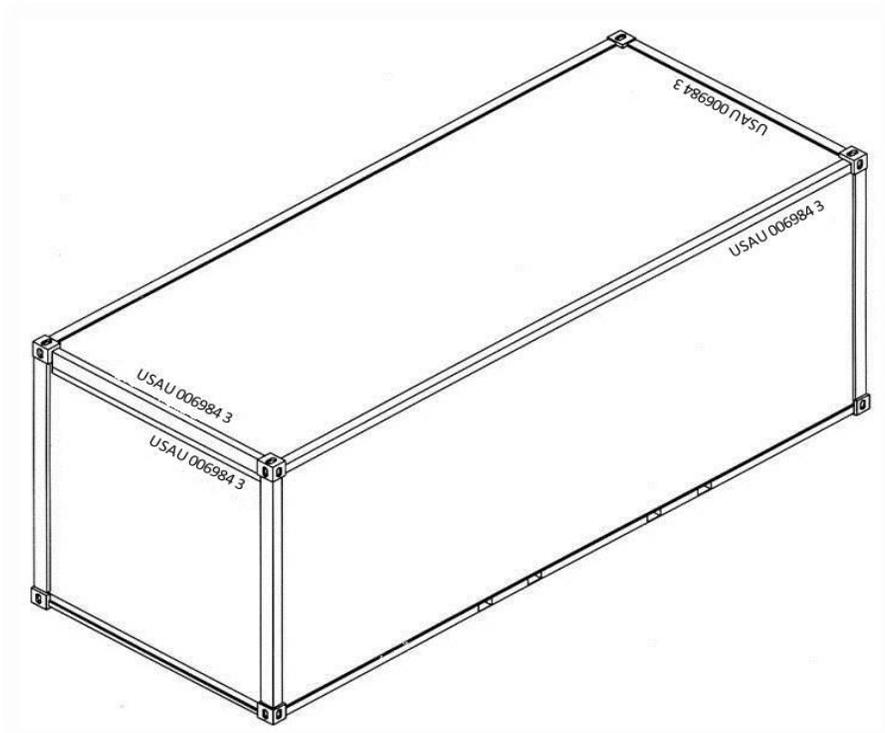


Figure 603-3. Typical Side Horizontal Layout of ISO Identification Markings

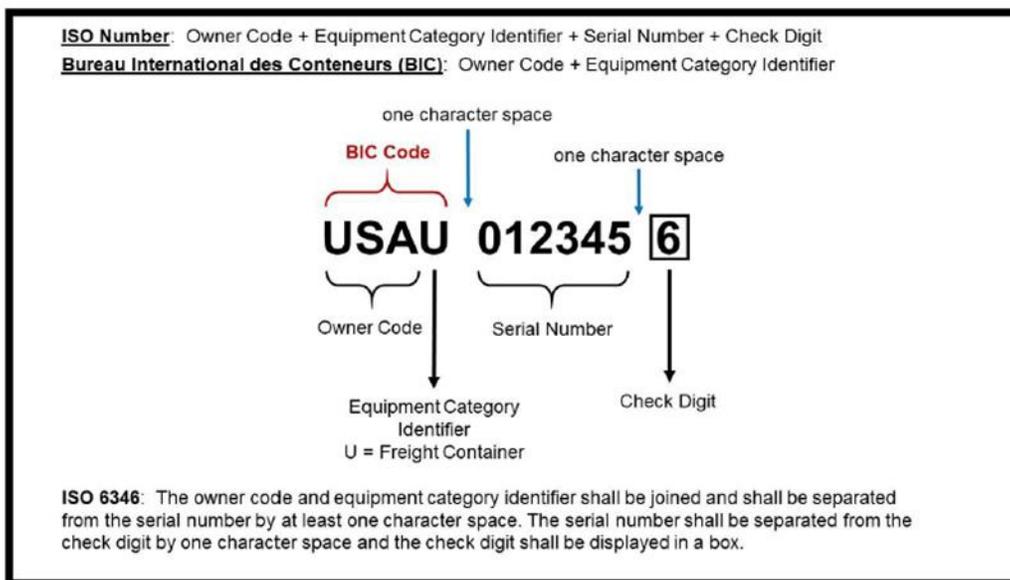


Figure 603-6. Example of an ISO Number Composition

Table 603-1. ISO Ownership Codes Assigned to DoD Components and Associated Component Manager

Ownership Code	Component
DODU	DoD Common-Use
NMAU	Naval Air Systems Command
USAU	U.S. Army
USNU	U.S. Navy
USMU	U.S. Marine Corps
USFU	United States Air Force
Pre-1995 Owner Codes (Invalid)	
USAA	U.S. Army Ammunition/Ordnance (Retired)
USAG	U.S. Army General Cargo (Retired)
USAR	U.S. Army Refrigerated Vans (Retired)
USAF	U.S. Air Force (Retired)
USAH	U.S. Army Hospital Vans (Retired)
USAP	Army Force Provider (Retired)
USMC	U.S. Marine Corps (Retired)
USNG	U.S. Navy General Cargo (Retired)
USNR	U.S. Navy Refrigerated Cargo (Retired)
USSC/MHQU	Military Sealift Command (Retired)