



# Commercial Vehicle Safety Alliance

North American Standard Inspection Program

## I N S P E C T I O N B U L L E T I N

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### Securement of an Intermodal Container on an Intermodal Chassis

#### Summary

This *Inspection Bulletin* provides guidance for acceptable alternative means to integral locking devices for securing containers on intermodal chassis.

#### Background

49 CFR §393.126 and NSC Standard 10 require the front and rear of a loaded intermodal container to be independently secured to a chassis frame. All lower corners of the intermodal container are normally secured to the container chassis with integral locking devices also called “twist-locks”. These devices must have a feature to ensure they cannot unintentionally become unfastened while the vehicle is in transit. This feature may be built-in to the integral locking device.

The securement devices must restrain the container from moving no more than more than 1.27 cm (½ in) forward, no more than 1.27 cm (½ in) aft, no more than 1.27 cm (½ in) to the right, no more than 1.27 cm (½ in) to the left, and no more than 2.54 cm (1 in) vertically.

#### Inspection Guidance

1. 49 CFR §393.126 allows a corner of an intermodal container to be secured by means of chain or wire rope. Through an interpretation, NSC Standard 10 permits the use of chain or wire rope to secure the corner of an intermodal container, but only as a replacement of a defective integral locking device. This is shown in Figure 1.
2. The means of ensuring integral locking devices do not become unintentionally unfastened is normally a built-in secondary lock mechanism as seen in Figure 2. When a built-in secondary lock is broken, ineffective or missing, an alternate secondary locking method can be used. This may consist of a tie-wrap such as shown in Figure 3. This type of alternate secondary lock is not required when the built-in secondary lock is working as designed and intended by the manufacturer.

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Identifying Intermodal Equipment Providers for Intermodal Chassis

Figure 1



Figure 2



Figure 3