**SDDC Pamphlet 55-12**

**Transportation and Travel:**

# Commercial Containers for Department of Defense (DOD) Household Goods Shipments

**Headquarters, Military Surface Deployment and Distribution Command**
**1 Soldier Way**
**Scott AFB IL 62225-5006**
**20 July 2015**

**UNCLASSIFIED**

# *SUMMARY of CHANGE*

SDDC Pam 55-12
Commercial Containers for Department of Defense Household Goods Shipments

This administrative revision, dated 20 July 2015 –

- Revises format of command publication.
- Adds requirement for heat treatment marking.
- Clarifies container testing should be conducted to a modified Distribution Cycle 18, Assurance Level II within ASTM-D-4169.
- Adds test requirements for temperature and humidity sensitive containers.
- Removes Code 3 type of container service.
- Adds the use of "best commercial practice" containers for Code 2 shipments.
- Inserts paragraph on heat treatment marks.
- Adds the use of Portable Moving and Storage Containers for Code 2 shipments.
- Revises Chapter 3, Specific Test Requirements for Containers.

# FORWARD

This pamphlet is issued to provide information pertaining to commercially owned shipping containers used for the movement and storage of Department of Defense (DOD) sponsored personal property shipments.

This pamphlet does not apply to Government-owned shipping containers. Information regarding these containers may be found in the most recent issue of American Society for Testing and Materials (ASTM), ASTM-D-4169, Standard Practice for Performance Testing of Shipping Containers and Systems.

This page intentionally left blank.

DEPARTMENT OF THE ARMY
HEADQUARTERS, MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND
1 SOLDIER WAY, SCOTT AIR FORCE BASE IL 62225-5006

SDDC PAMPHLET NO. 55-12

20 July 2015

Transportation and Travel

# COMMERCIAL CONTAINERS FOR DEPARTMENT OF DEFENSE (DOD) HOUSEHOLD GOODS SHIPMENTS



*This pamphlet supersedes SDDC Pam 55-12, dated May 2004

## Chapter 1
## General

1-1. Purpose. To provide ready information concerning the approval and use of commercially-owned containers approved by the Military Surface Deployment and Distribution Command (SDDC) for DOD-sponsored personal property shipments. Information contained herein does not apply to Government-owned shipping containers. Information regarding the requirements for these containers may be found in the most recent issue of American Society for Testing and Materials (ASTM), ASTM-D-4169, Standard Practice for Performance Testing of Shipping Containers and Systems. NOTE: The containers described in this pamphlet are not applicable to the transportation of privately owned vehicles.

1-2. Scope. Chapter 2 provides criteria for use of containers; chapter 3 provides selected references; chapter 4 provides container inspection procedures and SDDC Form 356, Container Inspection Report; and a list of commercially-owned Household Goods Containers approved by SDDC. (See List of Approved Commercially-Owned Household Goods Containers.)

1-3. Responsibilities.

a. SDDC, Transportation Engineering Agency (TEA) will:

(1) Approve all containers used for international shipments.

(2) Update list of approved containers.

(3) Monitor the container program on a worldwide basis.

b. Carrier/container manufacturers will:

(1) Furnish test reports from an independent testing laboratory for containers when requesting SDDC container approval. Test container to a modified Distribution Cycle 18, Assurance Level II in accordance with the most recent issue of ASTM-D-4169.

(2) Use SDDC-approved containers for all containerized shipments of personal property.

c. Personal Property Shipping Offices (PPSOs) will:

(1) Assure carriers use only SDDC-approved containers for international shipments. Containers used for CONUS or OCONUS shipments must be inspected to ensure they are in sound condition (no holes, not deteriorated, properly caulked).

(2) Prohibit the use of unapproved or unsatisfactory containers.

(3) Inspect international shipments containers for SDDC approval number, general condition and ensure containers for CONUS or OCONUS shipments have proper markings. Inbound shipments with container deficiencies will be reported to origin PPSO.

d. SDDC Military Ocean Terminals will monitor containers transiting the terminals and report use of unapproved or unsatisfactory containers to origin PPSO.

e. Air Mobility Command terminals will report the use of unserviceable containers to the origin shipping office.

1-4. DOD Container Policy. DOD does not restrict the carriers as to types of material, length, width or height of commercially developed containers. DOD does require, however, that all containers be constructed in such a manner as to satisfy the testing requirements of ASTM-D-4169, modified Distribution Cycle 18, Assurance Level II (see chapter 3 for more details).

1-5. Summary. This pamphlet applies for the use of commercially-owned personal property containers, on a worldwide basis.

## Chapter 2
## Criteria for Use of Containers

2-1. General. Carriers will use only SDDC-approved containers for international shipments which are in sound condition. Carriers will ensure "best commercial practice containers" used for domestic, door-to-door container movements are in sound condition. The PPSO may (under certain conditions) authorize use of Government-owned containers, ASTM-D-4169, with a reduced cost to the Government in accordance with appropriate tariffs/tenders or require use if a waiver authorization has been granted by SDDC. Under the waiver provision, reduced cost to the Government does not apply. When approved, the Government-owned containers must be in sound condition and free from visible defects.

2-2. Code of Service.

a. Approved containers must be used for the following codes or types of service:

(1) Code 2 - Domestic, door-to-door container movement.

(2) Code 4 - International, door-to-door container movement.

(3) Code 5 - International, door-to-door container surface, Government movement.

(4) Code T – International, door-to-door air movement.

b. SDDC-approved containers are authorized for use on containerized shipments when this mode of service is selected by the PPSO. When this service is ordered and commercial containers are used, the container requirements outlined in this pamphlet will apply.

c. SDDC's Personal Property (PP) directorate authorized the use of "best commercial practice" containers for CONUS moves (Code 2 – Domestic, door-to-door container movement and Code D shipments, where the Transportation Service Provider (TSP) elects to containerize)

in the SDDC Domestic 400NG Tariff 2011, change 1, updated 28 January 2011. Any such use of Code 2 containers will be subject to the rules and requirements in the Defense Transportation Regulation (DTR) Part IV, the SDDC Domestic 400NG Tariff, and other guidance issued by SDDC PP. Code 2 containers are not subject to the container test requirements outlined in chapter 3 of this pamphlet or marking the SDDC-approved containers defined in paragraph 2-3.

2-3. Container Markings. All SDDC-approved containers used for the movement of DOD-sponsored cargo will be branded by the container manufacturer with the approval number at the top right-hand corner of both side panels and the non-removable end panel with 1-1/2-inch numerals, such as "SDDC-000A." Other container markings will be in accordance with the DTR Part IV.

2-4. Wooden Overflow Boxes. Overflow boxes will be constructed in accordance with ASTM-D-6251, Standard Specification for Wood-Cleated Panelboard Shipping Boxes, Style A or B, and will be caulked during assembly. Overflow boxes do not require an SDDC approval number.

2-5. Container Closure Sealing and Reinforcement. Containers that require a sealant/caulking material applied to the joints and door to ensure water-tightness will be sealed/caulked prior to containerization of each shipment. Usage may cause the caulking to become dry, brittle, or dislocated from the container joints and seams. Re-caulking, on an as needed basis, is required to maintain the water-tightness of the container. Testing has determined that the most effective method to seal/waterproof a container is to caulk all seams with the exception of the horizontal floor seams. This should be done during the initial assembly process. When re-caulking is necessary to ensure the water-tightness of the container, re-caulking on the inside of the container seams/joints is acceptable. Doors will be caulked on the inside joint before nailing or bolting and not on the outside container seams. Caulking material must be applied to all patched and repaired areas of the container. Closure of the container must be performed in accordance with the guidelines indicated in the container bill of materials contained herein or other commercially accepted methods.

a. It is recommended that containers be reinforced with steel banding to prevent pilferage. Banding should be steel strapping a minimum of 3/4 of an inch in width. Two bands should be placed vertically approximately 1 to 6 inches from each container end and one band placed horizontally at the container center. These procedures are suggested for all containers used for DOD-sponsored cargo.

b. Overflow boxes will be caulked during the assembly process and banded in accordance with the requirements outlined in ASTM-D-6251.

c. Prior to use of vault-type containers (containers with one or multiple hinged doors), inspect and replace the gasket, weather stripping, or other material used for providing the seal behind the doors if the material looks worn or damaged. After all contents are placed in the container and before transport of the vault-type containers, apply tamper-evident security seal to vault door. Avoid use of paper security seal on vault-type containers. Fixed length tamper-evident security seals used on containers or trucks constructed typically of metal or plastic can be use provided

they are weather resistant and withstand temperatures of 120°F to -20°F. Any brand seal that can provide the performance stated in the previous sentence is acceptable for use.

2-6. Stacking Containers. Containers are tested in accordance with ASTM-D-4169, Standard Practice for Performance Testing of Shipping Containers and Systems, Schedule B – Warehouse Stacking. Containers may be double- or triple-stacked depending on size, total gross weight and condition. Limiting factors would be size of the warehouse where containers are stacked and type of equipment available for stacking the containers.

2-7. Shipment Markings. Individual shipment markings will be stenciled on two surfaces (one side and one end panel) of each container. Marking will be done in accordance with the requirements of the DTR Part IV, or other applicable specification as ordered by the PPSO.

2-8. TSP Container Marking. Carriers are encouraged to identify their containers by assigning a serialized number or other identification code to each approved container. It is recommended that this number be branded or stenciled on the container to assist in the overall identification of the shipment.

2-9. Heat Treatment Marking. All container for Code 4, 5, and T shipments that use wood lumber in their design will be constructed from wood certified by an accredited agency recognized by the American Lumber Standard Committee (ALSC). The certification attests that the wood has been heat treated to a core temperature of 56°C and held for 30 minutes. Containers will be permanently and durably marked with the approved international symbol for compliant wood packaging material and meet the other marking requirements specified by the ALSC Wood Packaging Material Policy. The container will bear at least one of these marks in an area conspicuous to the viewer (mark cannot be on the top or bottom of the container). The International Standards for Phytosanitary Measures Publication 15 specifically excludes manufactured wood-based products such as plywood as material that requires heat treatment and a heat treatment mark. Only the lumber components of wood household containers are required to be heat treated.

2-10. Variances in Construction Materials.

a. Recent advancements in the manufacturing process of construction and industrial grades of plywood have resulted in the manufacture of slightly thinner panels. This new manufacturing technique has caused a slight decrease in the strength and tare weight characteristics of containers used in the transportation of personal property. These variances are considered minimal and if containers were to be retested, they generally would continue to pass the test requirements. However, these variances do present a difference in actual specifications and bill of materials originally approved. In some instances, upon inspection by quality control personnel, such containers have been rejected because of not meeting the specifications outlined in this pamphlet.

b. To alleviate this problem and provide a system or method for inspectors to have an easily accessible identifier for containers manufactured with the new thinner and lighter panels, a code has been devised to identify these containers from originally approved containers. All containers

constructed with the new thinner material will be branded with an "X" after the SDDC approval number (example: SDDC000(X)), as identified in paragraph 2-3.

2-11. Fiberboard Containers. Carriers may use corrugated fiberboard containers for the containerization of overflow and oversize articles or to containerize small personal property shipments. When fiberboard containers are used they must, as a minimum, meet the requirements of Specification ASTM-D-5168, Standard Practice for Fabrication and Closure of Triple Corrugated Fiberboard Containers. Fiberboard containers which exceed a gross of 15 cubic feet and 300 pounds must be secured to a four-way entry wooden pallet. Unless specifically approved by SDDC, ASTM-D-5168 fiberboard containers will not exceed 96 cubic feet.

a. After the container has been packed, it will be sealed by having all seams, corners, and joints taped with a minimum 2-inch wide waterproof tape. The tape applied to the manufacturers joint will cover the joint but not extend over the corners of the box onto the adjacent panels.

b. After sealing, the container will be reinforced with a minimum of 3/4-inch width steel or nonmetallic strapping. The banding will be tensioned sufficiently to effect adequate closure without damaging the fiberboard. The container will be banded both vertically and horizontally. One band will be laced vertically at each end of each side encircling the top, sides, and bottom. When the distance between the vertical bands is greater than 18 inches, an additional band or bands will be required to provide support. One horizontal band is also required at the center point of the container encircling the sides and ends.

c. Individual shipment markings will be stenciled on two surfaces (one side and one end panel) of each fiberboard container. Markings will be in accordance with the requirements of the DTR Part IV or other applicable specifications as ordered by the PPSO. In addition, whenever the container's contents include fragile or delicate items, the container must be marked "THIS END UP" on both sides and ends. Each container will bear a boxmaker's certificate which certifies that the container meets the requirements of Specification ASTM-D-5168 or A-A-2876, Commercial Item Description, Boxes Shipping Corrugated Fiberboard, High Strength Weather Resistant, Double Wall. The boxmaker's certificate will contain name of manufacturer, bursting strength, minimum combined weight facings, size limit, gross weight, and information indicating type of carton (single wall, double wall, etc.). The certificate may be round or rectangular and is usually located on the bottom panel or bottom outer flap. In addition, all containers in excess of 15 cubic feet will be marked with the total cubic feet based on the outside dimensions. These markings will be placed in a corner of one panel or other appropriate area which will ensure visibility when the box is fully assembled.

2-12. SDDC-Approved Fiberboard Containers. Three companies (Schumacher Wellpappi Ansbach, Germany; Beghim Say, Kayserberg, France; Service Packaging Company, Honolulu, Hawaii) have received SDDC approval for fiberboard containers which exceed 96 cubic feet. The containers must reflect the name of the manufacturer, cube, and the words “SDDC approved.” Also, The Servants, Inc., has received approval for container #229, which is fiberboard container.

2-13. Portable Moving and Storage Containers (PMSC). SDDCTEA, in conjunction with SDDC PP, authorizes the use of PMSCs typically sized 8-feet wide by 8-feet high by a range of 7-feet to 16-feet long that are constructed out of various weatherproof materials (which are synonymous with the Defense Personal Property Program's use of "best commercial practices") for CONUS moves only (Code 2 – Domestic, door-to-door container movement or Code D shipments where the TSP elects to containerize). Upon review of the PMSCs, SDDCTEA considers them the equivalent of the use of van trailers in regards to protecting DOD household goods during highway transportation.

a. Any such use of PMSCs will be subject to the rules and requirements in the DTR Part IV, the SDDC Domestic 400NG Tariff, and other guidance issued by SDDC PP.

b. SDDC Storage Management Offices (SMOs), Joint Personal Property Shipping Offices (JPPSOs) and PPSOs will be notified that PMSCs are approved for CONUS moves. TSPs may be required to provide documentation or inventories that list the content of the PMSCs for verification they were packed/loaded by the TSP.

c. TSPs will document their inspection/inventory, with a date, signature, and shipment information. This information will be available for SMO/JPPSO/PPSO review to ensure compliance. If the TSP cannot provide these inspections/inventories, the warehouse facility will be made ineligible by the SMO for further government business until the problem is resolved.

d. PMSCs are currently not approved for use for the movement of DOD household goods outside of CONUS (Codes 4, 5, 6, and T). If PMSCs are desired for OCONUS or for use for other modes of transportation besides highway, a request must be submitted to SDDCTEA and testing to quality the PMSCs for the requested modes of transport will be required.

## Chapter 3
## Specific Test Requirements for Containers

3-1. Requirement. DOD requires that all containers be constructed in such a manner as to satisfy the testing requirements of ASTM-D-4169, modified Distribution Cycle 18 (DC-18), Assurance Level II. These established test methods provide guidance for the evaluation of the containers at levels representative of those occurring in actual distribution and were based on available information on the shipping and handling environment and current industry/government practice. DC-18 qualifies containers for non-commercial government shipments by motor freight or marine transport (excluding ship-to-ship transloading/underway replenishment). If rail, air, or marine underway replenishment are shipping requirements for the container, additional testing beyond ASTM-D-4169, DC-18 may be required by the SDDCTEA to grant SDDC approval.

3-2. Test Facility. The container manufacturer shall have the container tested at an independent and unbiased testing laboratory having no financial interest in the test container or the container design and is capable of performing all the required tests as specified by ASTM-D-4169, DC-18.

3-3. Test Specimen. A representative sample of the complete container must be submitted for testing. Dummy test loads are acceptable, but should be restrained in a normal manner for shipment of household goods. The dummy load shall not be less than 8 pounds per cubic foot of the container's total interior volume. The height of the center of gravity of dummy test load should be ± 6 inches from half of the container height.

3-4. Conditioning. Wood or other materials that do not have properties that significantly change with temperature that would potentially degrade water tightness of containers shall be conducted to a standard atmosphere of 73°F ±2°F and 50 ± 2 % relative humidity. Materials that are more sensitive to temperature and humidity changes (such as high density polyethylene) will be required to perform some of the tests at temperature extremes of 125°F and/or -30°F as defined in test sequence in paragraph 3-5b. For other non-wood materials, SDDCTEA reserves the right to evaluate those containers on a case-by-case basis to determine if different conditioning of the test specimen is required.

3-5. Test Sequence. Unless prior approval is obtained from SDDCTEA, the test methods shall be applied to the test container in the sequence below (modified from ASTM-D-4169, DC-18, Assurance Level II). The test sequence for wood containers is defined in paragraph 3-5a. The test sequence for corrugated, fiberboard, plastic containers or other containers that are temperature or humidity sensitive is defined in paragraph 3-5b.

a. The required testing sequence for wood containers is as follows:

(1) Schedule A: Handling [Tip Test, Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)].

(2) Schedule B: Warehouse Stacking (Assume F Factor of 1.5 and a maximum stack height of 192 inches – based on MIL-STD-648 requirements).

(3) Schedule A: Handling [Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)].

(4) Schedule F: Loose Load Vibration (use 40-minute dwell time listed for assurance level II).

(5) Schedule H: Environmental Hazard (follow temperature and duration guidelines for assurance level II). Alternate Test: MIL-STD-810, Test Method 506.6, Rain Procedure II.

(6) Schedule A: Handling [Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)].

NOTE: The Low Pressure (High Altitude) Hazard listed as part of DC-18 is for sealed flexible non-porous packages or liquid containers and is not typically required for wood household good containers or crates.

b. The required testing sequence for corrugated, fiberboard, plastic containers or other containers that are temperature or humidity sensitive is as follows:

(1) Schedule H: Environmental Hazard (follow temperature and duration guidelines for assurance level II). Alternate Test: MIL-STD-810, Test Method 506.6, Rain Procedure II.

(2) Schedule A: Handling [Tip Test, Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)]. Container conditioned to ambient temperature.

(3) Schedule B: Warehouse Stacking (Assume F Factor of 1.0 and a maximum stack height of 192 inches – based on MIL-STD-648 requirements). Container conditioned to +125°F.

ACCEPTANCE CRITERA FOR SCHEDULE B: The following acceptance criteria is in addition to the general criteria defined in paragraph 3-6. For these types of containers, the stacking testing may not cause a permanent or elastic vertical deflection that exceeds 1/2 an inch. Container deflection of more than 1/2 an inch may damage the contents inside the container and cause unstable warehouse stacking. (This acceptance criteria is SDDC specific and is not included in ASTM-D-4169.)

(4) Schedule A: Handling [Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)]. Container conditioned to +125°F.

(5) Loose Load Vibration (use 40 minute dwell time listed for assurance level II). Container conditioned to ambient temperature.

(6) Schedule A: Handling [Forklift Transport (1 cycle), Rotational Drops (both edge and corner with height determined by table in A1.2.2.2 for assurance level II)]. Container conditioned to -30°F.

(7) Schedule H: Environmental Hazard (follow temperature and duration guidelines for assurance level II). Alternate Test: MIL-STD-810, Test Method 506.6, Rain Procedure II.

NOTE: The Low Pressure (High Altitude) Hazard listed as part of DC-18 is for sealed flexible non-porous packages or liquid containers and is not typically required for temperature and/or humidity sensitive household goods containers or crates.

c. The effects of the sequence of tests described in paragraphs 3-5a or 3-5b are intended to be cumulative and therefore the same container shall be utilized in conducting all tests. If a wood container performs unsatisfactorily during the Schedule H - Environmental Hazard or the alternate test, MIL-STD-810, Test Method 506.4, Rain Procedure II, the container may be re-caulked and re-tested. If re-caulking the wood container does not result in passing the Schedule H – Environmental Hazard or the alternative MIL-STD-810, Test Method 506.6, Rain Procedure II, the complete test sequence (all test methods) shall be repeated with a new container in order to receive SDDC approval.

d. Containers made of metal or have metal parts (other than nails or screws) may need to be subjected to salt spray tests to ensure painted parts or coatings sufficiently protect the parts from corrosion and potential failure if the container is intended to be a multi-use container. SDDCTEA will assess these types of container designs on a case-by-case basis to determine if salt spray testing is required as part of the test sequence in paragraphs 3-5a or 3-5b. If required, the containers will show no sign of corrosion, pitting, or scaling when exposed to 96 hours of salt spray per ASTM B117.

3-6. Acceptance Criteria. Household goods containers shall show no signs of damage that would impair its structural integrity or jeopardize the protection and security of its contents. Inconsequential container damage, such as superficial wood chipping, minor dents, or paint chipping shall not constitute unsatisfactory performance. The inside of the container must be inspected after completion of the Schedule H – Environmental Hazard or the alternate test, MIL-STD-810, Test Method 506.6, Rain Procedure II and be inspected for any signs of water infiltration. The exterior of the container door shall be wiped to prevent inadvertent drainage of water from the door while opening the container for inspection.

3-7. Test Report. The final test report shall include as a minimum the following data:

a. Manufacturer of the container.

b. Test facility.

c. Date(s) of testing.

d. Outer container dimensions.

e. Inner container dimensions.

f. Tare weight.

g. Gross tested weight.

h. Description of container with photos prior to testing.

i. Photos of container inspections conducted at each test defined in the appropriate test sequence (paragraph 3-5a or 3-5b).

j. Recommendation to SDDC on whether the test container met all the acceptance criteria defined in this chapter.

## Chapter 4
## Container Inspections

4-1. Container Inspection Report. SDDC Form 356, Container Inspection Report (appendix B), may be used to report substandard TSP containers. Local reproduction of this form by PPSOs/JPPSO's and transit terminals is authorized. It is suggested the completed form be distributed to the origin and destination PPSOs/JPPSO's, as appropriate, and the carrier.

4-2. Inspection Checklist. During the inspection process, the inspecting official should review and check the areas listed below:

a. Holes. The container should be free of all holes and similar defects.

b. Patched Areas. Patches will not exceed 30 percent of the total area of the container. All patches should fit snugly and securely. Each patch must be properly caulked.

c. Caulking. All new containers should be caulked during the assembly process. Re-caulking on an as-needed basis is acceptable. All joints and seams, with the exception of the horizontal floor seam, must be caulked.

d. Rubbing Strips (SKIDS). All rubbing strips or SKIDS should be securely attached to maintain the container in a stable upright position when loaded.

e. Door. The door should fit snugly without any openings or areas which would expose the containers interior or contents.

f. Side and End Panels. Plywood panels should normally not show evidence of ply separation that would significantly affect the containers' structural integrity. Plywood panels should not have frayed edges where nails have to be driven to hold them in place against the top, bottom, ends and sides. Frayed edges can be covered by a proper brace. There should be no rotten side or end panels and there should be no extreme warping present.

g. Markings. All markings which pertain to previous shipments, with the exception of TSP container identification marks, must be completely obliterated. If the container is being inspected while in use, marking should conform to the DTR Part IV.

h. Roof. Plywood should be intact with no separation of the plies and no excessive warping. The top should fit snugly against all sides and ends and should not sag excessively.

i. Braces. The braces on all edges (top and bottom of all sides and ends) should be intact with no broken, split or gouged areas. All braces should be caulked.

j. Bottom. The plywood on the bottom should be snugly fitted to the side and end panels. There should be no excessive sagging and the plywood should not be rotten or have separation of the plies.

k. Bands. Bands should be made of a steel material a minimum of 3/4 inches wide and placed according to paragraph 2-5.

4-3. Serviceable/Unserviceable Container. A serviceable container is one that is in sound condition and free from visible defects. If repairs/patches, other than minor ones, are necessary, they will not exceed 30 percent of the total area of the container or cost of repairs will not exceed 50 percent of the container replacement cost (estimated cost of a new container is $150-$160). An unserviceable container is one which does not meet the above criteria.

The proponent of this pamphlet is SDDCTEA. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Director, SDDCTEA, Attn: SDTE-DPE, 1 Soldier Way, Scott AFB IL 62225-5006.

SUSAN A. DAVIDSON
Major General, USA
Commanding

# APPENDIX A
# References

## Section I
## Required Publications

**Defense Transportation Regulation, Part IV**
Personal Property

**ASTM-D-4169**
Standard Practice for Performance Testing of Shipping Containers and Systems

**ASTM-D-5118**
Standard Practice for Fabrication of Fiberboard Shipping Boxes

**ASTM-D-5168**
Standard Practice for Fabrication and Closure of Triple Corrugated Fiberboard Containers

**ASTM-D-6251**
Standard Specification for Wood-Cleated Panelboard Shipping Boxes Privacy Program

**ISPM -15**
International Standard for Phytosanitary Measures No. 15 – Regulation of Wood Packaging Material in International Trade

**MIL-STD-810**
Department of Defense Test Method Standard – Environmental Engineering Considerations and Laboratory Tests

## Section II
## Related Publications
A related publication is merely a source of additional information.

This section contains no entries.

## Section III
## Prescribed Forms

**SDDC Form 364**
Container Inspection Report

## Section IV
## Referenced Forms

This section contains no entries.

**APPENDIX B**
**SDDC Form 364, Container Inspection Report**

Email Form | Print Form

**CONTAINER INSPECTION REPORT**
(SDDC PAM 55-12)

| 1. DATE (Mo/Day/Yr) | 2. GBL | 3. TCN |
|---|---|---|
| | | |

| 4. ORIGIN PPSO | 5. GBLOC | 6. DESTINATION PPSO | 7. GBLOC |
|---|---|---|---|
| | | | |

| 8. NAME OF PROPERTY OWNER (Last, First, MI) | 9. RANK |
|---|---|
| | |

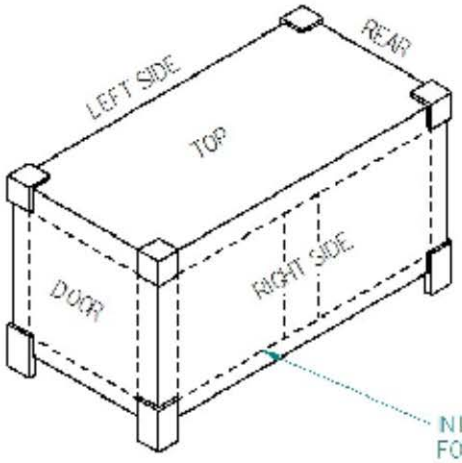
| 10. NAME OF CARRIER | 11. SCAC | 12. CODE OF SERVICE | 13. RDD |
|---|---|---|---|
| | | | |

14. INSPECTION SITE (Check appropriate box)
☐ FACILITY ☐ RESIDENCE ☐ TRANSIT TERMINAL ☐ WAREHOUSE

DISCREPANCY DATA

| 15. CARRIER CONTAINER NO. | 16. SDDC APPROVAL NO. | 17. DISCREPANCY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

18. RECORD THE LOCATION OF ANY OBSERVED DEFICIENCIES ON THE FIGURE BELOW:




CR- CRACKED
RT-ROTTEN
DT-DENT
WP-WARPED
MS-MISSING
SP=SPLITTING
SG-SAGGING
BR-BRAYED
NK=NOT CAULKED

SDDC FORM 364, JUL 2015

## Glossary

### Section I
### Abbreviations

**ALSC**
American Lumber Standard Committee

**ASTM**
American Society for Testing and Materials

**COC**
Command Operations Center

**CONUS**
continental United States

**DC**
Distribution Cycle

**DOD**
Department of Defense

**DTR**
Defense Transportation Regulation

**JPPSO**
Joint Personal Property Shipping Offices

**MIL-STD**
military standard

**OCONUS**
outside the continental United States

**PMSC**
Portable Moving and Storage Containers

**PP**
Personal Property

**PPSO**
Personal Property Shipping Offices

**SDDC**
U.S. Army Military Surface Deployment and Distribution Command

**SMO**
Storage Management Office

**TEA**
Transportation Engineering Agency

**TSP**
transportation service provider

## Section II
## Terms

This section contains no entries.

## Section III
## Special Abbreviations and Terms

This section contains no entries.