

TECHNICAL SPECIFICATION

FOR

STEEL DRY CARGO CONTAINER

20' x 8' x 9'6" TYPE
(High Cube)

MODEL NO : CX10-2152

SPEC. NO : CX10-2152-S

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1. General

1.1 Scope

This specification will cover the design, construction, materials, testing and inspection performances of 20' x 8' x 9'6" type steel dry cargo containers.

These containers specified herein will be manufactured at (hereinafter referred to) under strict quality control by and be approved by the classification society or agency.

1.2 Operational environment

The container will be designed and constructed for carriage of general cargo by marine (on or below deck), road and rail throughout the world. All materials used in the construction will be to withstand extremes of temperature range from -30°C (-22°F) to +80°C (+176°F) without effect on the strength of the basic structure and watertightness.

1.3 Standards and Regulations

The container will satisfy the following requirements and regulations in their latest editions, unless otherwise mentioned in this specification.

1.3.1 ISO Container Standards

- ISO 668 -- Series 1 freight containers - Classification external dimensions and ratings
- ISO 830 -- Terminology in relation to freight container
- ISO 1161 -- Series 1 freight containers - Corner fittings Specification
- ISO 1496-1 -- Series 1 freight containers - Specification and testing.
part 1: General cargo containers for general purposes
- ISO 6346 -- Freight containers - coding, identification and marking

1.3.2 T.I.R. Certification

All the containers will be certified and comply with "The Customs Convention on the International Transport of Goods under the cover of T.I.R. Carnets." or "The Customs Convention on Containers."

1.3.3 C.S.C. Certification

All the containers will be certified and comply with the requirements of the "International Convention for the Safe Containers."

1.3.4 T.C.T. Certification

All exposed wooden components used for container will be treated to comply with the requirements of Department of Agriculture and Water Resources (DAWR) regulations: Australian Biosecurity Import Conditions (BICON).

1.3.5 Classification society

All the containers will be certified for design type and individually inspected by classification society, **CCS, BV, ABS, LR, or GL**

Note:	CCS	:	China Classification Society (<i>P.R.C</i>)
	BV	:	Bureau Veritas (<i>France</i>)
	ABS	:	American Bureau of Shipping (<i>USA</i>)
	LR	:	Lloyd's Register of Shipping (<i>UK</i>)
	GL	:	Germanischer Lloyd (<i>Germany</i>)

1.4 Handling

The container will be constructed to be capable of being handled without any permanent deformation under the following conditions:

- a) Lifting, full or empty, at top corner fittings vertically by means of spreaders fitted with hooks, shackles or twistlocks.
- b) Lifting, full or empty, at bottom corner fittings using slings with terminal fittings at any angles between vertical and 45 degrees to the horizontal.
- c) Lifting, full or empty, at forklift pockets using forklift truck.

1.5 Transportation

The container will be constructed to be suitable for transportation in the following modes:

- a) Marine : In the ship cell guides of vessels, seven (7) high stacked.
On the deck of vessels, four (4) high stacked and secured by vertical and diagonal wire lashings.
- b) Road : On flat bed or skeletal chassis, secured by twistlocks or equivalent at the bottom corner fittings.
- c) Rail : On flat cars or special container cars secured by twistlocks or equivalent at the bottom corner fittings.

2. Dimensions and Ratings

2.1 External Dimensions

Length	6,058	+ 0mm	19'10 1/2"	+0
		- 6mm		-1/4"
Width	2,438	+ 0mm	8'	+0
		- 5mm		-3/16"
Height	2,896	+ 0mm	9'6"	+0
		- 5mm		-3/16"

1) No part of the container will protrude beyond the external dimensions mentioned above.

2) Maximum allowable differences between two diagonals on anyone of the following surfaces will be as follows:

Roof, bottom and side diagonals :	13mm	1/2"
Front and rear diagonals :	10mm	3/8"

2.2 Internal Dimensions

Length	5,900	+ 0mm	19' 4 9/32"	+0
		- 6mm		-1/4"
Width	2,352	+ 0mm	7' 8 19/32"	+0
		- 5mm		-3/16"
Height	2,698	+ 0mm	8'10 7/32"	+0
		- 5mm		-3/16"

2.3 Door opening dimensions

Width	2,340	+ 0mm	7' 8 1/8"	+0
		- 5mm		-3/16"
Height	2,585	+ 0mm	8' 5 49/64"	+0
		- 5mm		-3/16"

2.4 Internal cubic capacity (Nominal)

37.4 cu.m 1,320 cu.ft

2.5 Forklift pockets

Width	360 mm	1' 2 11/64"
Height min.	115 mm	4 1/2"
Centre to centre	2,080 mm +20/- 80mm	6' 9 57/64 +25/32"/ -3 5/32"

2.6 Ratings

Max. Gross Weight (R)	30,480 kgs	67,200 lbs
Tare Weight (design) (T)	2,230 kgs	4,915 lbs
Max. Payload (P)	28,250 kgs	62,285 lbs

Tare Weight Tolerance 2%

3. Materials

3.1 General

The following materials will be used in the construction of containers.

3.2 Part specification

	<u>Parts</u>	<u>Materials by JIS</u>
1)	Roof panels Door panels Side panels Front panels Cross members Bottom side rails Top side rails Door sill Door header (upper & lower) Front top end rail Front bottom end rail Upper & lower plates of forklift pockets Door horizontal frames Door vertical frames Front corner posts Rear corner posts (outer)	Anti-Corrosive Steel: CORTEN A, SPA-H, B480 or equivalent Y.P. : 35 kg/sq. mm T.S. : 49 kg/sq. mm
2)	Rear corner posts (inner)	Rolled high tensile steel: SM490A or equivalent Y.P. : 33 kg/sq. mm T.S. : 50 kg/sq. mm
3)	Door locking bars	Structural steel round pipe: STK41 Y.P. : 24 kg/sq. mm T.S. : 41 kg/sq. mm
4)	Corner Fitting	Casted weldable steel: SCW480 Y.P. : 28 kg/sq. mm T.S. : 49 kg/sq. mm
5)	Locking gear cams and keepers	Forged weldable steel: S20C Y.P. : 23 kg/sq. mm T.S. : 44 kg/sq. mm
6)	Door hinge pins Door gasket retainer	Stainless steel: SUS304
7)	Door gasket	EPDM
8)	Floor board	Bamboo floor, min.19-ply
9)	Ventilator	ABS resin labyrinth type

* Note: Y.P. --- Yielding Point

4. Construction

4.1 General

- 4.1.1 The container will be constructed with steel frames, fully vertical-corrugated steel sides and front wall, horizontal-corrugated steel double doors at rear end, die-stamped steel roof and corner fittings.
- 4.1.2 All welds of exterior including the base frames will be continuous welding using CO₂ gas, but inner part of each bottom side rail will be fastened by staggered stitch welding.
- 4.1.3 Interior welds - when needed - will be stitched with a minimum bead length of 15mm.
- 4.1.4 Gaps between adjacent components to be welded will not exceed 3mm or the half thickness of the parts being welded.
- 4.1.5 Chloroprene or waterborne sealant is to be applied at periphery of floor surface and inside unwelded seams, butyl sealant is used to caulk at invisible seam of floor joint area and between door gasket and frame.
- 4.1.6 The Bamboo floor will be fixed to the base frames by zinc plated self-tapping screws.

4.2 Protrusion

- 4.2.1 The plane formed by the lower faces of the bottom side rails and all transverse members shall be positioned by 12.5mm +5/-1.5mm above the plane formed by the lower faces of the bottom corner fittings.
- 4.2.2 The top corner fittings are to protrude a minimum of 6mm above the highest point of the roof.
- 4.2.3 The outside faces of the corner fittings will protrude from the outside faces of the corner posts by minimum 4mm for side structure and 4mm for front end structure.
- 4.2.4 The outside faces of the corner fittings will protrude from side wall by nominal 8mm and from the outside face of the end wall by 8mm.
- 4.2.5 Under maximum payload, no part of the container will protrude below the plane formed by the lower faces of the bottom corner fittings at the time of maximum deflection.
- 4.2.6 Under 1.8 x maximum gross weight, no part of the container will protrude more than 6.0mm below the plane formed by the lower faces of the bottom corner fittings at the time of maximum deflection.

4.3 Corner fittings

The corner fittings will be designed in accordance with ISO 1161 (Amd.1990) and manufactured at the works approved by classification society.

4.4 Base frame structure

Base frame will be composed of two (2) bottom side rails, a set of forklift pockets and totally eighteen (18) cross members.

4.4.1 Bottom side rail

Each bottom side rail is built of 52x30x155x28x 4.5mm thick cold-formed double “Z” section steel made in one piece. The lower flange of the bottom side rail is outward so as to facilitate easy removal of the cross members during repair and of less susceptible corrosion. Reinforcement plates are to be made of 4.0mm thick flat steel plates. The plates are welded to bottom corner fitting.

4.4.2 Forklift pockets

Each forklift pocket is built of 3.0mm thick full depth flat steel top plate and two 200 mm deep x 6.0 mm thick flat lower end plates between two channel section cross members. The one set of forklift pockets is designed in accordance with ISO requirements.

4.4.3 Cross member

The cross members are made of pressed channel section steel with a dimension of 50x122x40x4.0mm for the normal areas and 75x122x45x4.0mm for the floor butt joints. The cross members are placed fully to withstand floor strength and welded to each bottom side rail. Three (3) pieces of 4.0mm gussets to be fully welded at one inside of floor joint cross-member.

4.5 Flooring

The floor will consist of six pieces plywood boards, floor centre rail, and self-tapping screws.

4.5.1 Floor

The Bamboo floor to be constructed with 28mm thick min.19-ply bamboo plywood boards which is the first three layers on top/bottom the grain should be in longitudinal direction are laid longitudinally on the transverse members and floor centre rail of 4.0mm thick flat bar. The floorboards are tightly secured to each transverse member by self-tapping screws, and all butt joint areas and peripheries of the floorboards are caulked with sealant.

- 1) Wood species : bamboo wood composite.
- 2) Glue : Phenol-formaldehyde resin.
- 3) Treatment :
 - a) Preservative: MEGANIUM 2000 or others.
 - b) In accordance with Department of Agriculture and Water Resources (DAWR) regulations: Australian Biosecurity Import Conditions (BICON).
Average moisture content will be 12% before installation.
- 4) First layer should be bamboo.

4.5.2 Self-tapping screw

Each floor board is fixed to the transverse members by zinc plated self-tapping screws that are 8.0mm dia. shank x 16mm dia. head x 45mm length, and fastened by four screws per cross member but five screws at joint areas. Screw heads are to be countersunk through about 2mm below the floor top surface.

4.6 Rear frame structure

The rear frame will be composed of one door sill, two corner posts, one door header and four corner fittings, which will be welded together to make the door-way.

4.6.1 Door sill

The door sill to be made of a 4.5mm thick pressed open section steel is reinforced by four internal gussets of a 4.0mm thick at the back of each locking cam keeper location. The upper face of the door sill has a 10mm slope for better drainage.

A 200 x 75mm section is cut out at each end of the door sill and reinforced by a 200 x 75mm channel steel as a protection against handling equipment damages.

4.6.2 Rear corner post

Each rear corner post of hollow section is fabricated with pressed, 6.0mm thick, steel outer part and 40x113x12mm hot-rolled channel section steel inner part, which are welded continuously together to ensure a maximum width of the door opening and to give a sufficient strength against stacking and racking forces.

Four (4) sets of hinge pin lugs are welded to each rear corner post.

4.6.3 Door header

The door header is constructed with a 4.0mm thick pressed "U" section steel lower part having four internal gussets at the back of each locking cam keeper location and a 3.0mm thick pressed steel upper part, which are formed into box section by continuous welding.

4.7 Door

4.7.1 Each container will have double wing doors at rear end frame, and each door will be capable of swinging approximately 270 degrees.

4.7.2 Each door is constructed with pressed, 3.0mm thick, channel section steel horizontal frames for the top and bottom, 100x50x3.2mm rectangular hollow section vertical frames for the post side and centre side of door respectively, 2.0mm thick horizontally corrugated steel door panel, which are continuously welded within frames.

4.7.3 Two sets of galvanized locking assemblies which is the same model with "SL-F/1"、"HH-ET" or "SJ-66M" with steel handles (two point custom sealing system) are fitted to each door wing using high tensile zinc plated steel bolts according to TIR requirements. Locking bar retainers are fitted with nylon bushings at the top, bottom and intermediate bracket. Locking gears should be assembled after painting and not to be painted.

4.7.4 The left-hand door can not be opened without opening the right-hand door when the container is sealed in accordance with TIR requirements.

4.7.5 The door hold-back of nylon rope is provided to the centre locking bar on each door and a hook of steel bar is welded to each bottom side rail.

4.7.6 Each door is suspended by four hinges being provided with stainless steel pins, self-lubricating nylon bushings and brass or stainless steel washers, which are placed at the hinge lugs of the rear corner posts.

4.7.7 The door gasket made of an extruded triple lip type (J-C type - vertical and upper are "J", lower is "C") EPDM rubber with an increase lip at right door left top corner for better waterproof is installed to the door peripheral frames with stainless steel gasket retainers and fastened by

stainless steel blind rivets at a pitch of about 150mm. The door gasket must be caulked with butyl sealant before installation to the door frames.

4.8 Roof structure

The roof will be constructed with five five-corrugated (die-stamped) steel panels and four corner protection plates.

4.8.1 Roof panel

The roof panel is constructed with 2.0mm thick die-stamped steel sheets having about 5.0mm upward smooth camber, which are welded together to form one panel and continuously welded to the top side rails and top end rails. All overlapped joints of inside unwelded seams are caulked with sealant.

4.8.2 Protection plate

Each corner of the roof in the vicinity of top corner fitting is reinforced by 3.0mm thick rectangular steel plate to prevent the damage caused by mishandling of lifting equipment.

4.9 Top side rail

Each top side rail is made of a 60x60x3.0mm thick square hollow section steel.

4.10 Side wall

The trapezium section side wall is constructed with 1.6mm thick fully vertically continuous corrugated steel panels at the intermediate area and 2.0mm thick fully vertically continuous corrugated steel panels at both ends which are butt welded together to form one panel and continuously welded to the side rails and corner posts. All overlapped joints of inside are caulked with sealant.

4.11 Front structure

Front end structure will be composed of one bottom end rail, two corner posts, one top end rail, four corner fittings and an end wall, which are welded together.

4.11.1 Bottom end rail

The bottom end rail to be made of a 4.0mm thick pressed open section steel is reinforced by three internal gussets. A 200x75mm is cut out at each end of the bottom end rail and reinforced by a 200x75mm channel steel as a protection against handling equipment damages.

4.11.2 Front corner post

Each corner post is made of 6.0mm thick pressed open section steel in a single piece, and designed to give a sufficient strength against stacking and racking forces.

4.11.3 Top end rail

The top end rail is constructed with 4.0mm thick "Z" section pressed steel.

4.11.4 Front wall

The trapezium section front wall is constructed with 2.0mm thick vertically corrugated steel panels, butt welded together to form one panel, and continuously welded to front end rails and corner posts. All overlapped joints of inside are caulked with sealant.

4.11.5 Front Corner Post Floor Support

Front corner post floor support to be made of polypropylene. The colour of polypropylene is gray.

4.12 Special feature

4.12.1 Customs seal provisions

Customs seal and padlock provisions are made on each locking handle retainer to cover the sealed area in accordance with TIR requirements.

4.12.2 Lashing fittings

Five (5) Φ 12 lashing hoop rings are welded to each top and bottom side rail at recessed corrugations of side panels but not extruded any cargo space (total 20 rings). Each lashing point is designed to provide a "1,500 kgs pull load in any direction" without any permanent deformation of lashing ring and surrounding area.

Three (3) Φ 10 lashing rods are welded to each corner post. Each lashing rod on the corner post is designed to provide a "1,000 kgs pull load in any direction" without any permanent deformation.

4.12.3 Shoring slot

A shoring slot, having a size of 60 mm width x 40 mm depth is provided on each rear corner post so that 2 1/4" thick battens can be arranged to be able to prevent doors from damage due to shifting cargo.

4.12.4 Ventilator

Each container will have ten small plastic ventilators of labyrinth type. Each ventilator is fixed to the upper part of each side wall by three 5.0mm dia. aluminum huck bolts in accordance with TIR requirements after drying of top coating, and caulked with sealant around the entire periphery except bottom to prevent the leakage of water.

5. Surface preservation

5.1 Surface preparation

- 1) All steel surfaces - prior to forming or after - will be fully abrasive shot blasted conforming to Swedish Standard SA2 1/2 to remove all rust, dirt, mill scale and all other foreign materials.
- 2) All door hardware will be hot-dipping zinc galvanized with approximately 75 microns thickness.
- 3) All fasteners such as self-tapping screws and bolts, nuts, hinges, cam keepers, lashing fittings will be electro-galvanized with approximately 13 microns thickness.

5.2 Coating

5.2.1 The total dry film will be (microns):

	EXT.	INT.	BASE
1st shop primer	10	10	10
Waterborne Epoxy zinc primer	20	20	20
Waterborne Epoxy middle coat	40		
Waterborne Epoxy top coat		40	
Waterborne Acrylic top coat	40		
Waterborne undercoating			200 (steel parts) 100 (wooden floor)
Total	110	70	230(steel parts)

* Epoxy zinc rich primer and pure epoxy are not applied to the wooden floor.

Note: The equivalent effect waterborne paint and waterborne undercoating will be applied. The paint system and supplier (inclusive of undercoating) will be submitted to customer's approval in advance before production.

6. Marking

6.1 Arrangement

The container will be marked in accordance with ISO, TCT, CSC and TIR requirements, owner's marking specifications and other required regulations.

6.2 Materials

- 1) Decal : - Self-adhesive, high tensile PVC film for seven (7) years guarantee without peeling off, tenting or colour fading.
- 2) Certification plate : 18-8 type stainless steel plates to be chemically etched by acid and treated by enamel.

6.3 Specifications

- 1) Identification plates such as consolidated data plate consisting of CSC, TIR and TCT will be riveted on the door permanently by stainless steel blind rivets. The entire periphery except underside will be caulked with sealant.
- 2) The owner's serial numbers and manufacturer's serial numbers will be stamped into the top plane of rear lower-left corner fitting.

7. Testing and Inspections

7.1 Testing

7.1.1 Prototype testing

The prototype container to be manufactured in accordance with this specification will be tested by manufacturer under the supervision of classification society.

	<u>Test items & loads</u>	<u>Test methods</u>
A)	Stacking Internal load : 1.8R-T Test load: 86,400kg/post	Hydraulic cylinder load will be applied to each corner post through top corner fittings. Offset: 25.4 mm lateral 38.0 mm longitudinal
B)	Lifting (from top corner fittings) Internal load : 2R-T	Lifting vertically. Time duration : 5 minutes
C)	Lifting (from bottom corner fittings) Internal load : 2R-T	Lifting 45 degree to the horizontal. Time duration : 5 minutes
D)	Lifting (for forklift pockets) Internal load : 1.6R-T	Lifting by horizontal bars. Bar length : 1,828mm Bar width : 200mm
E)	Restraint (longitudinal) Internal load : R-T Test load : 2R	Hydraulic cylinder load will be applied to the bottom side rails.
F)	Floor strength Test load : 7,260 kgs (16,000 lbs)	Use of a special truck. Total contact area: 284 sq. cm Wheel width : 180 mm Wheel centre : 760 mm
G)	Wall strength (front) Test load : 0.4(R-T)=0.4P	Compressed air bag will be used.
H)	Wall strength (side) Test load : 0.6(R-T)=0.6P	Compressed air bag will be used on one side only.
I)	Wall strength (door) Test load : 0.4(R-T)=0.4P	Same as front wall strength test.
J)	Roof strength (weakest part) Test load : 300 kgs	Applied area will be 600x300mm longitudinal and transverse.

K)	Racking (transverse) Test load : 150,000 newtons	Hydraulic cylinder load will be applied to the header rail through top corner fittings.
L)	Racking (longitudinal) Test load : 7,620 kgs	Hydraulic cylinder load will be applied to the top side rail through top corner fitting on one side only. Two times for pulling and pushing.
M)	Operation of door	After completion of test, the operation of doors, locks, hinges, etc. will be checked.
N)	Dimensions and weight	After completion of test, the dimensions and weight will be checked.
O)	Weatherproofness	Inside dia. of nozzle : 12.5mm Distance : 1.5 m Speed : 100 mm/sec. Pressure : 1 kg/sq. cm

* Note: **R** Maximum Gross Weight
T Tare Weight
P Maximum Payload

8. Guarantee

8.1 Structure

All the containers shall be guaranteed by manufacturer to be free from defects in materials, workmanship and structure for a period of one from the date of acceptance of the container by the buyer.

8.2 Painting

8.2.1 The paint system coated on the container surface shall be guaranteed to be free from corrosion and failure for a period of five from the date of acceptance of the container by the buyer.

8.2.2 Corrosion is defined as rusting which exceeds RE3 (European Scale of degree of Rusting) on at least ten (10) percent of the total container surface, excluding that resulting from impact or abrasion damage, contact with solvents or corrosive chemicals and abnormal use.

8.2.3 If the corrosion exceeds RE3 as defined above within the guarantee period, inspection of the corrosion shall be carried out by the buyer, and paint manufacturer to detect the cause. As the result of the inspection, if it is mutually agreed and accepted that the corrosion has caused for the defective paint quality and/or poor workmanship, and/or paint manufacturer shall correct the defect on their accounts.

8.3 Decals

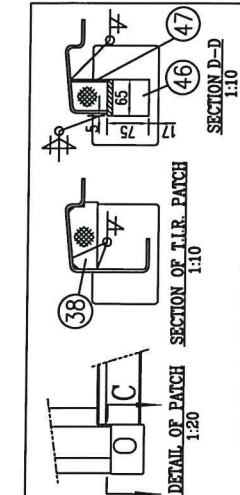
Decals applied on the container shall be guaranteed for a period of : without

20'X8'X8'6"

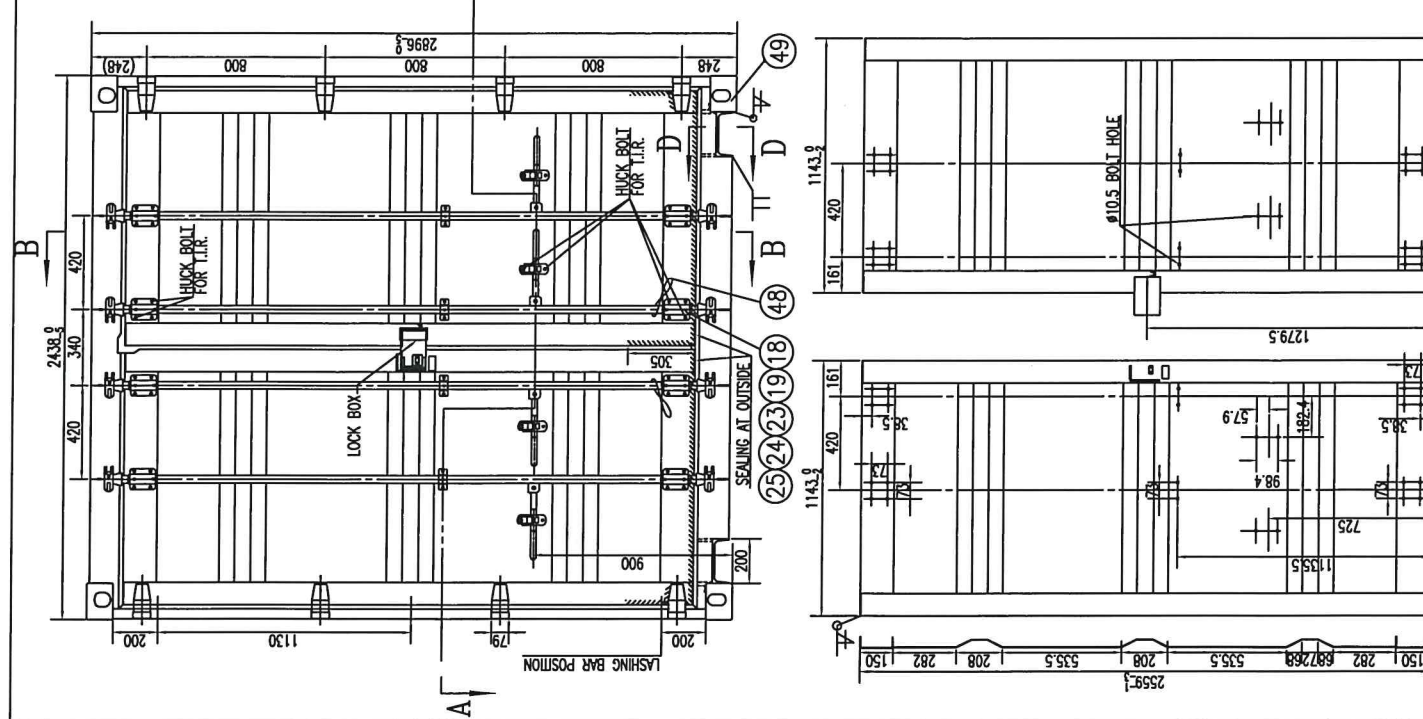
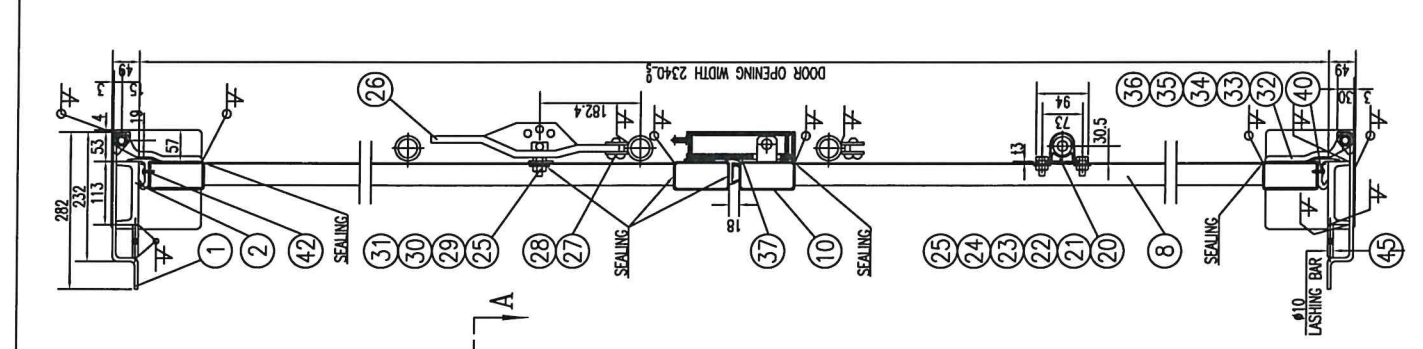
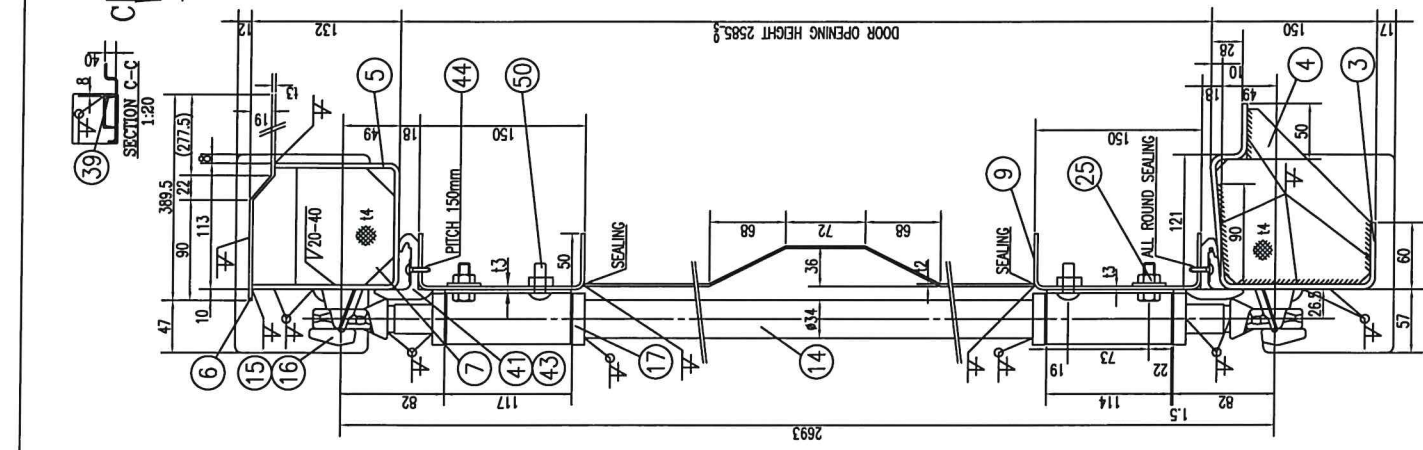
neeling off, tenting or colour fading if decals are supplied by
shall not be liable for any consequential damage or expenses occasioned by any defects
for whatsoever reason or any loss of time due to repair or correction.

9. Revisions

- 9.1 This specification (CX10-2152-S Revised date: Jun 19, 2017) bases on previous specification (CX10-2152-S), main differences is as followings:
1. Chloroprene or waterborne sealant will be applied interior.
 2. Update floorboard material.
 3. The solvent paint system has changed to waterborne paint system.
- 9.2 This specification (CX10-2152-S Revised date: Apr 22, 2019) bases on previous specification (CX10-2152-S Revised date: Jun 19, 2017), main differences is as followings:
1. Certificate of timber treatment to the requirement of Australia Biosecurity Import Conditions (BICON).
- 9.3 This specification (CX10-2152-S Revised date: Jan 04, 2021) bases on previous specification (CX10-2152-S Revised date: Apr 22, 2019), main differences is as followings:
1. The reinforcement plates for bottom side rails have changed to t4.0mm flat steel plates.
 2. The thickness of undercoating for wooden floor has changed 100 microns.
 3. The top surface of floorboard will be coated with PSF.
 4. The cross members (small) have changed to 50x122x40x4.0mm.
 5. The protection plate for top corner fitting has changed to 300x260mm.
- 9.4 This specification (CX10-2152-S Revised date: May 13, 2021) bases on previous specification (CX10-2152-S Revised date: Jan 04, 2021), main differences is as followings:
1. "Bamboo floor" instead of plywood floor.



50	HUCK BOLT	6 S45C #10X19/20 5/1
49	CORNER FITTING	4 SCH480
48	ROPE	2 NYLON #6
47	GUSSET	2 SPA-H 14.0X200X55 L=63
46	CHANNEL STEEL	2 SS400 200X75X8.0 L=65
45	LASHING BAR	6 SS400 #10 ZINC PLATED
44	BLIND RIVET	90 SUS304 #4.8
43	GASKET RETAINER	4 SUS304
42	GASKET RETAINER	3 SUS304
41	GASKET	1 EP.D.M. R. J-C-TYPE
40	GASKET	1 EP.D.M. L. J-C-TYPE
39	PATCH	2 SPA-H 16.0 40X49
38	T.I.R. PATCH	2 SPA-H 16.0 40X49
37	LOCK BOX	1 SS400
36	HINGE PIN	8 SUS304 #12
35	HINGE BUSH	16 NYLON
34	HINGE WASHER	8 BRASS/SUS304 11.5
33	HINGE LUG	16 SS400 18.0 ZINC PLATED
32	HINGE BRAD	8 S25C ZINC PLATED
31	RETAINER BUSH	4 SS400 ZINC PLATED
30	HANDLE RETAINER	4 SS400 LOWER GALV.
29	HANDLE RETAINER	4 SS400 UPPER GALV.
28	HANDLE RIVET	4 S10C ZINC PLATED
27	HANDLE HINGE	4 SS400 GALV.
26	HANDLE	4 S25C GALV.
25	B.L.W.	4 S25C GALV.
24	BRACKET BUSH	20 NYLON ZINC PLATED
23	BRACKET BUSH	20 NYLON INNER
22	SHIM	8/8 EP.D.M.
21	BEARING BRACKET	4 SS400 SWL OUTER GALV.
20	BEARING BRACKET	4 SS400 SWL INNER GALV.
19	BEARING BRACKET	8 SS400 UJKE OUTER GALV.
18	BEARING BRACKET	8 SS400 UJKE INNER GALV.
17	ANTI-RACKING RING	16 SS400 GALV.
16	LOCK CAM KEEPER	2 S25C ZINC PLATED
15	LOCK CAM	2 S25C ZINC PLATED
14	LOCKING ROD	4 S1000 CARBID GALV.
13		
12		
11	PATCH	8 SPA-H 13.0 88X48
10	SQUARE TUBE	4 SPA-H 100X50X3.2 L=253
9	HORIZONTAL MEMBER	4 SPA-H 100X50X3.2 L=90
8	DOOR PANEL	2 SPA-H 12.0
7	DOOR HEADER GUSSET	4 SPA-H 14.0
6	DOOR HEADER(UPPER)	1 SPA-H 13.0
5	DOOR HEADER(LOWER)	1 SPA-H 14.0
4	DOOR SILL GUSSET	4 SPA-H 14.0
3	CORNER POST(INNER)	1 SPA-H 14.5
2	CORNER POST(OUTER)	2 S400A 112 L=2680
1	CORNER POST(OUTER)	2 SPA-H 16.0 L=2680

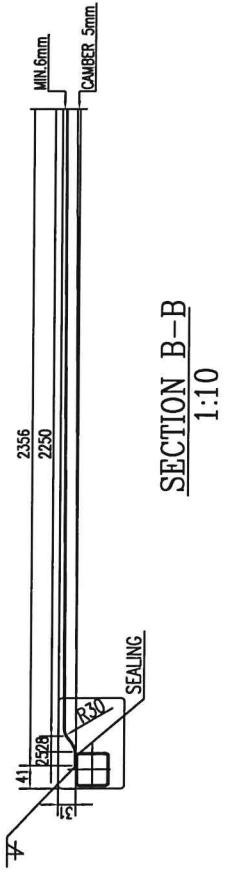
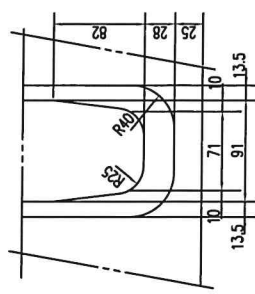
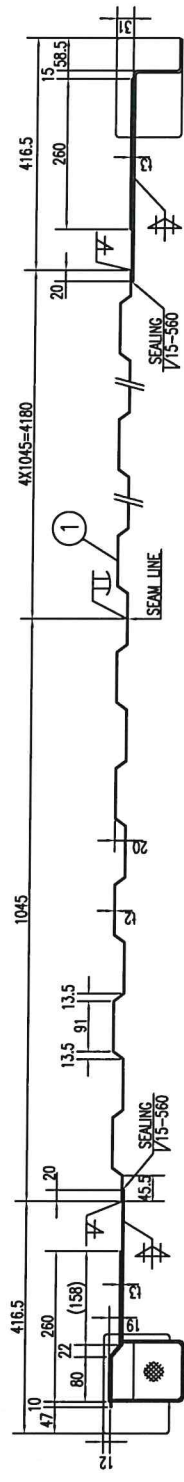
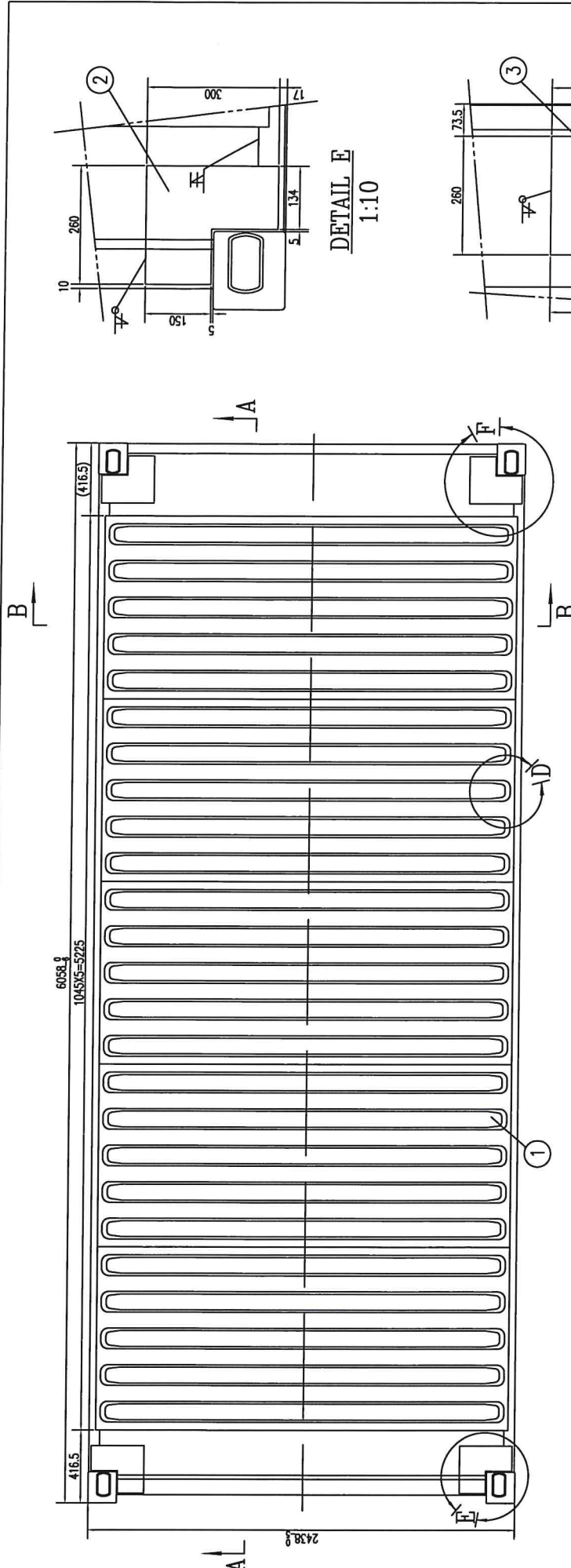


MARKET/FILE NO.	DATE
DESIGNED	LUJIA
CHECKED	YUONGHUA
APPROVED	ZHUGUOWEN
2021.04.28	

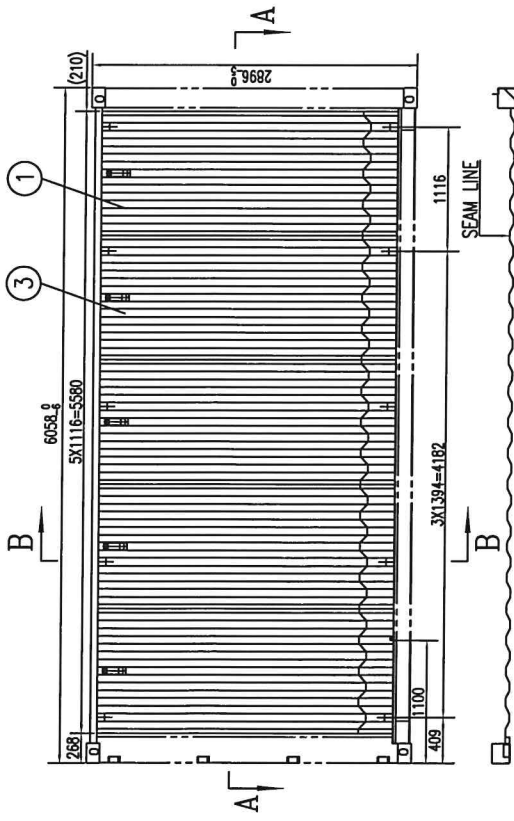
ITEM NO.	DESCRIPTION	MATERIAL	REMARK
CK10-2152-200(R)	门端装配		

MARKET/FILE NO.	DATE
DESIGNED	LUJIA
CHECKED	YUONGHUA
APPROVED	ZHUGUOWEN
2021.04.28	

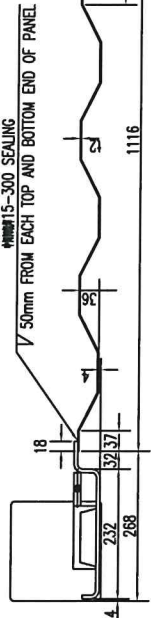
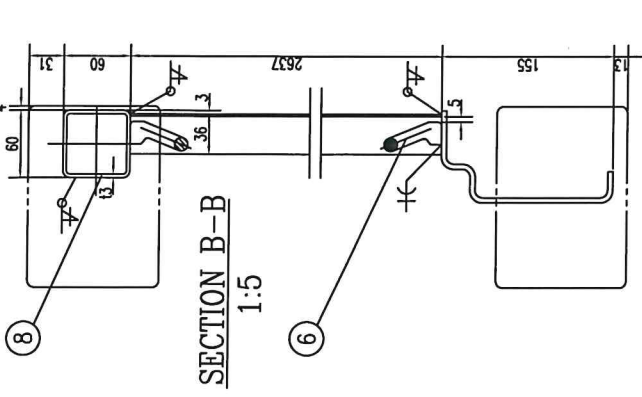
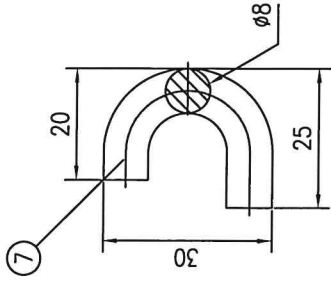
MARKET/FILE NO.	DATE
DESIGNED	LUJIA
CHECKED	YUONGHUA
APPROVED	ZHUGUOWEN
2021.04.28	



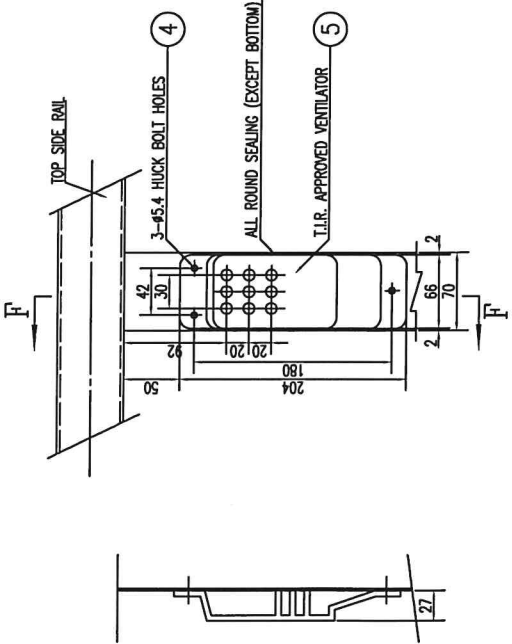
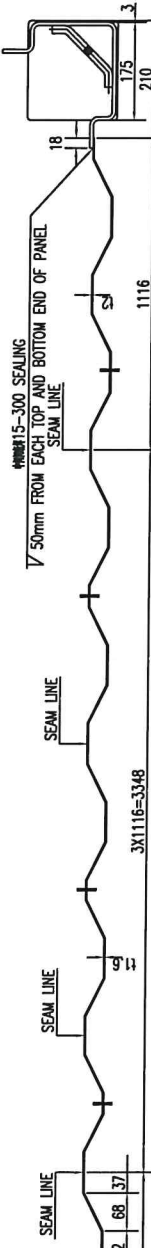
3	CX10-2052-300	ROOF GUSSET (FRONT)	2	SPA-H 13.0	
2	CX10-2052-300	ROOF GUSSET (REAR)	2	SPA-H 13.0	
1		ROOF PANEL	5	SPA-H 12.0	
		DESCRIPTION	RTY	MATERIAL	REMARK
				顶装配	CX10-2052-300
		DESIGNED	NAME	DATE	ROOF ASSEMBLY
		CHECKED	Zou JJ		
		APPROVED	Zheng JJ	2021.01.04	



SECTION B-B
1:5



SECTION A-A
1:10

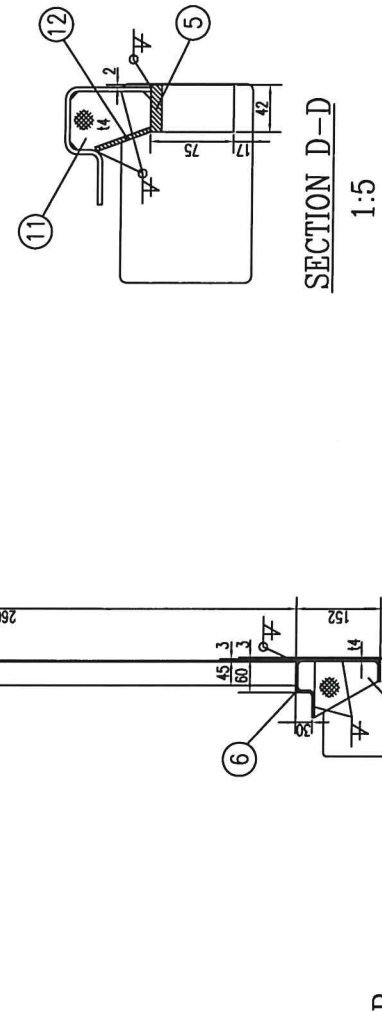
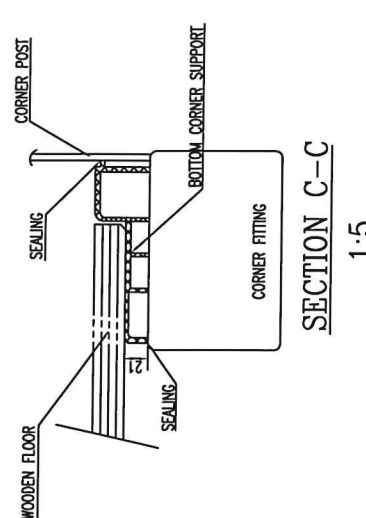
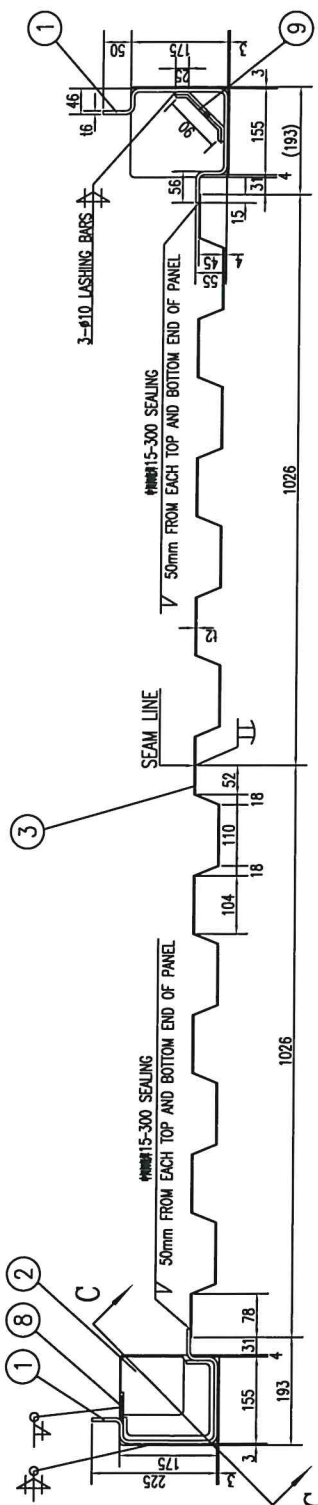
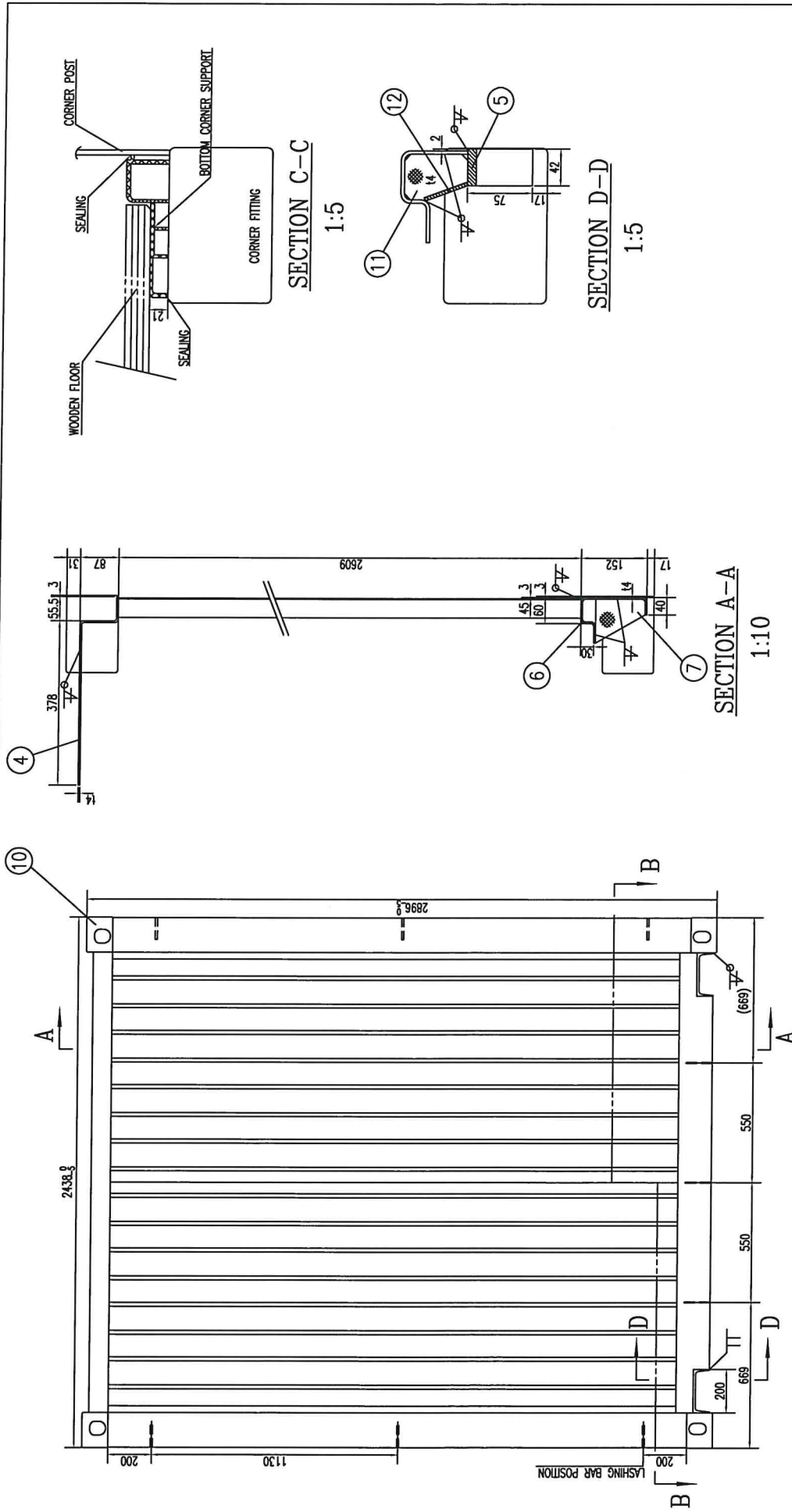


SECTION F-F
1:5

DETAIL OF LASHING RING
1:2

ITEM	QTY	DESCRIPTION	UNIT	MATERIAL	REMARK
1	1	CK10-2152-401	SIDE PANEL(OUTER)	SFA-H 2.0	L=1116/2637
2	2	SFA-H	60X60X15.0	L=5702	
3	3	CK10-2152-403	SIDE PANEL(INNER)	SFA-H 11.6	L=1116/2637
4	4	SFA-H	2.0	L=1116/2637	
5	5	VENTILATOR COVER	10	ABS	
6	6	LASHING RING	20	SS400 #12	ZINC PLATED
7	7	ROPE HOLDER	2	SS400 #8	ZINC PLATED
8	8	TOP SIDE RAIL	2	SFA-H	60X60X15.0 L=5702

DESIGNED	DATE	SDIC ASSEMBLY
LULINA		
CHECKED	YUJINGHUA	
APPROVED	ZHUJINGWEI	
2021.04.26		



ITEM	QTY	DESCRIPTION	UNIT	MATERIAL	REMARK
1	2	FRONT CORNER POST	PCS	SPA-H 6.0	
2	2	FRONT CORNER SUPPORT	PCS	SPA-H 12.0	
3	2	FRONT PANEL	PCS	SPA-H 14.0	
4	2	TOP END RAIL	PCS	SPA-H 14.0	
5	2	CHANNEL STEEL	PCS	SS400 200X75 L=42	
6	1	BOTTOM END RAIL	PCS	SPA-H 14.0	
7	3	BOTTOM END RAIL GUSSET	PCS	SPA-H 13.0	
8	2	PATCH	PCS	SPA-H 13.0	
9	6	LASHING BAR	PCS	SS400 #10	ZINC PLATED
10	4	CORNER FITTING	PCS	SCW#80	
11	2	PATCH	PCS	SPA-H 14.0	
12	2	PATCH	PCS	SPA-H 14.0	

DESIGNED	LJW/H	DATE	
CHECKED	ZOUJUNJUN	DATE	2011.12.20
APPROVED	ZHANGJIANJIANG	DATE	
神華北			
FRONT ASSEMBLY			
CX10-2152-500			

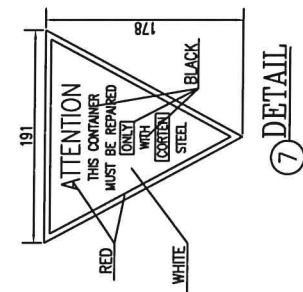
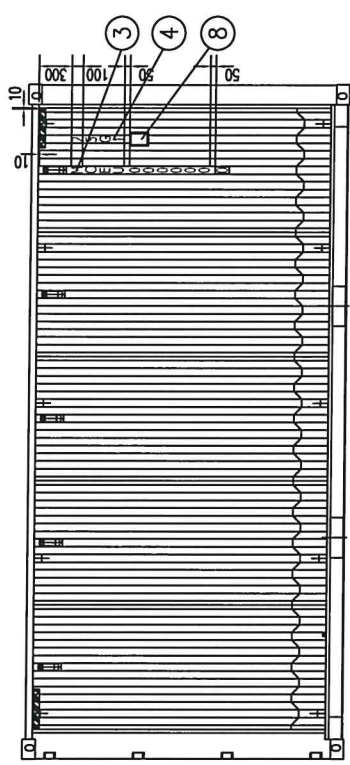
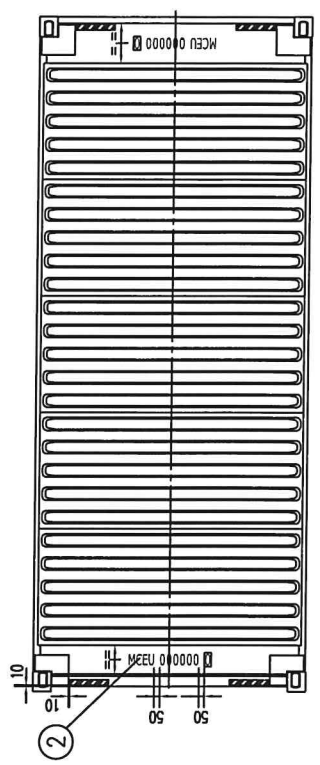
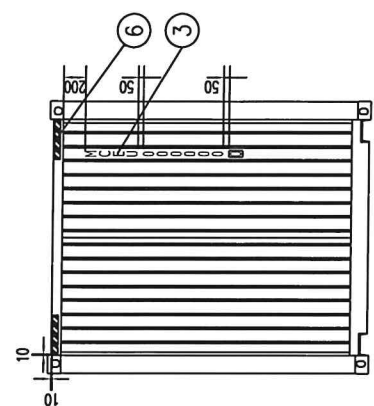
SECTION B-B
1:10

SECTION C-C
1:5

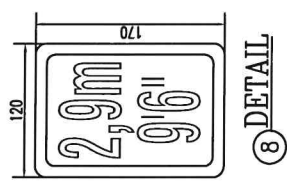
SECTION D-D
1:5

310	5	310	5
M.G.W.	30,480	KGS	
TARE	67,200	LBS	
NET	2,230	KGS	
	4,915	LBS	
	28,250	KGS	
	62,285	LBS	
CU.CAP.	37.4	CUM.	
	1,320	CU.FT.	

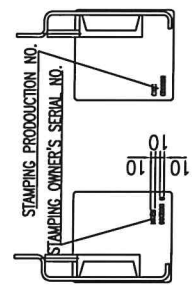
⑤ DETAIL



⑦ DETAIL



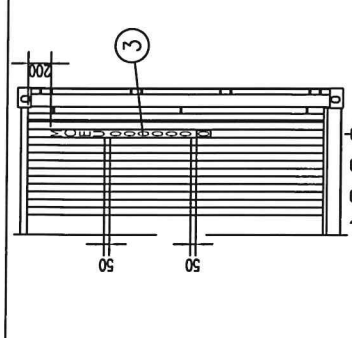
⑧ DETAIL



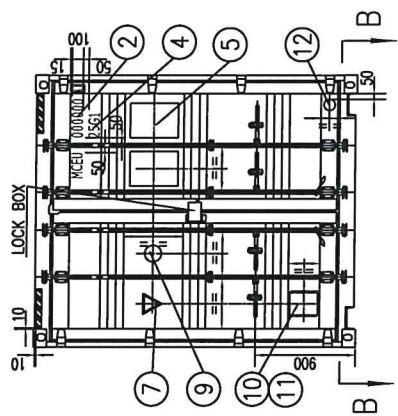
SECTION B-B

ITEM	DWG. NO.	DESCRIPTION	QTY	MATERIAL	REMARK
12		CXIC MARK	1	DECAL	4100
11		BLIND RIMET	7	SUS304	4,588
10		CX21-21MC-70 CONSOLIDATED DATA PLATE	1	SUS304	10.8
9		CLASS LABEL	1	DECAL	
8		HEIGHT MARK	2	DECAL	BLACK ON YELLOW
7		REPAIR MARK	1	DECAL	
6		ZEBRA DECAL (SUS304)	12	DECAL	BLACK ON YELLOW
5		WEIGHT & CAPACITY MARK	1	DECAL	WHITESSES OUT
4		SIZE TYPE CODE	1/2	DECAL	WHITESSES OUT
3		OWNER'S CODE SERIAL NO.	4	DECAL	WHITESSES OUT
2		OWNER'S CODE SERIAL NO.	3	DECAL	WHITESSES OUT
1					

NOTE:
 1: BODY COLOUR: RAL 5010
 2: OWNER'S SERIAL NO.: MCEI296100-296149



INSIDE OF CONTAINER



APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL

TYPE: CX10-2152 MANUFACTURER'S NO. OF THE CONTAINER: CXIC

Mercury Container Trading GmbH
 Hohestrasse 50
 D-22113 Hamburg
 www.mercury-container.de
 OWNER'S NO. (IMO):

TIMBER COMPONENT TREATMENT: IM / XXXXXX /

MANUFACTURED BY: XXXXXX, XINHUA-CHANG INTERNATIONAL CONTAINERS CO., LTD. CHINA

CSC SAFETY APPROVAL

DATE MANUFACTURED: /20
 IDENTIFICATION NO.: CXIC
 MAXIMUM OPERATING GROSS MASS: 30,480 kg / 67,200 lbs
 ALLOWABLE STACKING LOAD PER 1sq: 192,000 kg / 423,280 lbs
 TRANSVERSE RACKING TEST FORCE: 150,000 newtons

FIRST WHITE-PANICE EXAMINATION DATE: /20

7-45 HOLES ⑩ DETAIL 3 ALL ROUND

MARKING DRAWING
 DESIGNED: LUJUN
 CHECKED: YUANGHUA
 APPROVED: ZHUGUOWEN
 2021.05.13