

**TECHNICAL SPECIFICATION**  
**FOR**  
**STEEL DRY CARGO CONTAINER**  
**20' x 8' x 8'6" SINGLE SIDE & END DOOR**  
**(SIDE OPEN DOOR WIDTH 1.4m EACH)**

**MODEL NO** : CX09-20S1TB  
**SPEC. NO** : CX09-20S1TB -S  
**DATE OF ISSUE** : Mar 14, 2011  
**REVISED DATE** : May 21,2014

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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 8'6" single side & end open door 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 water-tightness.

1.3 Standards and Regulations

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

1.3.1 ISO Container Standards (ICC side open door type)

- ISO 830 -- Terminology in relation to freight container (Amd. 1988)
- ISO 1161 -- Series 1 freight containers - Corner fittings Specification (Amd. 1990)
- ISO 6346 -- Freight containers - coding, identification and marking - 1995(E)

1.3.2 C.S.C. Certification

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

1.3.3 T.C.T. Certification

All exposed wooden components used for container will be treated to comply with the requirements of "Cargo Containers - Quarantine Aspects and Procedures" of the Commonwealth Department of Health, Australia.

1.3.4 T.I.R. Certification

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

1.3.4 Classification society

All the containers will be certified for design type and individually inspected by classification Society

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 twist-locks.
- b) Lifting, full or empty, at bottom corner fittings using slings with terminal fittings at any angles between vertical and 45 degree to the horizontal.
- c) Lifting, 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 twist-locks or equivalent at the bottom corner fittings.
- c) Rail : On flat cars or special container cars secured by twist-locks or equivalent at the bottom corner fittings.

## 2. Dimensions and Ratings

### 2.1 External Dimensions

Length	6,058	+ 0mm - 6mm
Width	2,438	+ 0mm - 5mm
Height	2,591	+ 0mm - 5mm

- 1) No part of the container will protrude beyond the external dimensions mentioned above.
- 2) Maximum allowable differences between two diagonals on any one of the following surfaces will be as follows:
 

Roof, bottom and side diagonals :	13mm
Front and rear diagonals :	10mm

### 2.2 Internal Dimensions

Length	5,898	+ 0mm - 6mm
Width	2,287	+ 0mm - 5mm
Height	2,302	+ 0mm - 5mm

### 2.3 Rear door opening dimensions

Width	2,226	+ 0mm - 5mm
Height	2,189	+ 0mm - 5mm

### 2.4 Side door opening dimensions

Length	5,702	+ 0mm - 6mm
Height	2,189	+ 0mm - 5mm

### 2.5 Internal cubic capacity (Nominal)

31 cu.m	1,095 cu.ft
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### 2.6 Forklift pockets

	(OUTER)	(INNER FOR EMPTY)
Width	360 mm	310mm
Height (min.)	115 mm	115mm
Centre to centre	2050mm +/- 50 mm	860mm +/- 50 mm

### 2.7 Ratings

Max. Gross Weight (R)	30,480 kg
Tare Weight (design) (T)	3,060 kg
Max. Payload (P)	27,420 kg

### 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 End panels Cross members Door sill Side door header Bottom side rails (wall side) Upper and lower plates of forklift pockets Rear door header Front top end rail Front bottom end rail Top side rails Door horizontal frames Door vertical frames	Anti-Corrosive Steel: CORTEN A, SPA-H, B480 or equivalent Y.P. : 35 kg/sq.mm T.S. : 49 kg/sq.mm
2)	Right corner post (inner) Right corner post (outer) Left corner post (inner) Bottom side rails- "I-shaped" steel (door side)	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. STK400 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	Apitong or Hardwood plywood, min 19-ply
9)	Ventilator	ABS resin labyrinth type

\* Note: Y.P. --- Yielding Point  
T.S. --- Tensile Strength

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#### 4. Construction

##### 4.1 General

- 4.1.1 The container will be constructed with steel frames, a fully vertical-corrugated steel side wall, one rear door, one front end, a horizontal-corrugated steel four doors side wall, die-stamped steel roof and corner fittings.
- 4.1.2 All welds of exterior including the base frames will be continuous welding using CO<sub>2</sub> 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 for every 300 mm. Sitich welding two-ends welding not less than 30mm long.
- 4.1.4 Gaps between adjacent components to be welded will not exceed 3 mm or the half thickness of the parts being welded.
- 4.1.5 Chloroprene sealant is to be applied at periphery of floor surface and inside non-welded seams, butyl sealant is used to caulk at invisible seam of floor joint area and between door gasket and frame.
- 4.1.6 The wooden 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 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 nominal 4mm.
- 4.2.4 The outside faces of the corner fittings will protrude from the outside faces of the sides and end wall by nominal 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, seventeen (17) cross members, and two sets of forklift pockets.

##### 4.4.1 Bottom side rail

Door side bottom side rail is built of 246 x 140 x t28 x t12+12 mm "H-shaped" steel, another bottom side rail is built of 50x246x30x4.5mm cold-formed channel section steel that welded together and made in one piece is allowable. The floor guide rails of 3.0mm thick pressed angle section steel are provided to the bottom side rails by staggered stitch welding.

#### 4.4.2 Cross member

The cross members are made of pressed channel section steel with a dimension of 45x190x45x4.0mm for the normal areas and 75x190x45x4.5mm for the floor butt joints, and another 45x190x45x4.0mm channel section steel as side rails of forklift pockets. The cross members are placed fully to withstand floor strength and welded to each bottom side rail.

#### 4.4.3 Forklift pockets

Each forklift pocket is built of 3.0mm thick full depth flat steel top plate and two 170mm deep x 6.0mm thick flat lower end plates between two channel section cross members. The one set of forklift pockets is designed in accordance with ISO requirements.

#### 4.5 Flooring

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

##### 4.5.1 Floor

The wooden floor to be constructed with 28mm thick min19-ply hardwood plywood boards are laid longitudinally on the transverse members between the steel floor centre rail of 4.0mm thick flat bar and the 3.0mm thick pressed angle section steel floor guide rails stitched welded to the bottom side rails.

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 : Apitong or Hardwood plywood
- 2) Glue : Phenol-formaldehyde resin.
- 3) Treatment :
  - a) Preservative: BASILEUM SI-84 or others.
  - b) In accordance with Australian Health Department Regulations, average moisture content will be 12% before installation.

##### 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 (4) screws per cross member but five (5) screws at joint areas. Screw heads are to be countersunk with about 1.5-2mm below the floor top surface.

#### 4.6 Door side structure

The door side frame will be composed of one door side bottom side rail (door sill), two corner posts, one door side top side rail (door header) and four corner fittings, which will be welded together to make the door-way.

##### 4.6.1 Door sill

Please refer to 4.4.1.

#### 4.6.2 Door corner post

Rear right corner post is constructed with pressed 8.0mm thick 'L' section steel outer part and 8.0mm thick 'U' section steel inner part, welded together to form a hollow section.

Front right corner post is constructed with pressed 6.0mm thick 'L' section steel outer part and 6.0mm thick 'U' section steel inner part, welded together to form a hollow section.

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.

Nine (9)/Five (5) sets of hinge pin lugs are welded to the Rear right corner post corner post and front right corner post respectively.

#### 4.6.3 Door header

The door header is constructed with 4.5mm thick pressed "U" section steel lower part having eight internal gussets at the back of each locking cam keeper location and a 4.5mm thick pressed steel upper part, which are formed into box section by continuous welding.

#### 4.7 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.

##### 4.7.1 Door sill

The door sill to be made of a 4.0mm 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.

##### 4.7.2 Door header

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

##### 4.7.3 Door corner post

Please refer to 4.6.2.

#### 4.8 Door

4.8.1 Each container will have double door-wings at door side frame, each door-wing will be constructed with two (2) same width door to be coupled by five hinges. In addition, two single-wing doors at rear end frame.

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

4.8.3 Twelve (12) sets of galvanized "BE-2566 Modified" model locking assemblies with steel handles are respectively fitted to each door 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.

4.8.4 The left -hand door can not be opened without opening the right hand door when the container is



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sealed in accordance with TIR requirements.

4.8.5 Each door is suspended by hinges being provided with stainless steel pins, brass bushings and brass washers.

4.8.6 The door gasket to be made of an extruded triple lip J-C type EPDM rubber is installed to the door peripheral frames with steel gasket retainers which must be caulked with butyl sealant before installation of gasket, and fastened by stainless steel rivets at a pitch of 150mm.

#### 4.9 Roof structure

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

##### 4.9.1 Roof panel

The roof panel is constructed with 2.0mm thick die-stamped steel sheets having about 6.0mm 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 non-welded seams are caulked with chloroprene sealant.

##### 4.9.2 Protection plate

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

##### 4.10 Top side rail

One side top side rail is made of a 60x60x3.0mm square hollow section steel and the other side (door side) the top side rail (door header) please refer to 4.6.3.

##### 4.11 Side wall

The trapezium section side wall is constructed with 2.0mm thick fully vertically continuous-corrugated steel outer panels near the each post and 1.6mm thick intermediate inner panels, 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 chloroprene sealant.

##### 4.12 Front end 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.

###### 4.12.1 Bottom end rail

The bottom end rail to be made of 4.0mm thick pressed open section steel is reinforced by three internal gussets. Reinforcement plates made of 4.0mm thick are welded to bottom corner fittings.

###### 4.12.2 Front end corner post

Corner posts for one side are made of 6.0mm thick pressed open section steel in a single piece, and for the other side, the corner posts (door corner posts) please refer to 4.6.2 and designed to give a sufficient strength against stacking and racking forces.

4.12.3 Top end rail

The top end rail is constructed with 60x60x3.0mm square hollow section steel at lower part and 3.0mm thick pressed steel at upper part.

4.12.4 Front end wall

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

4.13 Special feature

4.13.1 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.

4.13.2 Ventilator

Each container will have two small plastic ventilators of labyrinth type.

The ventilator is fixed to the upper part of side wall by aluminium 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.

4.13.3 Lashing fittings

Five (5) lashing hoop rings are welded to internal left side wall top and bottom side rail at recessed corrugations of side panels but not extruded any cargo space (total 10 rings).

Five (5) lashing hoop rings are welded to internal right side door top and bottom (total 10 rings).

two(2) lashing hoop rings are welded to internal end wall top and bottom (total 4 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.

face preservation4.1 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. Locking bolts hot-dipping zinc galvanized approximately 30 microns thickness.
- 3) All fasteners such as self-tapping screws, hinges, cam keepers and lashing fittings will be electro-galvanized with approximately 13 microns thickness.

4.2 Coating4.2.1 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
<b>Total</b>	<b>110</b>	<b>70</b>	<b>230</b>

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.

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6. Marking

6.1 Arrangement

The container will be marked in accordance with ISO, TCT, and CSC 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 thickness 0.8mm to be chemically etched by acid and treated by enamel.

6.3 Specifications

1) Identification plates such as consolidated data plate consisting of CSC and TCT will be riveted on the door permanently by stainless steel blind rivets. The entire periphery except bottom will be caulked with sealant.

2) The owner's serial numbers will be stamped into the lower-left of door 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 &amp; 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 Time duration : 5 minutes
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
C1)	Lifting (for forklift pockets) Internal load : 1.6R-T (outer) 0.625R-T (inner)	Lifting by horizontal bars. Bar length : 1,828mm Bar width : 200mm Time duration : 5 minutes
D)	Restraint (longitudinal) Internal load : R-T Test load : 2R	Hydraulic cylinder load will be applied to the bottom side rails. Time duration : 5 minutes
E)	Wall strength (end) Test load : 0.4(R-T)=0.4P	Compressed air bag will be used. Time duration : 5 minutes
F)	Wall strength (side) Test load : 0.6(R-T)=0.6P	Compressed air bag will be used on one side only. Time duration : 5 minutes
G)	Roof strength (weakest part) Test load : 300 kg	Applied area will be 600x300mm longitudinal and transverse.
H)	Floor strength Test load : 5,460 kg (12,040 lb)	Use of a special truck. Total contact area: 284 sq.cm Wheel width : 180 mm Wheel centre : 760 mm
I)	Racking (transverse) Test load : 15,240 kg	Hydraulic cylinder load will be applied to the header rail through top corner fittings. Time duration : 5 minutes
J)	Racking (longitudinal) Test load : 7,620 kg	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. Time duration : 5 minutes

**20'X8'X8'6"**

K)	Operation of door	After completion of test, the operation of doors, locks, hinges, etc. will be checked.
L)	Dimensions and weight	After completion of test, the dimensions and weight will be checked.
M)	Weather-tightness	Inside diameter 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

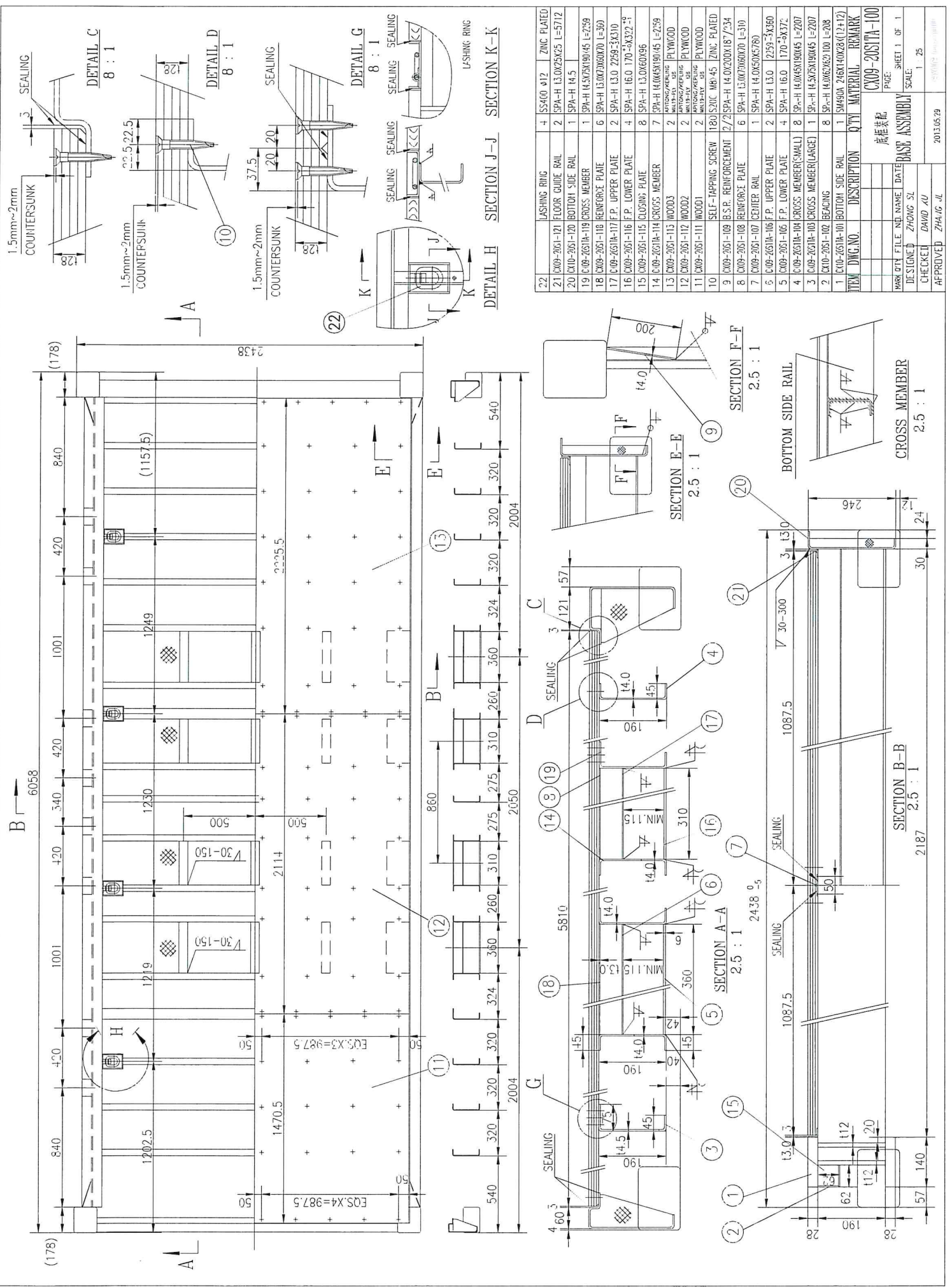
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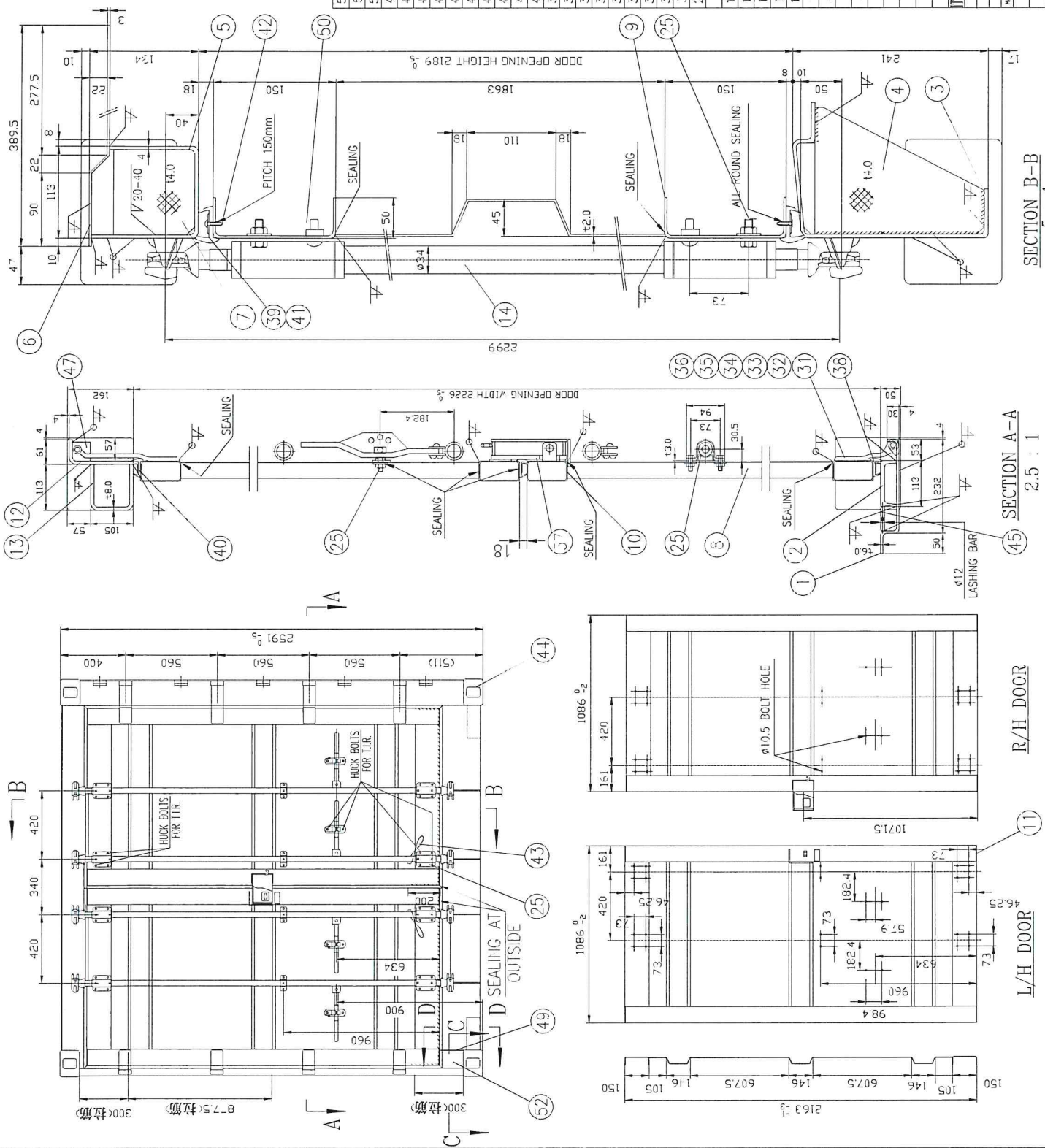
**9. Revisions**

- 9.1 This specification (CX09-20S1-S1) bases on previous specification (CX01-20S1-S) , main differences are as followings:
1. The structure of corner posts has modified.
  2. The structure of door head has modified.
  3. The opening dimensions of rear door and side door has changed.
  4. Each side door width changed to 1.4m.
- 9.2 This specification (CX09-20S1R-S1 Nov 02, 2012) bases on previous specification (CX09-20S1-S1 Mar 14, 2011) , main differences are as followings:
1. Floor strength changed to 5460 kg.
  2. Modified "3. Materials" list same as drawings.
- 9.3 This specification (CX09-20S1T-S Jan 07, 2013) bases on previous specification (CX09-20S1R-S1 Nov 02, 2012) , main differences are as followings:
1. Tare Weight (design) (T) 3,200 kg is wrong, according to virtually changed to 3,100 kg.
- 9.4 This specification "CX09-20S1TA-S" bases on previous specification "CX09-20S1T-S", main differences is as followings:
1. The side door bottom side rail has changed..
  2. The base cross members section has changed.
  3. Tare Weight changed to 3,060 kg, Max. Gross Weight (R) changed 24,000 kg to 30,480 kg.









ITEM NO.	DESCRIPTION	QTY	MATERIAL	REMARK
1	ROPE HOLDER	1	SS400 ø8	ZINC PLATED
2	QUIT-OUT PLATE	1	SS400 18.0X80X200	
6	HUCK BOLT	5/1	SF5C ø10X19/30	5/1
49	CLOSING PLATE	1	SPA-H 13.0X112X112 L=135	
48	HINSE LUG	8	SS400 18.0	ZINC PLATED
46	PATCH	1	SPA-H 16.0 40X140	
45	LASHING BAR	3	SS400 ø12	ZINC PLATED
44	CORNER FITTING	4	SPW480	
43	ROPE	2	NYLON ø8	
42	BLIND RIVET	84	SUS304 ø4.8X15	
41	GASKET RETAINER	4	SUS304 11.0	
40	GASKET RETAINER	3	SUS304 11.0	
39	GASKET	1	E.P.D.M.	R-J-C TYPE
38	GASKET	1	E.P.D.M.	L-J-C TYPE
37	LOCK BOX	1		
36	HINSE PIN	8	SUS304 ø12	
35	HINSE BUSH	16	BRASS	
34	HINSE WASHER	8	BRASS 11.5	
33	HINSE LUG	8	SS400 18.0	ZINC PLATED
32	HINSE BRAD	4	SF5C	ZINC PLATED
31	HINSE BRAD	4	SF5C	ZINC PLATED
25	B.N.W.	1	HSET SF5C M10	ZINC PLATED
14	LOCKING ASSEMBLY	4	SM400 48X80.0 3ALV.	
13	CORNER POST(INNER)	1	SM490A 18.0X130X60X113 L=2355	
12	CORNER POST	1	SM490A 18.0	
11	PATCH	2	SPA-H 13.0	98X48
10	SQUARE TUBE(WHIEE)	4	SPA-H 100X50X4.2 L=7157	
9	HORIZONTAL MEMBER	4	SPA-H 13.0X50X150.50 L=866	
8	DOOR PANEL	2	SPA-H 12.0	
7	DOOR HEADER GUSSET	4	SPA-H 14.0	
5	DOOR HEADER(UPPER)	1	SPA-H 13.0	
4	DOOR HEADER(LOWER)	1	SPA-H 14.0	
3	DOOR SILL GUSSET	4	SPA-H 14.0	
2	DOOR SILL	1	SPA-H 14.0	
1	CORNER POST(INNER)	1	SM490A 112 L=3353	
1	CORNER POST(OUTER)	1	SPA-H 16.0	

SECTION A-A  
2.5 : 1

SECTION B-B  
5 : 1

SECTION C-C  
2.5 : 1

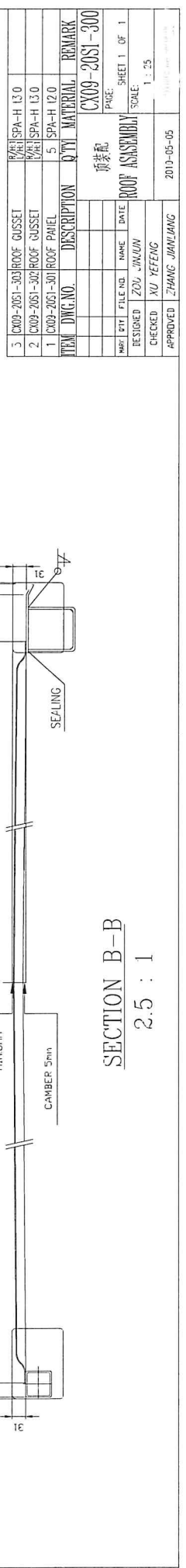
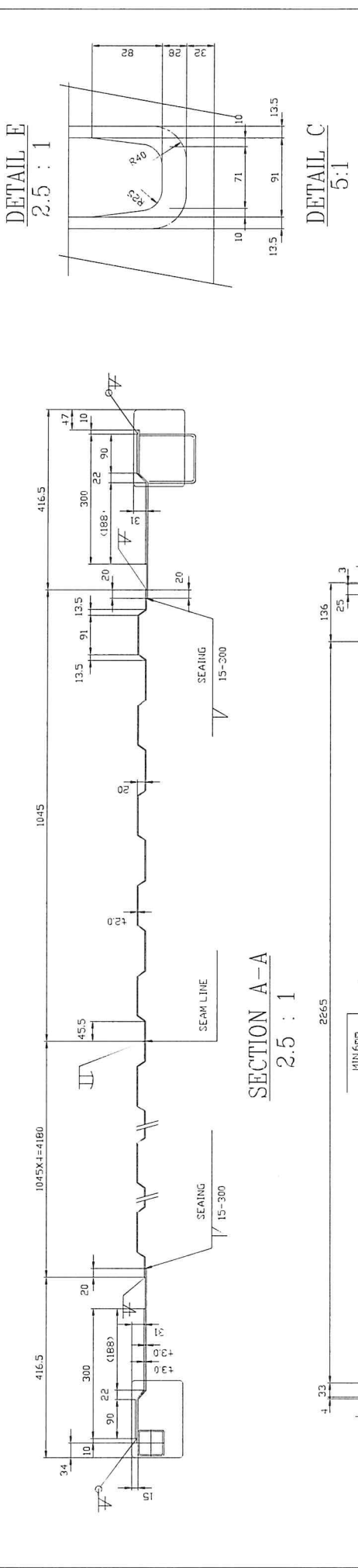
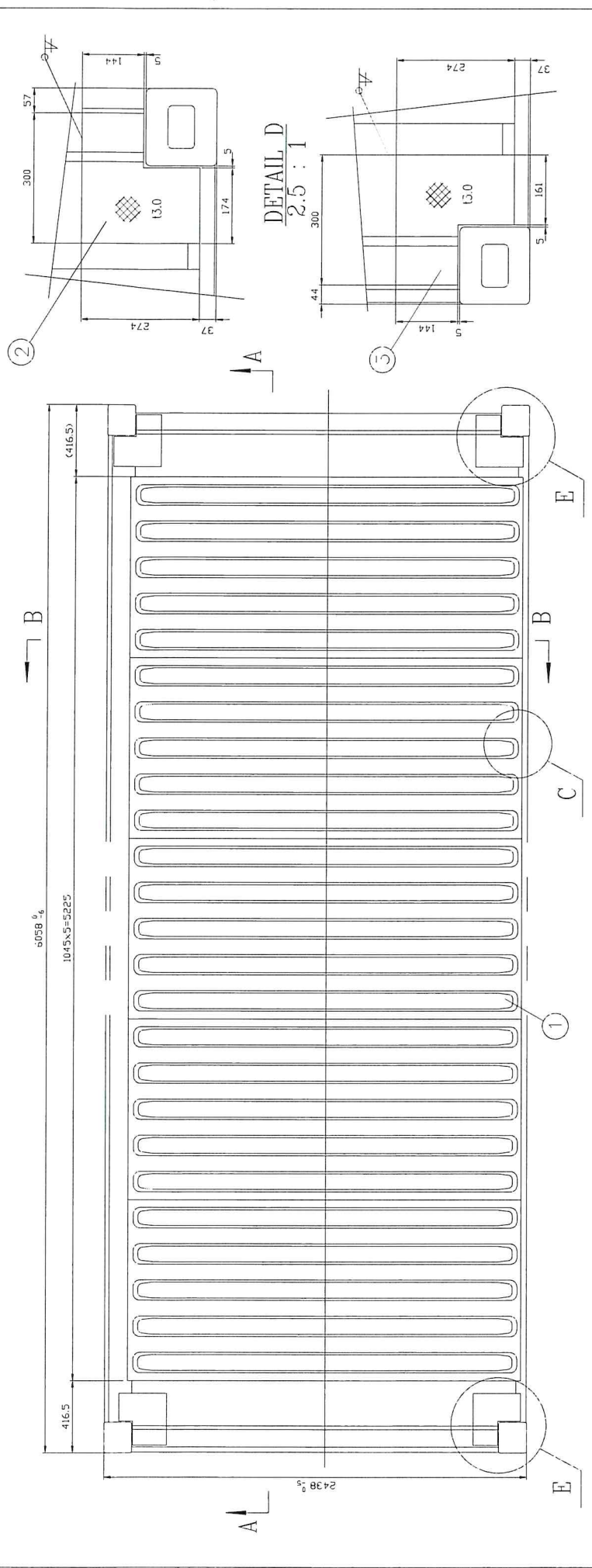
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R/H DOOR

L/H DOOR

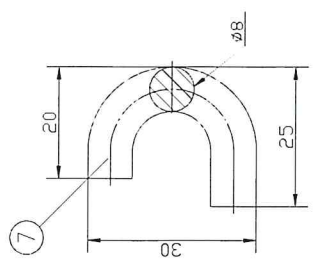
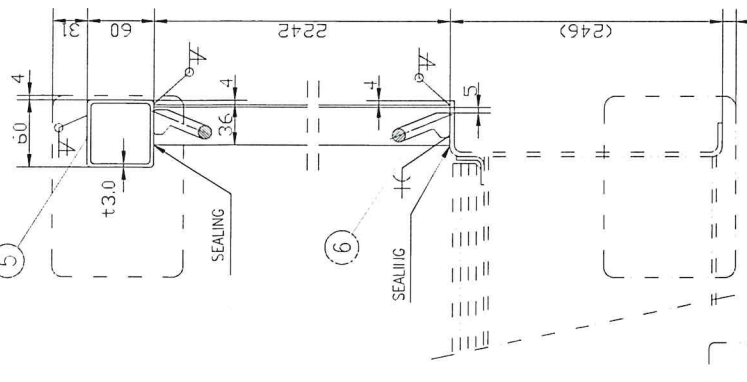
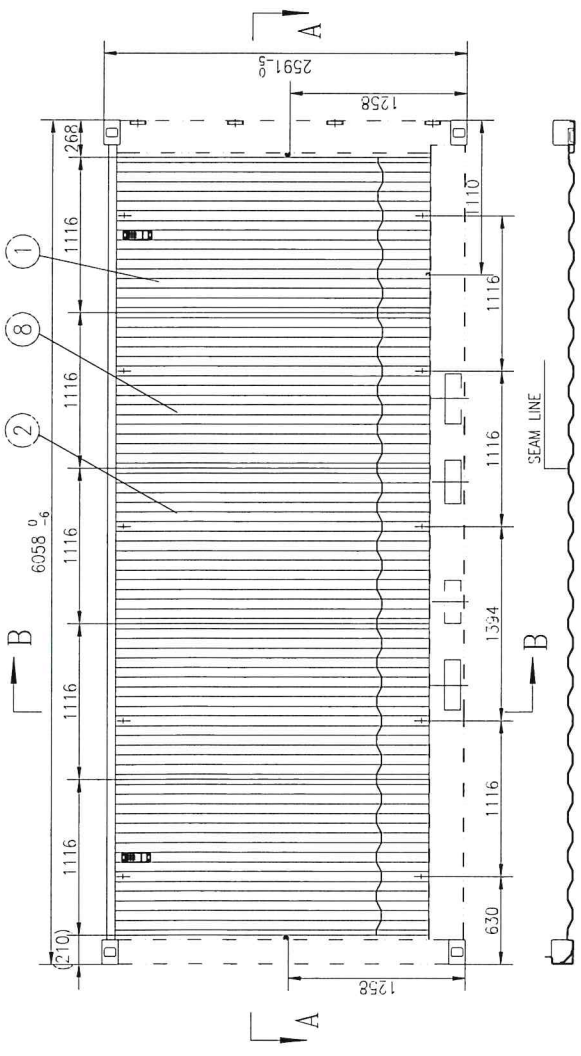
MARK: DTI FILE NO. NAME DATE  
 DESIGNED: DAVID XU  
 CHECKED: DING XUEWEI  
 APPROVED: ZHANG JIANLIANG  
 SCALE: 1 : 25  
 SHEET 1 OF 1  
 2010-05-05

门墙装配  
 SIDE DOOR ASSY  
 CMO9-20S1-200B  
 REMARK

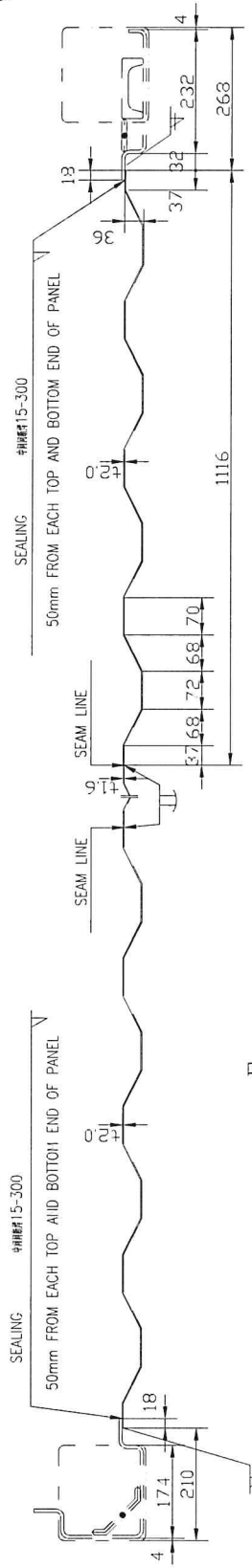


ITEM	DWG. NO.	DESCRIPTION	QTY	MATERIAL	REMARK
1	CX09-2051-301	ROOF PANEL		SPA-H 12.0	
2	CX09-2051-302	ROOF GUSSET		SPA-H 13.0	
3	CX09-2051-303	ROOF GUSSET		SPA-H 13.0	

PROJECT		CX09-2051-300	
DESIGNED	ZOU JUNJUN	DATE	2013-05-05
CHECKED	XU YEFENG	SCALE	1 : 25
APPROVED	ZHANG JIANJIANG	PAGE	SHEET 1 OF 1

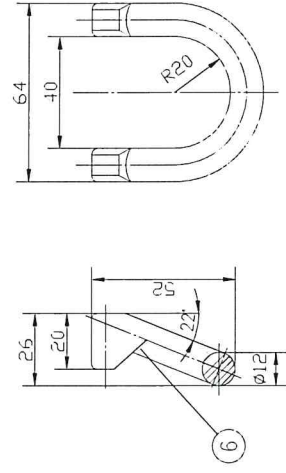


DETAIL OF ROPE HOLDER  
5:1

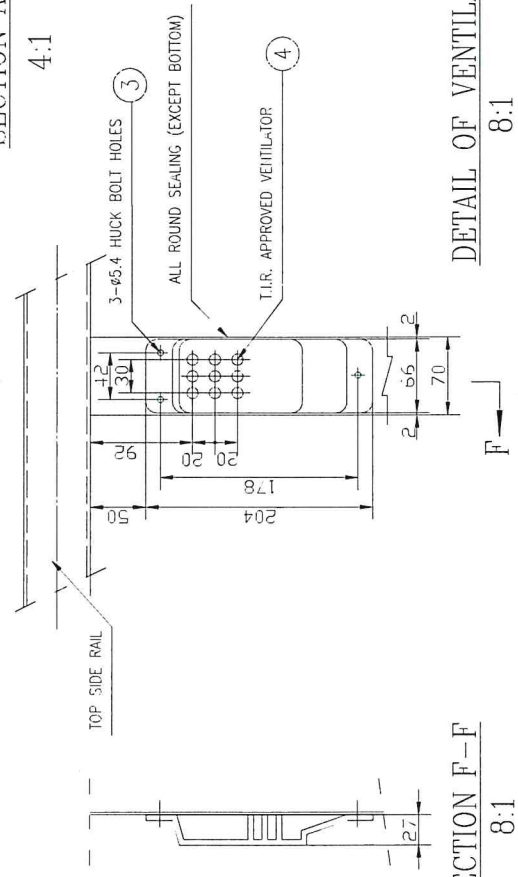


SECTION A-A  
4:1

SECTION B-B  
8:1



DETAIL OF LASHING RING  
20:1



SECTION F-F  
8:1

DETAIL OF VENTILATOR  
8:1

ITEM	DWG. NO.	DESCRIPTION	QTY	MATERIAL	REMARK
8	1116K242	SIDE PANEL	1	SPA-H 11.6	1116K242
7	SS400	ROPE HOLDER	3	SS400	$\phi 8$ ZINC PLATED
6	SS400	LASHING RING	10	SS400	$\phi 12$ ZINC PLATED
5	CX09-20S1-406	TOP SIDE RAIL	1	SPA-H 60X60X3.0	L=5702
4		VENTILATOR COVER	2	ABS	
3		HUCK BOLT	6	AL	$\phi 5$
2	1116K242	SIDE PANEL	1	SPA-H 11.6	1116K242
1	1116K242	SIDE PANEL	1	SPA-H 12.0	1116K242

MARK QTY	FILE NO.	NAME	DATE
		SHI JIAN	

DESIGNED	CHECKED	APPROVED
ZHOU JINJUN	XUWENJ	JIANLIANG

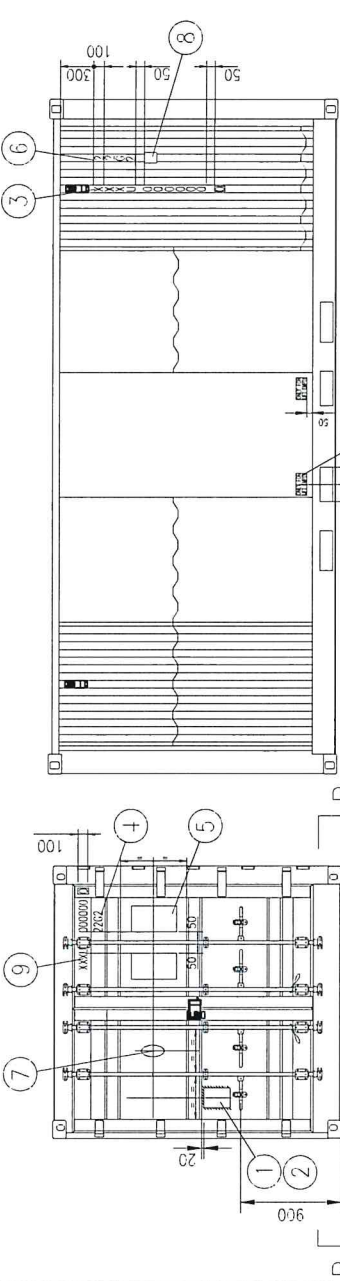
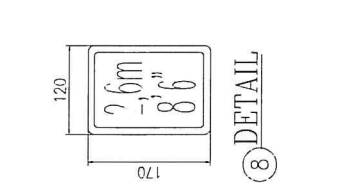
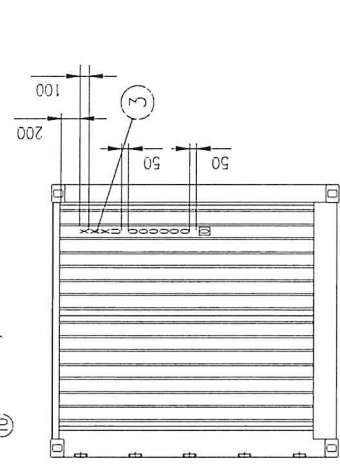
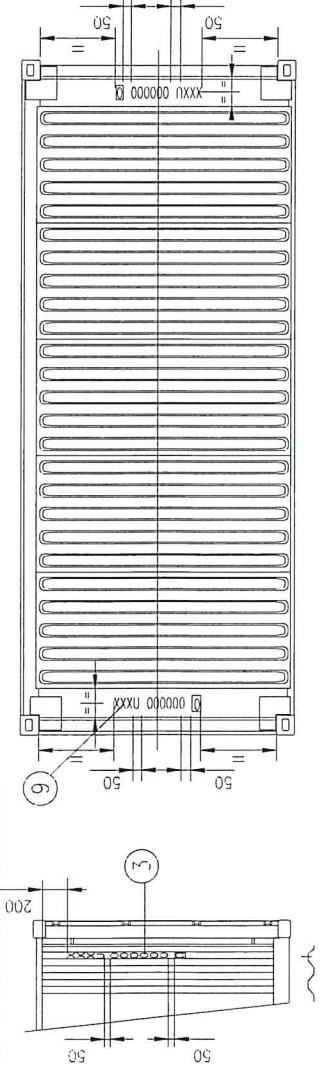
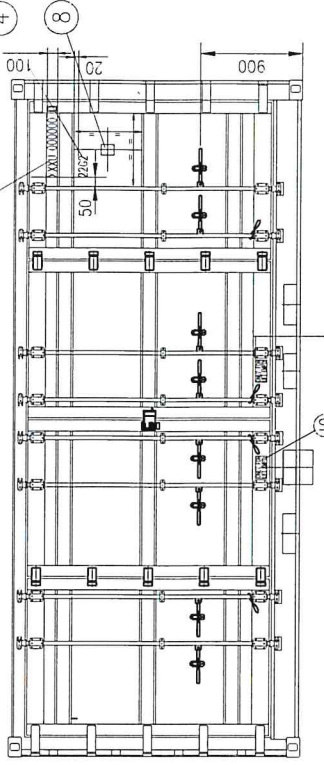
PROJECT	SCALE	SHEET	OF
CX09-20S1-400	1:40	1	1

DATE: 2010-05-05





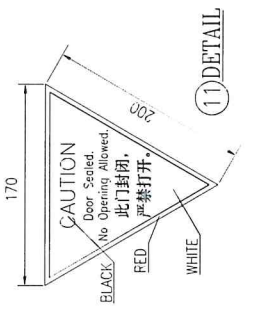
INSIDE OF CONTAINER



**MAX. GROSS**  
**TARE**  
**NET**  
**CU.CAP.**

30,480 KG	3,060 KG	27,420 KG	31.0 CU.M.
67,200 LB	6,750 LB	60,450 LB	1,095 CU.FT.

STAMPING  
10mm  
0.4131



ITEM	DWG. NO.	DESCRIPTION	QTY	MATERIAL	REMARK
15					
14					
13					
12	EX09-2000-715	FLAT PLATE	2	SPA-H U3.0	
11		ATTENTION MARK	2	DECAL	BLACK ON YELLOW
10		EMPTY MARK	4	DECAL	BLACK ON YELLOW
9		OWNER'S CODE SERIAL NO.-H	4	DECAL	WHITE KISS OUT
8		HEIGHT MARK	2		
7		CLASS ENBLEM	1		
6		SIZE TYPE CODE-V	1	DECAL	WHITE KISS OUT
5		WEIGHT & CAPACITY MARK	1	DECAL	WHITE KISS OUT
4		SIZE TYPE CODE-H	2	DECAL	WHITE KISS OUT
3		OWNER'S CODE SERIAL NO.-Y	3	DECAL	WHITE KISS OUT
2		BLIND RIVET	7		
1	EX08-2019E-701	CONSOLIDATED DATA PLATE	1		
					<b>C10-20SINCE-700</b>
					物料设置
					<b>MARKING DRAWING</b>
					<b>RIGHT+REAR</b>
DESIGNED	ZHONG SL				
CHECKED	AUANG Y4				
APPROVED	DAWD XU				
					2018.09.10

