

**TECHNICAL SPECIFICATION**  
**FOR**  
**STEEL DRY CARGO CONTAINER**  
**20' x 8' x 9'6" SINGLE SIDE & END DOOR**

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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" single side & end open door type steel dry cargo containers.

These containers specified herein will be manufactured at \_\_\_\_\_ 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

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.

#### 1.3.3 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:

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- 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, nine (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	2,896	+ 0mm - 5mm

- 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
Front and rear diagonals :	10mm

**2.2 Internal Dimensions**

Length	5,898	+ 0mm - 6mm
Width	2,288	+ 0mm - 5mm
Height	2,559	+ 0mm - 5mm

**2.3 Rear door opening dimensions**

Width	2,227	+ 0mm - 5mm
Height	2,446	+ 0mm - 5mm

**2.4 Side door opening dimensions**

Length	5,837	+ 0mm - 6mm
Height	2,445	+ 0mm - 5mm

**2.5 Internal cubic capacity (Nominal)**

34.5 cu.m	1,220 cu.ft
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**2.6 Forklift pockets**

Width	360 mm
Height (min.)	125 mm
Centre to centre	2050mm +/- 50 mm

**2.7 Ratings**

Max. Gross Weight (R)	30,480 kg
Tare Weight (design) (T)	3,380 kg
Max. Payload (P)	27,100 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 Side door header(lower) Door sill Bottom side rails (right) Upper and lower plates of forklift pockets Floor center rail Rear door header Front top end rail Front bottom end rail Door horizontal frames	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 post inner(right)	Rolled high tensile steel SM490A or equivalent Y.P. : 33 kg/sq.mm T.S. : 50 kg/sq.mm
3)	Bottom side rails- "I-shaped" steel (door side) Top side rails	Structural Steel SS400 Y.P. : 25 kg/sq.mm T.S. : 41 kg/sq.mm
4)	Door locking bars	Structural steel round pipe. STK41 Y.P. : 24 kg/sq.mm T.S. : 41 kg/sq.mm
5)	Corner Fitting	Casted weldable steel. SCW480 Y.P. : 28 kg/sq.mm T.S. : 49 kg/sq.mm
6)	Locking gear cams and keepers	Forged weldable steel. S20C Y.P. : 23 kg/sq.mm T.S. : 44 kg/sq.mm
7)	Door hinge pins Door gasket retainer	Stainless steel. SUS304
8)	Door gasket	EPDM
9)	Floor board	Hardwood plywood,min. 19-ply
10)	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 25mm for every 200 mm. Sitich welding two-ends welding not less than 100mm 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 minimum 3mm for side structure and 4mm for front end structure.
- 4.2.4 The outside faces of the corner fittings will protrude from the side wall by nominal 7mm and from the side 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, eighteen (18) cross members, and one set of forklift pocket.

##### 4.4.1 Bottom side rail

Door side bottom side rail is built of 294 x 200 x t12 x t8mm "H-shaped" steel with 12mm thick inner cover plate, another bottom side rail is built of 58x294x58x4.5mm 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 45x122x45x4.0mm for the normal areas and 75x122x45x4.5mm for the floor butt joints, and another 45x181x45x6.0mm 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 6.0mm thick full depth flat steel top plate and 6.0mm thick flat lower plate 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 min.19-ply hardwood plywood boards are laid longitudinally on the transverse members between the 4.0mm thick pressed hat section steel floor centre rail 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 left 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 left corner post is constructed with pressed 6.0mm thick 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 rear left corner post corner post and front left corner post respectively.

4.6.3 Door header

The door header is constructed with 50x100x4.0mm square hollow section steel lower part and 14mm thick 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 4.5mm 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.

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 4.0mm 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) door to be coupled by four 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 sealed in accordance with TIR requirements.
- 4.8.5 Each door is suspended by hinges being provided with stainless steel pins, self-lubricating brass bushings and stainless steel 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 14mm 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 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,

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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 4.0mm thick pressed steel.

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 four small plastic ventilators of labyrinth type.

The ventilator is fixed to the upper part of side wall and the front wall by steel huck bolts in accordance with TIR requirements after drying of top coating, and caulked with silicone 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 right side wall top side rail at recessed corrugations of side panels but not extruded any cargo space. 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) lashing rods are welded to each corner post except the rear left corner post. Each lashing point is designed to provide a "1,000 kgs pull load in any direction" without any permanent deformation of lashing ring and surrounding area.

## 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 with near white metal surface, and anchor profiles of 25 to 35 microns 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 Primer coating

#### 5.2.1 Prior to assembly

All steel surfaces will be coated with 10-15 microns thick two-pack polyamide cured zinc rich epoxy primer immediately after shot blasting, and then dried up in drying room.

#### 5.2.2 After assembly

- 1) All weldments will be shot blasted to remove all welding fluxes, spatters, burnt primer coatings caused by welding heat, and other foreign materials.  
Then all blasted weldments will be coated with zinc rich epoxy primer.

- 2) All surfaces of the assembled container will have coating system as following:

##### Exterior:

Zinc rich primer	10 microns (before ass'y)
Zinc rich primer	20 microns (after ass'y)
Polymide epoxy	40 microns
Acrylic coating	40 microns
Total D.F.T.	min. 110 microns

##### Interior:

Zinc rich primer	10 microns (before ass'y)
Zinc rich primer	20 microns (after ass'y)
Polymide epoxy	40 microns
Total D.F.T.	min. 70 microns

##### Base:

Zinc rich primer	10 microns (before ass'y)
Zinc rich primer	30 microns (after ass'y)
Bituminous	200 microns
Total D.F.T.	240 microns (including all the base steel structure)

Under the wooden floor : Approx. 200 microns Bituminous coating.

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**6. Marking****6.1 Arrangement**

The container will be marked in accordance with ISO, TCT, TIR 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 ,TIR and TCT will be riveted on the door permanently by stainless steel blind rivets. The entire periphery except bottom will be caulked with sealant.

## 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.

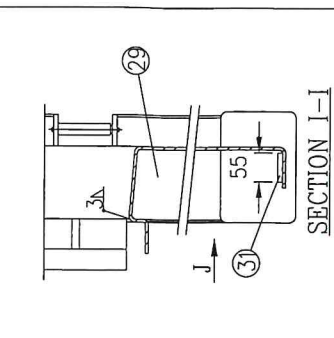
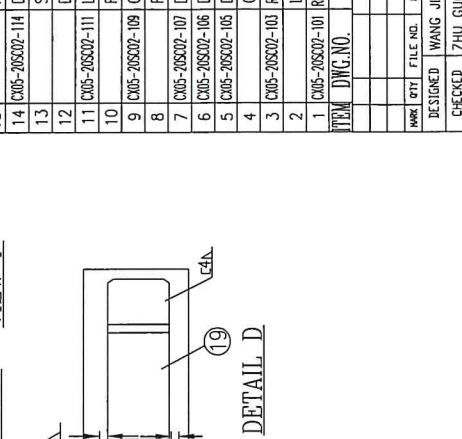
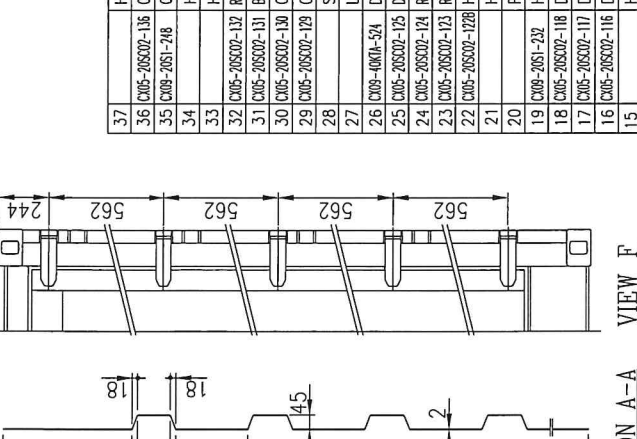
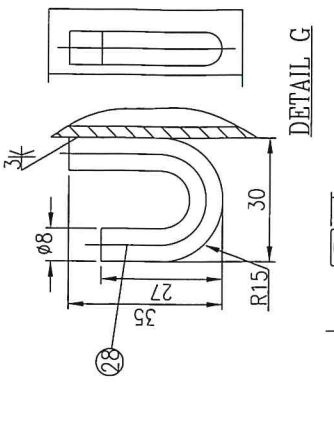
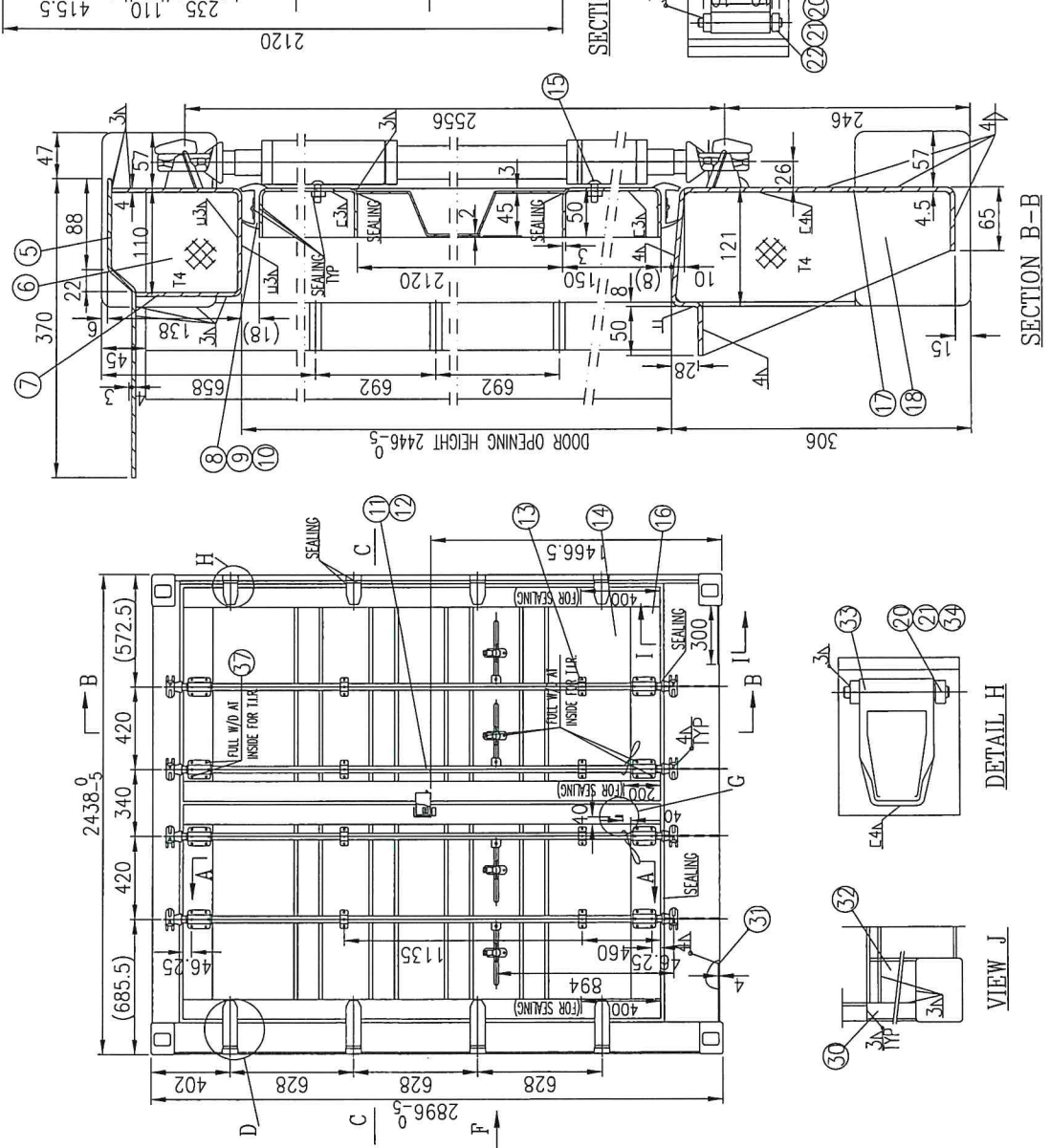
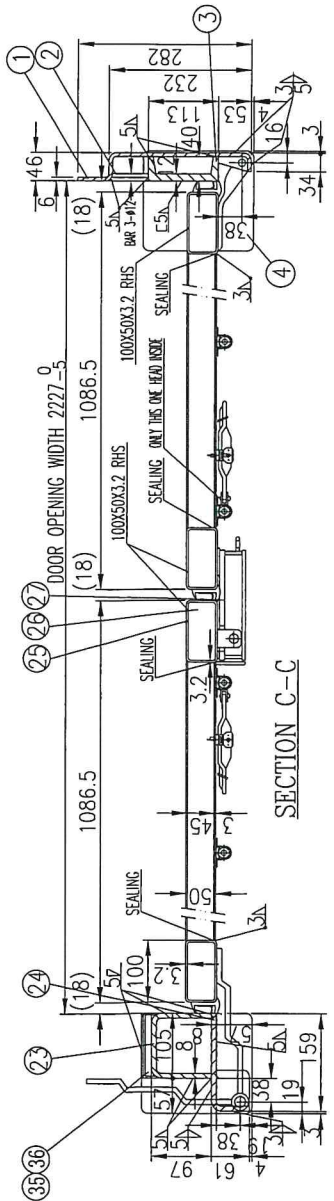
	<u>Test items &amp; loads</u>	<u>Test methods</u>
A)	Stacking Internal load : 1.8R-T Test load : 86,400kg/post.	Hydraulic cylinder load will be applied to each corner post through top corner fittings. Offset: 25.4 mm lateral 38.0 mm longitudinal Time duration : 5 minutes
B)	Lifting (from top corner fittings) 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	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'X9'6"

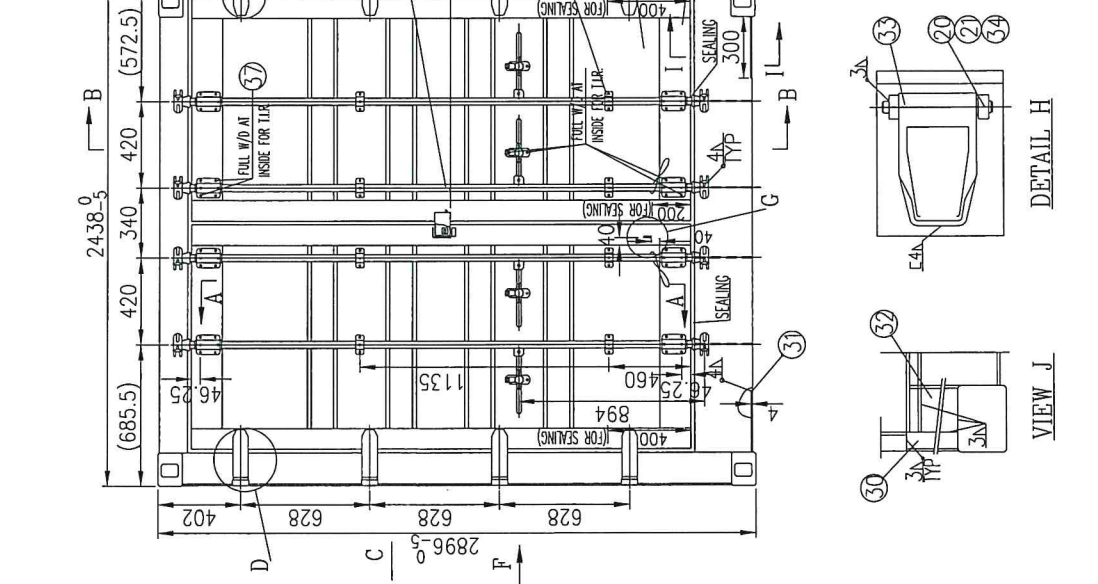
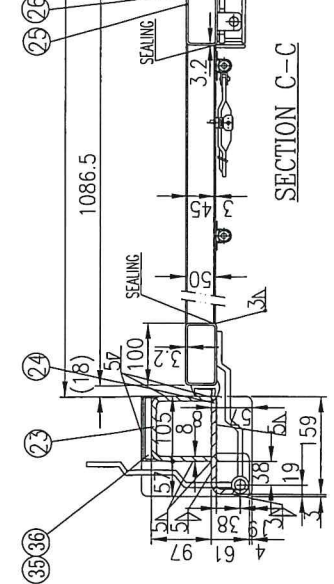
K)	Operation of door	After completion of test, the operation of doors, locks, hinges, etc. will be checked.
L)	Dimensions and weight	After completion of test, the dimensions and weight will be checked.
M)	Weather-tightness	Inside diameter of nozzle : 12.5mm Distance : 1.5 m Speed : 100 mm/sec. Pressure : 1 kg/sq.cm

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



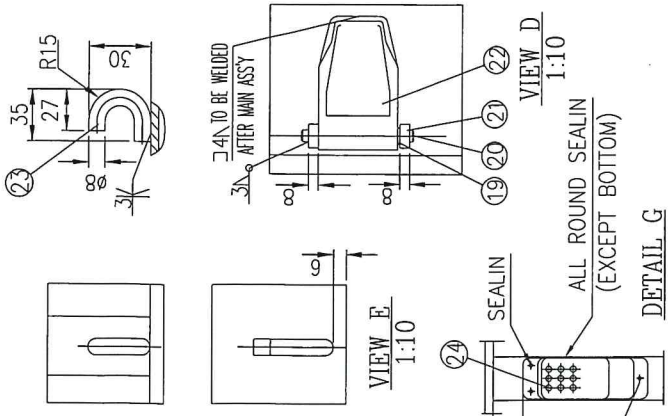
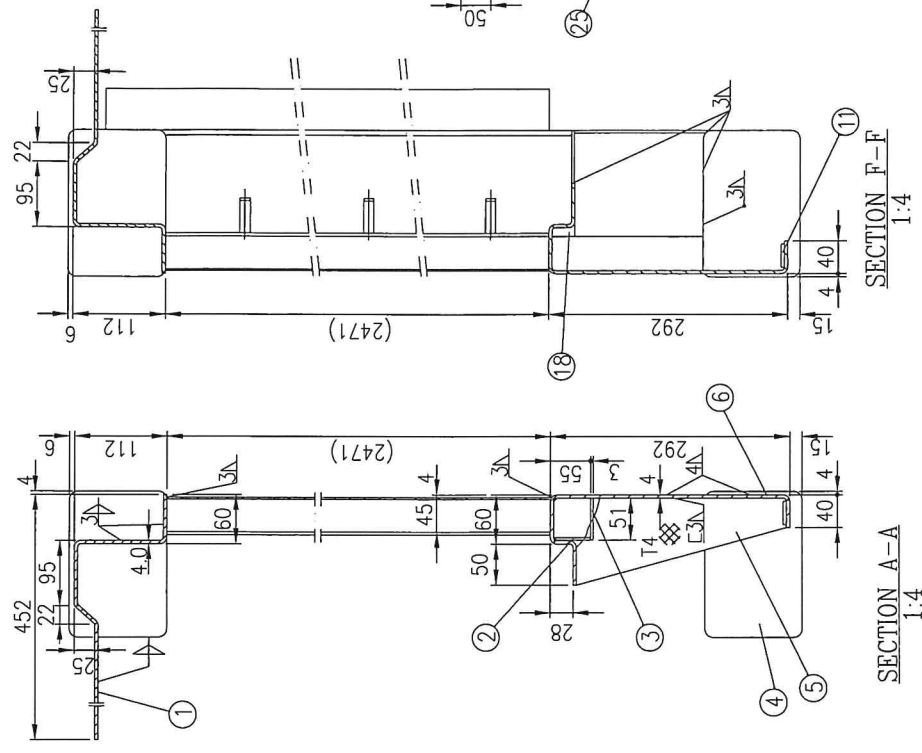
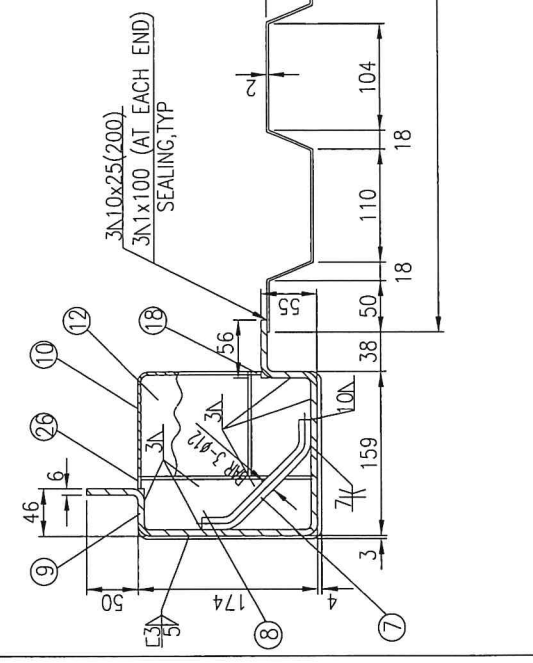
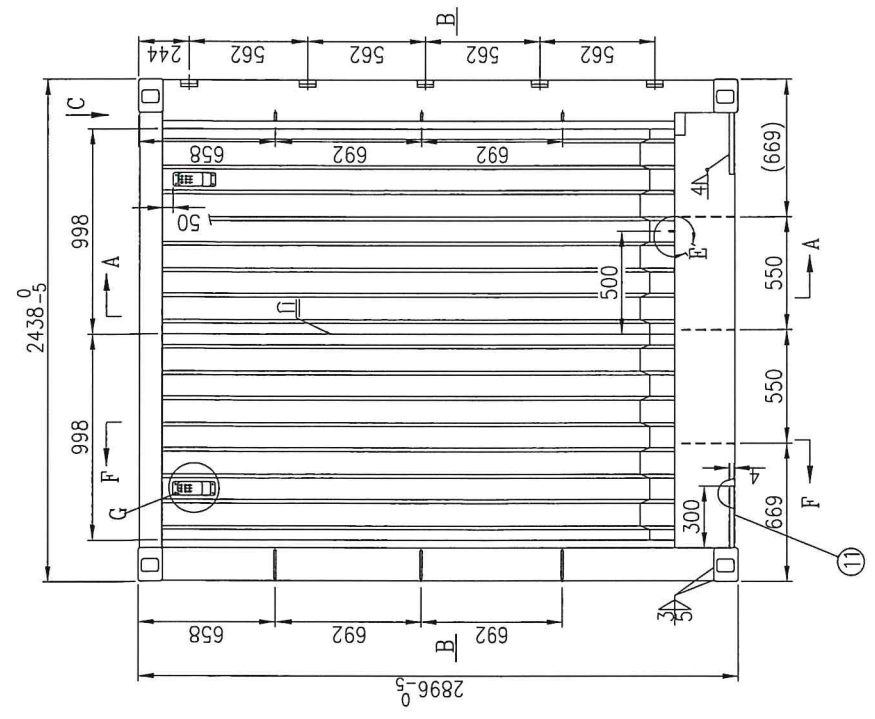


ITEM	DWG. NO.	DESCRIPTION	QTY	MATERIAL	REMARK
37		HUCK BOLT	5/1	S45C	Ø10x19/30
36	CM05-205002-136	COVER PLATE	1	SPA-H 13.0*21*05/22	L=188
35	CM08-2051-718	COVER PLATE	1	SPA-H 13.0*16*105	
34		HINGE BUTT(B)	8	SS400	ILLUSTRATION
33	CM05-205002-132	HINGE (BUSH B06)	4	SS400	ILLUSTRATION
32	CM05-205002-131	HIGH CORNER POST COVER PLATE	1	SPA-H 14.0*111*154	
31	CM05-205002-131	BOTTOM REINFORCEMENT PLATE	2	SPA-H 14.0*55*300	
30	CM05-205002-130	COVER PLATE	1	SPA-H 16.0*40*188	
29	CM05-205002-129	COVER PLATE	1	SPA-H 14.0	
28		SIDE DOOR HOOK	1	SS400#8	ILLUSTRATION
27		LOCK BOX	1		
26	CM08-400A-524	DOOR FRAME COVER PLATE	8	SPA-H 13.0*98*48	
25	CM05-205002-125	DOOR FRAME HOLLOW SECTION	4	SPA-H 13.2*100*50	L=241±2
24	CM05-205002-124	REAR CORNER POST OUTER(LEFT)	1	16Mn 18.0	
23	CM05-205002-123	REAR CORNER POST INNER(LEFT)	1	16Mn 18.0	
22	CM05-205002-122B	HINGE BUTT(A)	18	SS400 18.0	ILLUSTRATION
21		HINGE PIN	13	SUS304 #12	
20		PLANN WASHER	13	SUS304 11.5	
19	CM08-2051-232	HINGE (BUSH B06)	4	SPA-H 14.0	
18	CM05-205002-118	DOOR SILL WEB	1	SPA-H 13.0	
17	CM05-205002-117	DOOR SILL	4	SPA-H 14.5	
16	CM05-205002-116	DOOR RAIL	4	SPA-H 13.0	
15		HUCK-BOLT	4/3	ELECTRO ZINC PLATED	Ø10x19/30
14	CM05-205002-114	DOOR PANEL	2	SPA-H 12.0	
13		SPHM	8/12	PEM 11.0/3.0	
12		DOOR HOLDER	1	NYLON #8	
11	CM05-205002-111	LOCKING DEVICE	4SET	WIP-UP GARMENT	BE2565 MODIFIED
10		RIVET	99	SUS304	Ø4.8*16.7
9	CM05-205002-109	GASKET RETAINER	1SET	SUS304	
8		REAR DOOR GASKET	1SET	EPDM	J-C TYPE
7	CM05-205002-107	DOOR HEADER LOWER	1	SPA-H 14.0	
6	CM05-205002-106	DOOR HEADER WEB	4	SPA-H 14.0	
5	CM05-205002-105	DOOR HEADER CAP	1	SPA-H 14.0	
4		CORNER FITTING	1SET	JIS SCW49	
3	CM05-205002-103	REAR CORNER POST INNER (RIGHT)	1	SM490 112	L=2660±3
2		LASHING BAR	3	SS400 #12	ILLUSTRATION
1	CM05-205002-101	REAR CORNER POST OUTER(RIGHT)	1	SPA-H 16.0	









ITEM	QTY	DESCRIPTION	MATERIAL	REMARK
26	1	SP4-H 13.0	12X25	
25	6	HUCK BOLT #5X6	545C	
24	2	VENTILATOR	ABS	
23	1	END DOOR HOOK	SS400 #8	LOCATED IN PANEL
22	1	HINGE (BUSH 80C)	45#	LOCATED IN PANEL
21	10	HINGE BUTT	SS400 110	LOCATED IN PANEL
20	5	HINGE PIN	SS304 #12	
19	5	HINGE WASHER	SS304 12.0	
18	1	FLOOR SUPPORT PLATE	SP4-H 13.0	5X25
17	1	FRONT CORNER POST OUTER	SP4-H 16.0	
16	1	FRONT CORNER POST INNER(B)	SP4-H 16.0	
15	1	FRONT CORNER POST INNER(A)	SP4-H 16.0	
14	3	LASHING BAR	SS400#12X36	LOCATED IN PANEL
13	1/PI	FRONT PANEL	SP4-H 12.0	
12	1	CORNER FLOOR SUPPORT	SP4-H 13.0	
11	2	BOTTOM REINFORCEMENT PLATE	SP4-H 14.0*300*30C-1	
10	1	BOTTOM SUPPORT ANGLE	SP4-H 13.0	
9	1	RIGHT FRONT CORNER POST	SP4-H 16.0	
8	1	BOTTOM COVER PLATE	SP4-H 13.0	
7	3	LASHING BAR	SS400#12	LOCATED IN PANEL
6	1	FRONT SILL	SP4-H 14.0	
5	3	FRONT SILL WEB	SP4-H 14.0	
4	1	CORNER FITTING	1SET JIS SCW49	
3	1	COVER PLATE(B)	SP4-H 13.0*105*45-1-1	
2	1	COVER PLATE(A)	SP4-H 13.0	
1	1	FRONT HEADER	SP4-H 14.0	

SECTION B-B  
1:5

SECTION A-A  
1:4

SECTION F-F  
1:4

VIEW D  
1:10

VIEW E  
1:10

DETAIL G

DESIGNED | WANG JIAHUA  
CHECKED | ZHU GUOWEN  
APPROVED | JING HAOJING  
DATE |  
PROJECT | FRONT END ASSEMBLY  
2009.12.24

ITEM DWG. NO. |  
DESCRIPTION |  
MATERIAL |  
REMARK |  
C105-20SC02-400



