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## **1. General**

### *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 -40°C (-40°F) to +70°C (+158°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 (ICC type)*

Containers shall comply with following in their latest editions (including any amendments):

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

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### *1.3.2 T.I.R. Certification*

All the containers will be certified and complied 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 complied 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 "Cargo Containers-Quarantine Aspects and Procedures" of Australian Biosecurity Import Conditions (BICON former AQIS).

### *1.3.5 U.I.C. Registration*

All the containers will be registered and complied with the "International Union of Railways."

### *1.3.6 Classification society*

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

- \* Note : RS: Russian Maritime Register of Shipping(Russia)
- BV : Bureau Veritas (France)
- ABS : American Bureau of Shipping (USA)
- LR : Lloyd's Register of Shipping (UK)
- RINA : Registo Italiano Navad(Italy)
- CCS : China Classification Society (P.R.C)

### *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, at top corner fittings vertically by means of top lift spreaders.  
Lifting, empty, at top corner fittings vertically by means of top lift spreaders or top lift sling.

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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.

## ***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.

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

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

*2.2 Internal Dimensions (nominal)*

Length 5,898 mm  
Width 2,352 mm  
Height 2,393 mm

*2.3 Door opening Dimensions (nominal)*

Width 2,340 mm  
Height 2,280 mm

*2.4 Internal cubic capacity (Nominal)*

33.2cu.m 1,172 cu.ft

*2.5 Forklift pockets*

Width 360 mm  
Height min. 115 mm  
Center to center 2,080 mm +20/- 80 mm

*2.6 Ratings*

Max. Gross Weight (R)	<b>32,500</b> kgs	<b>71,650</b> lbs
Tare Weight (design, (±2%)) (T)	<b>2,180</b> kgs	<b>4,810</b> lbs
Max. Payload (P)	<b>30,320</b> kgs	<b>66,840</b> lbs

**3. Materials**

*3.1 General*

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

*3.2 Part specification*

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<i>Parts</i>	<i>Materials by JIS</i>
1) All steel except screws, rivets, bolts/nuts, door hardwares and other shown on drawings and specification	Anti-corrosive steel. SPA-H or equivalent Y.P. : 35 kg/mm <sup>2</sup> T.S. : 49 kg/mm <sup>2</sup>
2) Rear corner posts (inner)	Rolled high tensile steel. Q345 Y.P. : 35 kg/mm <sup>2</sup> T.S. : 49 kg/mm <sup>2</sup>
3) Door hinges	S25C Y.P. : 27 kg/mm <sup>2</sup> T.S. : 45 kg/mm <sup>2</sup>
4) Door locking bars	Structural steel round pipe. STK400 Y.P. : 24 kg/mm <sup>2</sup> T.S. : 41 kg/mm <sup>2</sup>
5) Corner fittings	Casted weldable steel. SCW480 Y.P. : 28 kg/mm <sup>2</sup> T.S. : 49 kg/mm <sup>2</sup>
6) Locking gear cams and keepers	SS400 Y.P. : 25 kg/mm <sup>2</sup> T.S. : 41 kg/mm <sup>2</sup>
7) Door hinge pins Gasket retainers	Stainless steel.
8) Door gasket	EPDM
9) Floor board	Hardwood or bamboo/wood combination with PSF or OSB with PSF
10) Ventilator	ABS resin labyrinth type

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

#### ***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 CO<sub>2</sub> gas, but inner part of each bottom side rail will be fastened by staggered stitch welding. Map (drawing) of welded joints specifying typed of control: visual and measuring. Quality assessment of welded joints should be carried out in accordance with item 3.4.2, chapter XIV of Rules for the classification and construction of seagoing ships (Russian Register).

4.1.3 Interior welds - when needed - will be stitched with a minimum length of 15 mm.

4.1.4 Gaps between adjacent components to be welded will not exceed 3 mm or the 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 internal bend radii of pressed sections of steel will be not less than 1.5 time the thickness of the materials being pressed.

4.1.7 The wooden floor will be fixed to the base frames by zinc plated self-tapping screws.

##### *4.2 Protrusion*

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4.2.1 The plane formed by the lower faces of all transverse members shall be positioned by 12.5 mm +5/-1.5 mm above the plane formed by the lower faces of the bottom corner fittings, load transfer areas of the end and intermediate transverse members in base structures of containers meet the requirements of the ISO 668:2013, Annex B, figure B1 and B3.

4.2.2 The top corner fittings are to protrude 6 mm above the highest point of the roof except corner plate.

4.2.3 The outside faces of the corner fittings will protrude from the outside faces of the corner posts by minimum 3 mm.

4.2.4 The outer side faces of the corner fittings will protrude from the outside faces of the side walls by nominal 7 mm and from the outside faces of the front end wall by 7.4 mm.

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 6.0 mm 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 and manufactured at the works approved by classification society.

Corner fittings should have approval from RS, or should pass entrance control by RS and factory. (The amount of work strike KV – 21 joule at temperature: -40°C).

### *4.4 Base frame structure*

Base frame will be composed of two bottom side rails, eighteen cross members, and a forklift pockets.

#### *4.4.1 Bottom side rail*



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Each bottom side rail is built of a 155x52x30x28x4.5 mm 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 to be made of 4.5 mm thick flat steel is welded to bottom corner fitting.

#### *4.4.2 Cross member*

The cross members are made of pressed channel section steel with a dimension of 45x122x45x4.5 mm for the normal areas and 75x122x45x4.5 mm for the floor butt joints. The large one is reinforced by three 4.0 mm thick gussets.

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 4.0 mm 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. A 4.0 mm thick stiffener plate will be welded to each opening of fork pocket.

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 center rail, and self-tapping screws.

##### *4.5.1 Floor*

The wooden floor to be constructed with 28 mm thick hardwood plywood boards are laid longitudinally on the transverse members between the 4.0 mm thick flat bar floor center rail to the bottom side rails.

The floor boards are tightly secured to each transverse member by self-tapping screws, and all butt joint areas and peripheries of the floor boards are caulked with sealant.

1) Wood species: Hardwood or bamboo/wood combination  
with PSF or OSB with PSF.

2) Glue: Phenol-formaldehyde resin.

3) Treatment:

a) Preservative: Meganium or Equivalent.

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In accordance with Australian Biosecurity Import Conditions(BICON former AQIS).

b) 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 8.0 mm dia. shank x 16 mm dia. head x 45 mm length, and fastened by five screws per cross member but six screws at joint areas.

Screw heads are to be countersunk with about 2 mm 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 4.5 mm thick pressed open section steel is reinforced by four internal gussets at the back of each locking cam keeper location.

The upper face of the door sill has a 10 mm slope for better drainage.

There is cut out at each end of the door sill and reinforced by a 200x75x9.0 mm 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 6.0 mm thick pressed steel outer part and 40x113x12 mm thick 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 4.0 mm thick pressed "U" section steel lower part having four internal gussets at the back of each locking cam keeper location and a 3.0 mm thick pressed steel upper part, which are formed into box section by continuous welding.

#### *4.7 Door*

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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 two 3.0 mm thick pressed channel section steel horizontal frames for the top and bottom, one 100x50x3.2 mm thick rectangular hollow section vertical frames for the post side of door and one 100x50x4.0 mm thick rectangular hollow section vertical frames for the center side of door, 2.0 mm thick horizontally corrugated steel door panel, which are continuously welded within frames.

4.7.3 Two sets of galvanized " SL-F/5" or equivalent type bolt on model locking assemblies with forged steel handles are fitted to left door only using zinc plated steel bolts.

Two sets of galvanized " SL-F/5" or equivalent type bolt on model locking assemblies with forged steel handles are fitted to right door using twenty Huck bolts and four zinc plated steel bolts.

Locking bar retainers are fitted with nylon bushings at the top, bottom and intermediate bracket.

Locking gears should be assembled after painting of container.

The shims are to be provided between locking brackets and door panel.

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 center 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 reinforced hinges being provided with stainless steel pins, self-lubricating nylon bushings and the stainless steel washers, which are placed at the hinge lugs of the rear corner posts.

4.7.7 The door gasket to be made of an extruded J&C-type EPDM rubber is installed to the door peripheral frames with stainless steel gasket retainers which must be caulked with butyl sealant before installation of gasket, and fastened by stainless steel rivets at a pitch of 150 mm. The door gasket middle upper corner overlap to left door area with wider out lip.

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#### *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 2.0 mm thick die-stamped steel sheets having about 5.0 mm 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 chloroprene sealant or waterborne sealant.

##### *4.8.2 Protection plate*

Each corner of the roof in the vicinity of top corner fitting is reinforced by 4.0 mm thick rectangular steel plate to prevent the damage caused by the mishandling of lifting equipment.

#### *4.9 Top side rail*

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

#### *4.10 Side wall*

The trapezium section side wall is constructed with 2.0 mm thick fully vertically continuous-corrugated steel outer panels near the each post and **2.0** mm 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 or waterborne 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 4.0 mm thick pressed open section steel is reinforced by four internal gussets.

There is cut out at each end of the bottom end rail and reinforced by a 200x75 mm channel steel as a protection against handling equipment damages.



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#### *4.11.2 Front corner post*

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

The front floor support is made of POLYPROPYLENE (OPITION) .

#### *4.11.3 Top end rail*

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

#### *4.11.4 Front wall*

The trapezium section front wall is constructed with 2.0 mm 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 chloroprene sealant or waterborne sealant.

#### *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) 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) lashing rods are welded to each corner post at the position of 200 mm higher from the top surface of bottom corner fitting and 200 mm lower from the bottom surface of top corner fitting and middle of the 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*

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A shoring slot, having a size about 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 two labyrinth type small plastic ventilators.

Each ventilator is fixed to the right upper part of each side wall by three 5.0 mm dia. Aluminum rivets in accordance with TIR requirements after drying of top coating, and caulked with sealant around the entire periphery except underside 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 SA 2 1/2 to remove all rust, dirt, mill scale and all other foreign materials.

The shot blasted surface profile shall be have a maximum peak to valley height not exceeding 50 microns and average peak to valley height of about 25 microns.

2) All door hardwires 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 and lashing fittings will be electro-galvanized with approximately 13 microns thickness.

#### *5.2 Coating*

##### *5.2.1 Prior to assembly*

All steel surfaces will be coated with 10 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*

All weldments will be shot blasted to remove all welding fluxes, splatters, burnt primer coatings caused by welding heat, and other foreign materials.

Then all blasted weldments will be coated with zinc rich epoxy primer.

*5.2.3 The total dry film will be (microns):*

All surface of the assembled container will be have coating system as follows:

<i>Where</i>	<i>Paint name</i>	<i>DFT (u)</i>
Exterior surface	Solvent based Epoxy zinc rich primer	10
	Waterborne Epoxy zinc rich primer	20
	Waterborne Epoxy primer	40
	Waterborne Acrylic topcoat	40
	Color:RAL5017	
		Total: 110
Interior surface	Solvent based Epoxy zinc rich primer	10
	Waterborne Epoxy zinc rich primer	20
	Waterborne Epoxy topcoat	40
	Color:RAL7046	
Under structure	Solvent based Epoxy zinc rich primer	10
	Waterborne Epoxy zinc rich primer	20
	Waterborne undercoating	190(steel parts) 100(floorboard)
		Total: 220(steel parts)

**6. Marking**

*6.1 Arrangements*

The containers will be marked in accordance with ISO, TCT, UIC, 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 color fading.
- 2) Certification plate: Stainless steel plates to be chemically etched by acid.

*6.3 Specifications*

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- 1) Identification plates such as consolidated data plate consisting of CSC, TIR and TCT will be riveted on the door permanently by stainless steel 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 on top face of the bottom rear corner fitting.

## **7. Testing**

### **7.1 Prototype testing**

The prototype container 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 : <b>97,200kg/post.</b>	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 fitting) Internal load : 2R-T	Lifting vertically. Time duration : 5 minutes
C) Lifting (from bottom corner fittings) Internal load : 2R-T	Lifting 45 deg. to the horizontal. Time duration : 5 minutes
D) Lifting (for forklift pockets) Internal load : 1.6R-T	Lifting by horizontal bars. Bar length : 1,828 mm Bar width : 200 mm Time duration : 5 minutes
E) Restraint (longitudinal) Internal load : R-T Test load : 2R	Hydraulic cylinder load will be applied to the bottom side rails. Two times for pulling and pushing. Time duration : 5 minutes
F) Floor strength.	Use of a special truck.



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Test load : 7,260 kgs (16,000 lbs)	Total contact area : 284 cm <sup>2</sup> Wheel width : 180 mm Wheel center : 760 mm
G) Wall strength (front) Test load : 0.4(R-T)=0.4P	Compressed air bag will be used. Time duration : 5 minutes
H) Wall strength (side) Test load : 0.6(R-T)=0.6P	Compressed air bag will be used on one side only. Time duration : 5 minute
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 600x300 mm longitudinal and transverse.
K) Racking (transverse) Test load : 15,240 kgs 150KN	Hydraulic cylinder load will be applied to the header rail through top corner fittings. Two times for pulling and pushing. Time duration : 5 minutes
L) Racking (longitudinal) Test load : 7,620 kgs 75KN	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
M) Lashing Ring Test load : 1,500x1.5=2,250 kgs Lashing Bar Test load: 1,000x1.5=1,500 kgs	Test methods - pull load in any direction
N) Operation of door	After completion of test, the operation of doors, locks, hinges, etc. will be checked.

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O) Dimensions and weight

After completion of test, the dimensions and weight will be checked.

P) Weatherproofness

Inside dia. of nozzle : 12.5mm

Distance : 1.5 m

Speed : 100 mm/sec

Pressure : 1 kg/cm<sup>2</sup>

\* 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 (1) year 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 (5) years from the date of acceptance of the container by the buyer.

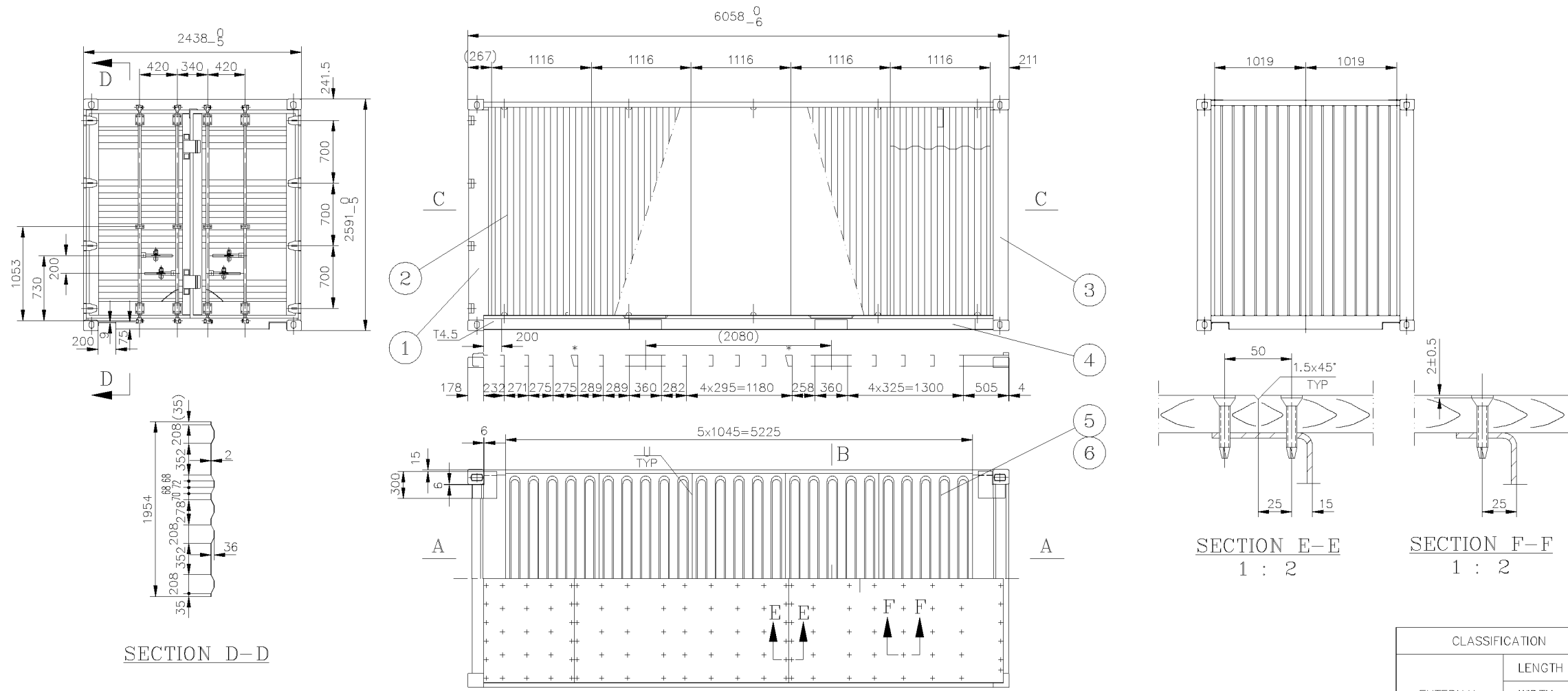
8.2.2 Corrosion is defined as rusting which exceeds RE3 (European Scale of degree of Rusting) on at least ten (10) percent of the total container surface, excluding that resulting from impact or abrasion damage, contact with solvents or corrosive chemicals and abnormal use.

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As the result of the inspection, if it is mutually agreed and accepted that the corrosion has been caused by the defective paint quality and/or poor workmanship, and/or paint manufacturer shall correct the defect on their accounts.

### *8.3 Decals*

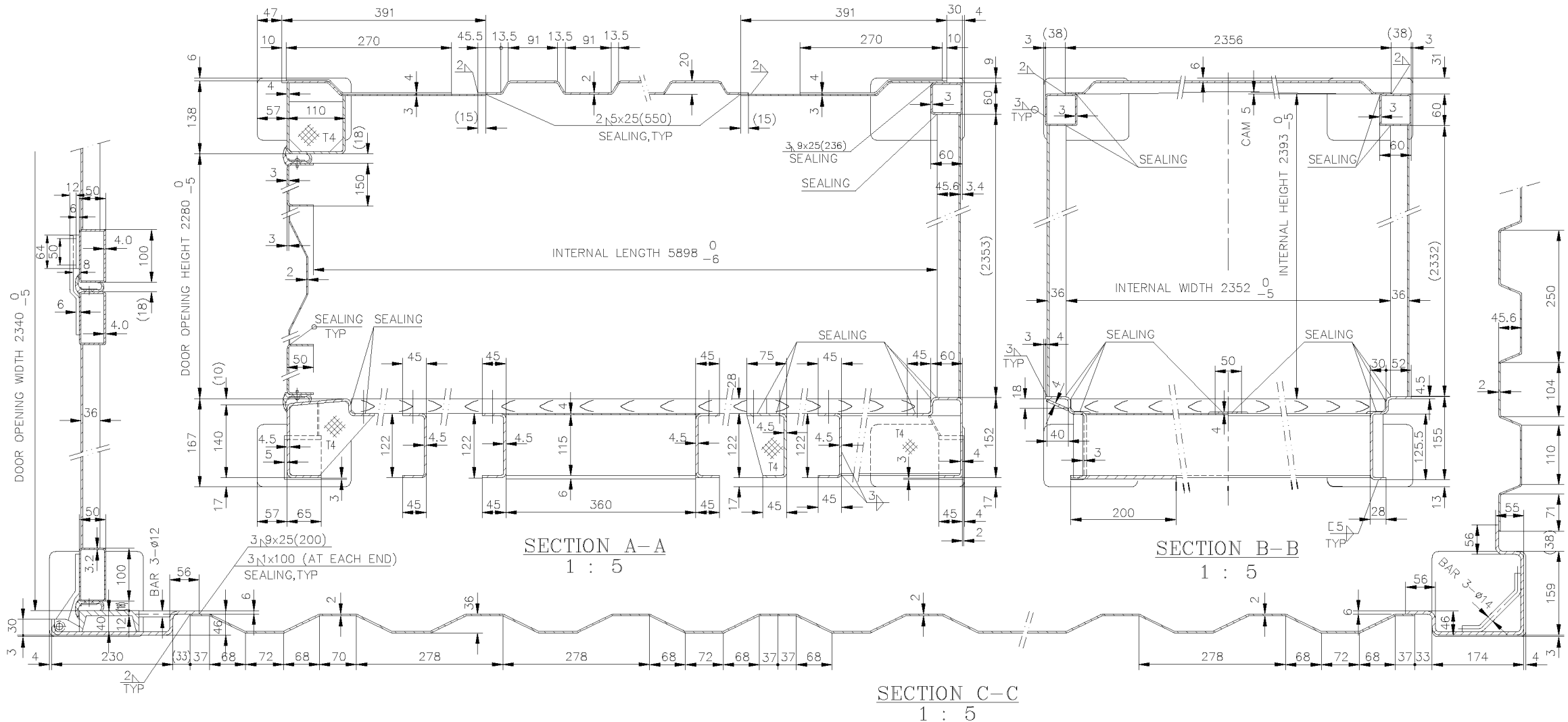
Decals applied on the container shall be guaranteed for a period of seven (7) years without peeling off, tenting or color fading if decals are supplied by



SECTION D-D

SECTION E-E  
1 : 2

SECTION F-F  
1 : 2



SECTION A-A  
1 : 5

SECTION B-B  
1 : 5

SECTION C-C  
1 : 5

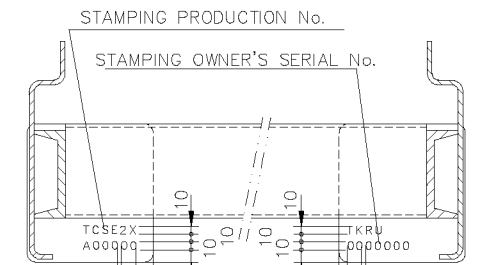
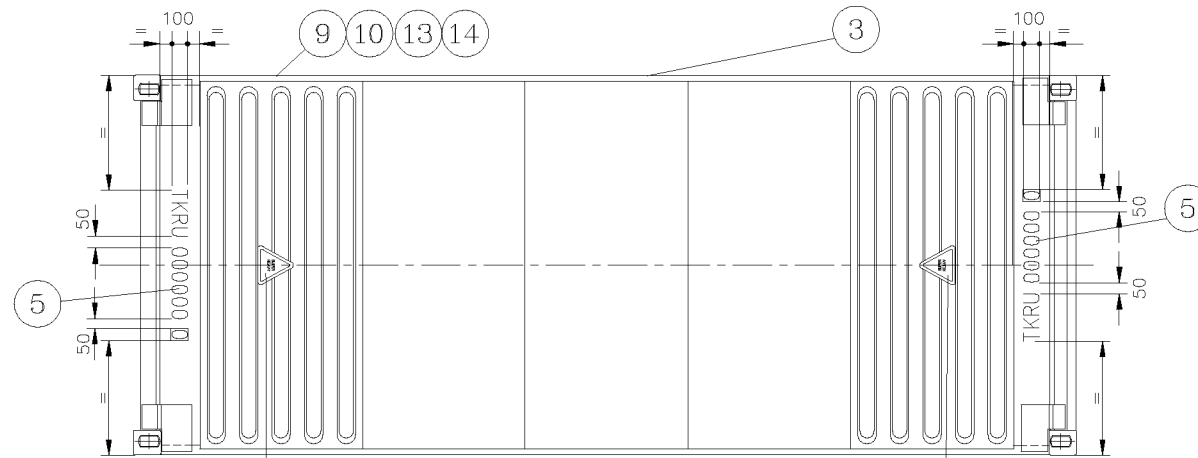
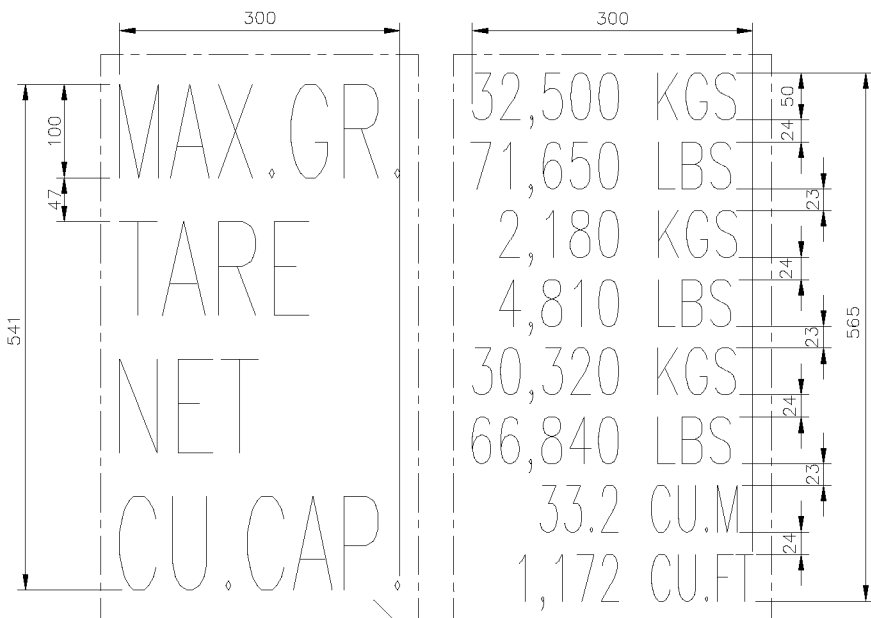
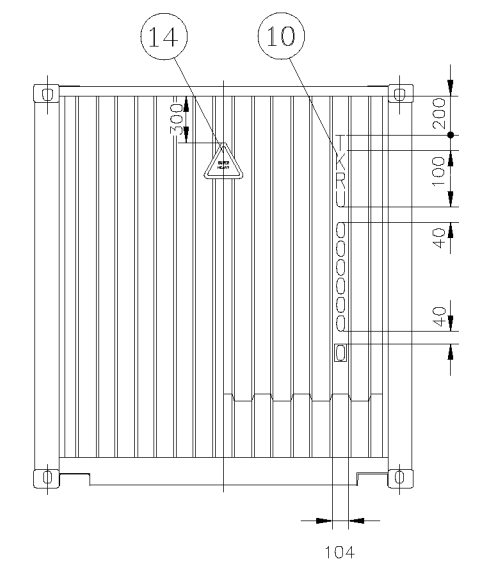
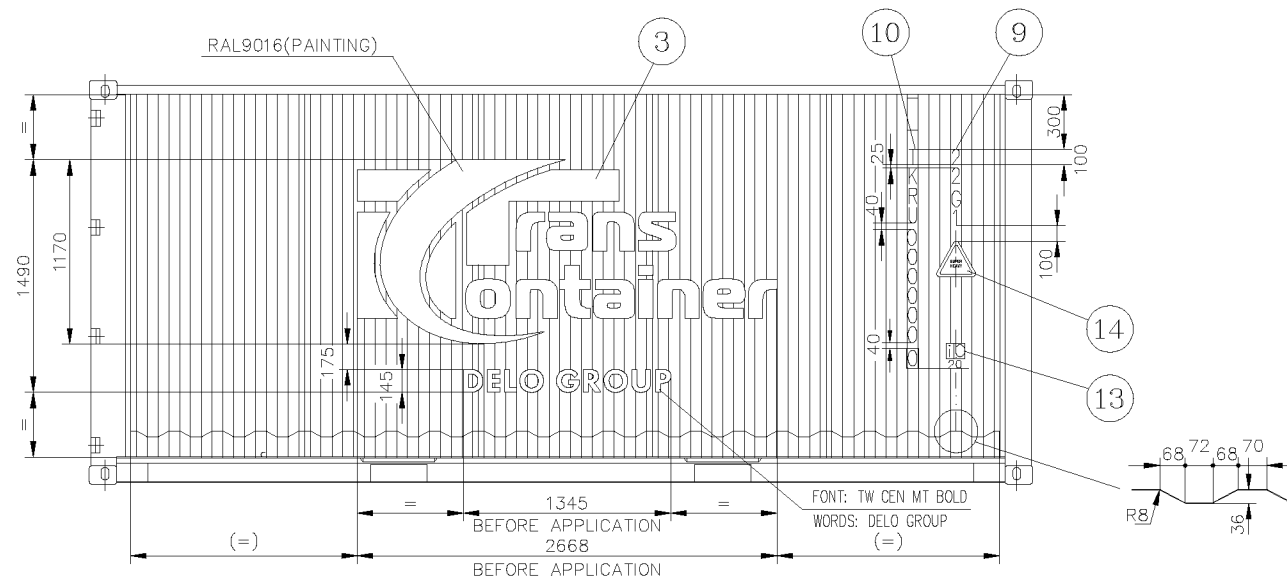
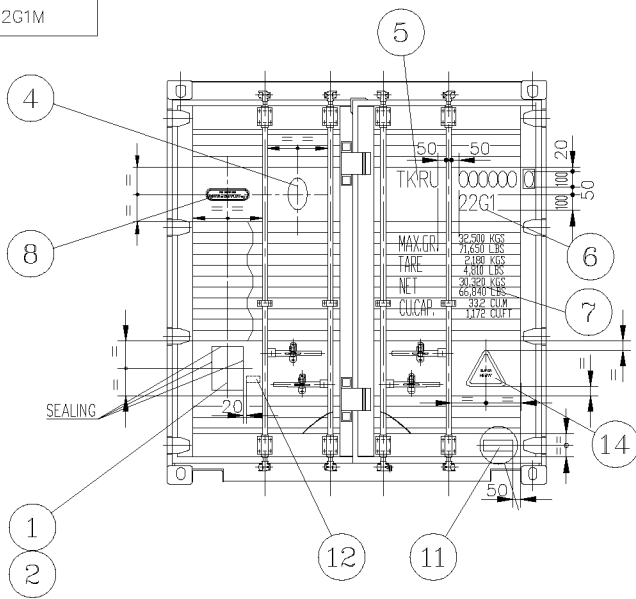
CLASSIFICATION		DIMENSION	
EXTERNAL	LENGTH	6058 <sup>0</sup> <sub>-6</sub>	19' - 10 1/2" <sup>0</sup> <sub>-15/64"</sub>
	WIDTH	2438 <sup>0</sup> <sub>-5</sub>	8' <sup>0</sup> <sub>-3/16"</sub>
	HEIGHT	2591 <sup>0</sup> <sub>-5</sub>	8' - 6" <sup>0</sup> <sub>-3/16"</sub>
INTERNAL	LENGTH	5898 <sup>0</sup> <sub>-6</sub>	19' - 4 13/64" <sup>0</sup> <sub>-15/64"</sub>
	WIDTH	2352 <sup>0</sup> <sub>-5</sub>	7' - 8 19/32" <sup>0</sup> <sub>-3/16"</sub>
	HEIGHT	2393 <sup>0</sup> <sub>-5</sub>	7' - 10 7/32" <sup>0</sup> <sub>-3/16"</sub>
DOOR OPENING	WIDTH	2340 <sup>0</sup> <sub>-5</sub>	7' - 8 1/8" <sup>0</sup> <sub>-3/16"</sub>
	HEIGHT	2280 <sup>0</sup> <sub>-5</sub>	7' - 5 49/64" <sup>0</sup> <sub>-3/16"</sub>
INTERNAL CUBIC CAPACITY		33.2 M <sup>3</sup>	1172 FT <sup>3</sup>

MAX GROSS WEIGHT	32500 KGS	71650 LBS
TARE WEIGHT	2180 KGS	4810 LBS
MAX PAY LOAD	30320 KGS	66840 LBS
STACKING TEST LOAD	97200 KGS	214290 LBS
FLOOR STRENGTH	7260 KGS	16000 LBS

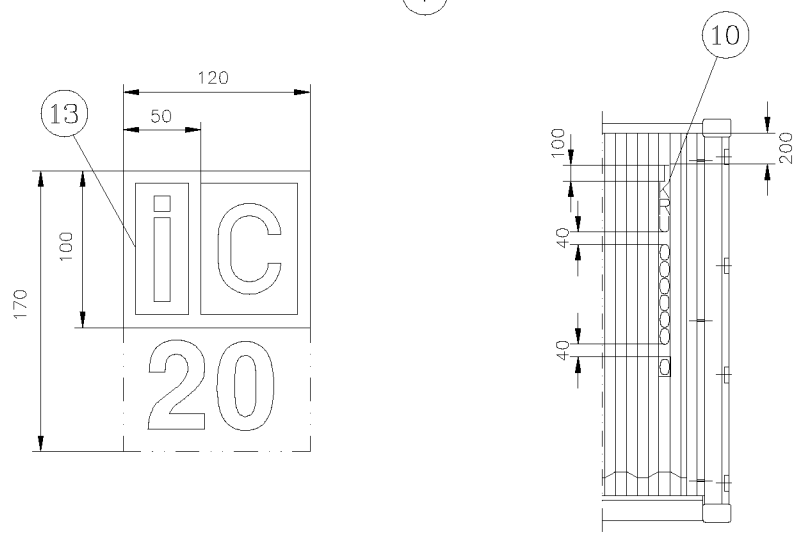
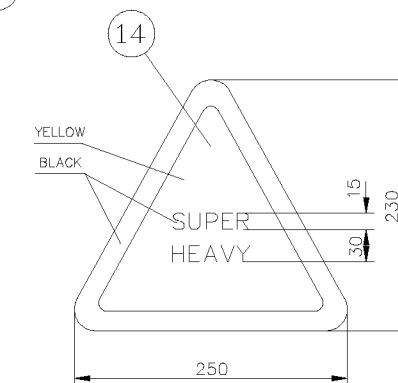
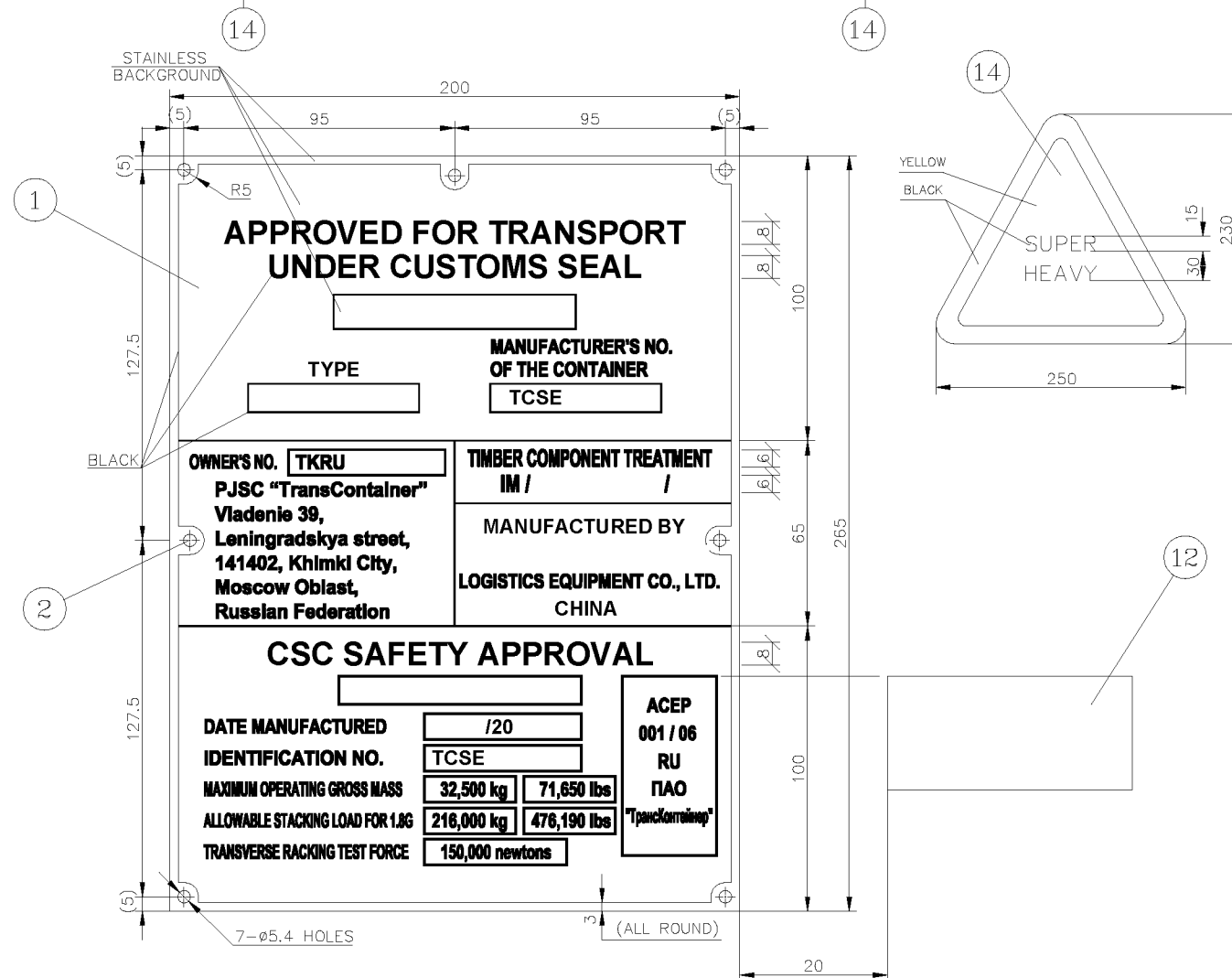
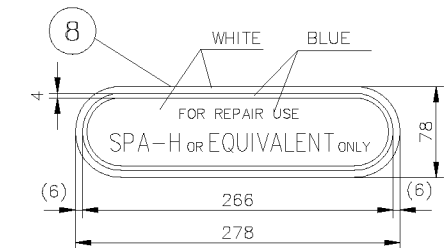
ITEM	DESCRIPTION	DWG NO.	REMARK	QTY.
6	MARKING ARRANGEMENT	600A22G1M	22A-00	1
5	ROOF ASSEMBLY	600A22G1R	22A-00	1
4	BASE ASSEMBLY	600A22G1B	22A-00	1
3	FRONT END ASSEMBLY	600A22G1F	22A-00	1
2	SIDE WALL ASSEMBLY	600A22G1S	22A-00	2
1	REAR END ASSEMBLY	600A22G1E	22A-00	1

TITLE: 20'x8'x8'6" GENERAL ARRANGEMENT

CUSTOMER:	SCALE: 1 : 30
DESIGNED BY: Guo JF	Feb.10,2022
CHECKED BY: Hu JM	Feb.10,2022
APPROVED BY: Zhu JB	Feb.10,2022
WEIGHT: KG.	QTY.: 1
DWG No.: 600A22G1G	
SHEET: OF	SHEETS
ISSUE:	22A-00



REAR END BOTTOM CORNER FITTING



INSIDE RIGHT SIDE WALL

ITEM	DESCRIPTION	DWG NO.	REMARK	QTY.
14	SUPER HEAVY DECAL		BLACK ON YELLOW	6
13	UIC MARK		WHITE KISSCUT	2
12	CSC REINSPECT DATE MARK			1
11	DECAL			1
10	OWNER'S CODE AND SERIAL NUMBERS (SIDE,FRONT,INSIDE)		WHITE KISSCUT	4
9	SIZE AND TYPE CODE (SIDE)		WHITE KISSCUT	2
8	"CORTEN STEEL" EMBLEM		BLUE ON WHITE	1
7	WEIGHT DECAL		WHITE KISSCUT	1
6	SIZE AND TYPE CODE (DOOR)		WHITE KISSCUT	1
5	OWNER'S CODE AND SERIAL NUMBERS (DOOR, ROOF)		WHITE KISSCUT	3
4	CLASSIFICATION DECAL			1
3	OWNER'S SIDE LOGO		PAINTING,RAL9016	2
2	RIVET		ø4.8x7 SUS304	7
1	CONSOLIDATED PLATE(T=0.8mm)		SUS304	1

TITLE: MARKING ARRANGEMENT

CUSTOMER:	SCALE: 1 : 25
DESIGNED BY: Guo JF	Feb.10,2022
CHECKED BY: Hu JM	Feb.10,2022
APPROVED BY: Zhu JB	Feb.10,2022
SHEET: OF SHEETS	ISSUE: 22A-00

WEIGHT:	KG.	QTY.: 1
DWG No.: 600A22G1M		