Technical Specification

For

53'x 8'6 3/8"x 9'6-1/2"

Steel Domestic Container

(YRC)

Specification No.	**:**	**AD53-067SS**
Drawing No.	**:**	**AD53-067G**
Date of Issue	**:**	**May.08, 2019**
Issue No.	**:**	**19A-00**
Date of Revision	**:**	**Dec.01, 2020**

Guangdong Xinhui CIMC Special Transportation Equipment Co., Ltd.

Scope

This specification covers design, construction, materials, testing, inspection and prototype container. The container is built by Guangdong Xinhui CIMC Special Transportation Equipment Co., Ltd.（XCSE）.

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1. General

1.1 Operational Environment

The container will be designed and constructed for the domestic transportation of general cargo on road and rail, and will be demountable from railway cars and highway chassis, and will be interchangeable between the rail and highway modes of transport.

All materials used in the construction will be able to withstand extreme temperature ranging from -40°C(-40°F) to 70°C(158°F) without effect on container's strength and watertightness.

1.2 Standards and Regulation

The containers shall be built in accordance with the latest editions of AAR M-930-14.

1.3 Handling

The 40’ position top handling fittings to be wide top apertures at 2448mm (96-3/8”) centers for top lifting and stacking. The 40’ position lower handling fitting to be low profile with apertures at 2261mm (89”) and 2448mm (96-3/8”) centers. The container will be constructed to be capable of being handled without any permanent deformation which will render it unsuitable for use or any other abnormality during the following conditions:

1) Lifting, full or empty, at 40' position top corner fittings vertically by means of spreaders fitted with hooks, shackles or twistlocks.
2) Lifting, full or empty, at the lifting pads using a straddle type forklift.

1.4 Transportation

The container shall be provided for securement at the lower fitting locations to industry standard roadway chassis, flatbeds, COFC railcars, TOFC railcars, and double-stack railcars equipped with deck-mounted, low-profile, AAR-approved twist lock or pin locks. Handling fittings shall be capable of utilizing manual, semiautomatic, and fully automatic interbox connectors when stacked in double-stack railcars as well as low-profile-type (3.375-in. maximum height cone) COFC pedestal and twist-lock devices.

2. Dimension and ratings

2.1 External Dimensions

Length	16,154	(+0,-10) mm	53' - 0"	(+ 0", -3/8")
Width	2,600	(+0,-5) mm	8' – 6 3/8"	(+ 0", -3/16")
Height	2,908	(+0,-5) mm	9' – 6 1/2"	(+ 0", -3/16")

No part of the container will project beyond the external dimensions mentioned above.

Maximum allowable differences between two diagonals on any one of the following surfaces are as follows:

Roof, bottom and side diagonals	19 mm	3/4"
Front and rear diagonals	10 mm	3/8"

2.2 Internal Dimensions (nominal)

Length	16,006mm	52' - 6 3/16"
Width (Between panels)	2,526mm	8' - 3 7/16"
Height	2,781mm	109 1/2"

2.3 Door opening dimensions (nominal)

Width	2,489 mm	8' - 2 "
Height	2,781 mm	109 1/2"

2.4 Gooseneck channel (nominal)

Length	.....	3251 mm	128"
Width	.....	1,029 mm	40 1/2"
Height	.....	79 mm	3 1/8"

2.5 Internal capacity (nominal)

112.4 cu.m.	3,970 cu.ft

2.6 Ratings

Max. gross weight	30,480 kg	67,200 lbs
Max. payload	25,480 kg	56,180 lbs
Tare weight (Tolerance ±2%)	5,000 kg	11,020 lbs

3. Construction

3.1. General

3.1.1. Base

"I" beam crossmember, Exposed type gooseneck tunnel, Laminated oak wood floor.

3.1.2. Door

Corrugated door with "J-C" type door seal.

3.1.3. Roof

Corrugated steel roof panel.

3.1.4. Side

Corrugated steel side wall.

3.2. Base frame

3.2.1. Bottom side rail (main)

Material	:	JIS SPA-H
Geometry	:	305mm high double "Z" shaped section.
Gauge	:	4.0mm
Features	:	Stiffeners are to be welded at each end of the bottom side rail.

3.2.2. Bottom side rail (end)

Material	:	Extra high strength steel (700Mpa)
Geometry	:	305mm high double "Z" shaped section.
Gauge	:	3.0mm
Features	:	Stiffeners are to be welded at each end of the bottom side rail.

3.2.3. Crossmembers

Material	:	Extra high strength steel (700Mpa) – "I" beam Bottom flange Extra high strength steel (550Mpa)- Hat section JIS SPA-H – "I" beam Top flange and Web
Geometry	:	Welded "I" beam for main and hat section for rear end.
Gauge	:	Main - 57mm high with 60mm top flange and 50mm bottom flange with 3.0mm thick web and 4.0mm thick flange. Rear end – 4.0mm thick hat section pressing.
Location	:	As per drawing.
Assembly	:	Fully welded to bottom side rail.

3.2.4. Gooseneck tunnel

Material : Extra high strength steel (700Mpa)
Geometry : Exposed type to be constructed from 4.0mm side rails and 6.0mm top plate.
Assembly : Continuous welding.

3.2.5. Tunnel bolster

Material : JIS SPA-H - upper, SM490A - lower
Geometry : Box shaped hollow member constructed from 6.0mm upper pressed and 8.0mm lower plate.
Assembly : Continuous welding.

3.2.6. Tunnel outrigger

Material : Extra high strength steel (700Mpa) – "I" beam Bottom flange
JIS SPA-H – "I" beam Top flange and Web
Geometry : Welded "I" beam.
Gauge : 54mm high with 60mm top flange and 50mm bottom flange with 3.0mm thick web and 4.0mm thick flange.
Location : As per drawing.
Assembly : Fully welded to bottom side rail.

3.2.7. Lifting Pad

Material : JIS SPA-H
Geometry : Pressed channel section.
Gauge : 4.0mm
Location : Per A.A.R. regulation.

3.3. Front frame

3.3.1. Corner post

Material : JIS SPA-H
Geometry : "L" shaped single open pressing
Gauge : 3.0 mm
Features : Bottom aperture hole to be provided into corner post to a 89" center distance for both chassis twist lock and slide pin securement.

3.3.2. Top rail

Material	:	JIS SPA-H
Geometry	:	Rectangle tube lower and plate upper.
Gauge	:	Upper - 3.2mm, Lower - 100x50x3.0mm rectangle tube
Assembly	:	Upper is fully welded to lower at exterior and stitch welded and sealed at the interior.

3.3.3. Bottom rail

Material	:	JIS SPA-H - Bottom rail, floor support angle & gusset. JIS SS400 –Triangular corner gusset.
Geometry	:	Square tube bottom rail with floor support angle, gooseneck gusset and corner gusset.
Gauge	:	Bottom rail - 100x50x3.0mm rectangle tube Floor support angle - 4.0mm Corner gusset – 8.0mm
Assembly	:	Floor support angle to be welded at the bottom rail. Triangular corner gusset fully welded on both sides to bottom rail and corner post.

3.3.4. End panel

Material	:	JIS SPA-H
Geometry	:	Trapezium section horizontally corrugated with 45.6mm depth
Gauge	:	2.0 mm
Assembly	:	Panels are butt welded together and fully welded to front rails and corner posts. Stitch welded and sealed internally to front top & bottom rail and sealed to interior of the corner post. One manifest receptacle to be installed at front panel.

3.4. Rear frame

3.4.1. Corner post

Material	:	JIS SPA-H
Geometry	:	Rectangular box section composed of outer and inner.
Gauge	:	Outer – 4.5 mm thick pressing. Inner – 3.2 mm thick pressed channel section.
Assembly	:	Continuous welding.
Features	:	Three (3) 13 mm diameter lashing bars, per post welded to the rear corner post.

3.4.2. Door header

Material	:	JIS SPA-H
Geometry	:	Rectangular box section consisting of upper and "U" shaped pressing lower.
Gauge	:	Upper - 3.2mm, Lower - 4.5mm, Reinforcement - 4.0mm
Assembly	:	Continuous welding.
Features	:	Four (4) gussets of 4.0mm steel are welded behind the cam keeper.

3.4.3. Door sill

Material	:	Extra high strength steel (700Mpa) - Upper & lower JIS SPA-H - Gussets
Geometry	:	Rectangular box section fabricated from upper pressing and lower plate.
Gauge	:	6.0 mm
Features	:	Four gussets of 4.0mm thick steel are welded behind the cam keepers.

3.4.4. Door frame reinforcement

Material	:	JIS SS400
Geometry	:	"L" shape
Features	:	Two reinforcements are welded to the top corner, connected to the rear corner post and door header / sill.

3.5. Intermediate frame

3.5.1. Intermediate corner post

Material	:	Extra high strength steel (700Mpa)
Geometry	:	Box section composed of outer pressing and inner plate.
Gauge	:	Outer - 4.0 mm, Inner – 4.0mm.
Assembly	:	Continuous welding.

3.5.2. Intermediate top rail

Material	:	JIS SPA-H – Upper & reinforcement Extra high strength steel (700Mpa) –Lower
Geometry	:	Integral section fabricated from upper and lower with reinforcement at each top corner.
Gauge	:	Upper – 3.2mm, Lower – 4.0mm, Reinforcement - 3.2mm
Assembly	:	Continuous welding.

3.5.3. Intermediate bottom rail

Material	:	Extra high strength steel (700Mpa) - Upper & lower JIS SPA-H – Reinforcement
Geometry	:	Closed box section with lower and upper with reinforcement at each corner.
Gauge	:	4.0 mm – upper and reinforcement, 4.5mm – lower.
Features	:	Internal doubler plates applied to lower face adjacent to lower corner fittings.
Assembly	:	Continuous welding.

3.6. Side

3.6.1. Top side rail

Material	:	JIS SPA-H
Geometry	:	Square tube.
Size	:	60x60x2.3mm

3.6.2. Panel

Material	:	Weather resistant Extra high strength steel & JIS SPA-H
Geometry	:	30 mm depth trapezium section corrugated and 213 pitch.
Gauge	:	Front end: 1.5mm; Rear end: 1.5mm; 40' Position (outer): 1.5mm; 40' Position (inner): 1.2mm.
Assembly	:	Panels are butt welded together and fully welded to exterior of container frame, stitch welded and sealed to interior of corner posts, sealed to interior of top side rail.

3.6.3. Ventilator

Material	:	Plastic (ABS)
Geometry	:	Small labyrinth type. (8 pcs/box)
Assembly	:	Fastened by 5.0mm diameter huck bolt.
Features	:	To be sealed with sealant around the perimeter of ventilator except bottom line.

3.6.4. Ancra-Track

Material	:	6351 T6 Aluminum
Ancra part #	:	50419-11-91.00
Assembly	:	Ancra tracks are fastened to the side panel by rivets.

3.7. Roof

3.7.1. Panel

Material	:	Weather resistant Extra high strength steel
Geometry	:	20mm depth corrugated U shape panel.
Gauge	:	1.2 mm
Assembly	:	Continuous welding.
Features	:	Roof panel will be cylindrically cambered with approx. 5mm at center to ensure complete water drainage.

3.8. Door and hardware

3.8.1. Door

Material	:	Weather resistant Extra high strength steel & JIS SPA-H
Geometry	:	36mm depth corrugated pressing with peripheral frame of square tube for vertical and pressed channel for horizontal.
Gauge	:	Panel-1.2mm, horizontal member - 3.0mm Vertical member - rectangular tube 40x100x3.2mm
Features	:	Each door to be capable to open through 270 degrees. Two locking T.I.R. plates to be welded onto the left and right hand door center vertical tube respectively.
Assembly	:	Continuously welding for periphery.

3.8.2. Hinge lug and blade

Material	:	Lug - JIS SS400, Blade – S25C
Geometry	:	Hinge lugs are pressed plate. Hinge blades are forged type.
Features	:	Bushed with nylon. Each hinge sits on a 1.6mm stainless steel washer.
Assembly	:	Hinge blades are fully welded to the door frame and hinge lugs are fully welded to the rear post outer.
Treatment	:	Hinge lugs and blades are zinc-plated.

3.8.3. Hinge pin

Material	:	JIS SUS304
Geometry	:	12mm diameter

3.8.4. Locking ass'y

Geometry	:	Two pronged type cam at each ends.

Size	:	34mm outer diameter.
Location		Two locking bars per door.
Features		Handles are in same level and same direction type.
Treatment	:	Hot dip galvanized.
Type	:	Shanghai Haihang or SaeJin or Suraloc type with forged handle.

3.8.5. Door Holder and Receptacle

A door holder per door, made of hot dip galvanized chains, is tied to the center side locking rod & the receptacle (door hook) is welded to each bottom side rail to remain the door at the open position.

3.8.6. Door seal

Material	:	E.P.D.M.
Geometry	:	"J" section except for horizontal bottom "C" shaped lip.
Features		Continuous gaskets with vulcanized corner joints.
Assembly	:	Retained by stainless steel retainer fastened to door frame by 4.8mm stainless steel rivets.

3.9. Flooring

3.9.1. Floor

Material	:	Laminated oak.
Thickness	:	1 1/4"
Density	:	750kg/m^3
Assembly	:	The floor boards are fixed to the crossmembers by zinc-plated tapping screws that are 8mm diameter.

3.9.2. Floor securing devices

Material	:	Electro zinc plated
Gauge	:	8mm diameter with 16mm diameter head countersunk 1.5mm to 2.5mm below to floor surface.
Treatment	:	Electro zinc plated.
Features	:	Screws are staggered upon installation. Every floor board is fastened by 3 screws to each crossmember, 2 on one side of the web, with 1 in the middle being on the opposite side of the web.

3.10. Corner fitting

Material	:	SCW 480

Geometry : The dimensions and locations will be in compliance with ANSI/AAR standards

3.11.Lashing

Material : JIS SS400,

Geometry : 12mm diameter

Location : Lashing rings are welded to each bottom and top side rail at corresponding recessed area of side wall.
Lashing ring Qty./ Each bottom or top side rail: 14, Total: 56
Lashing rods are welded on each rear & front corner post slot.
Lashing rods Qty. / Each end corner post: 3, Total: 12

Features : Working capacity for lashing rods to be 1500 kg each and for lashing rings to be 1000 kg each.

Treatment : Zinc-plated.

3.12.Placard

Material : Aluminum,

Location : Subject to AAR M-930-14. Detail location refer to marking drawing.

Assembly : Be affixed on all four sides with 4.8mm diameter rivets.

3.13.Properties of steel material

The properties of steel material used in construction are as follows.

Material	Y.P (kg/sq.mm)	T.S. (kg/sq.mm)	E. (%)
JIS SPA-H	> 35	> 49	> 22
JIS SM490A	> 33	> 50	> 22
JIS SCW480	> 28	> 49	> 20
JIS SS400	> 25	> 41	> 21
JIS SUS304	> 21	> 53	> 40
JIS SF440A	> 23	> 45	> 19
Extra high strength steel (700 MPa)	>71	>76	> 12
Weather resistant Extra high strength steel	>71	>81	> 5
Extra high strength steel (550 MPa)	>56	>61	> 14

* Y.P. : Yield point ; T.S. : Tensile Strength; E.: Elongation

4. Preservation

4.1 Surface Preparation of the Steelwork

1) All the steel surfaces prior to forming or after will be degreased and shot blasted to Swedish Standard SA 2.5 to obtain the surface profile of 25 to 35 microns which results in the removal of all rust, dirt, mill scale and all other foreign materials.

2) Locking rod assemblies, which are welded with gear cams, bars holder and handle hinges, are hot dipped galvanized.

3) All fasteners such as bolts/nuts, washers, self-tapping screws, which are not mentioned in this Spec. will be electro zinc plated.

4) Sealant

Perimeter of the floor, all the overlapped joints of inside, all the holes for bolts and nuts and all the places where may leak water will be sealed to give prevention against water entry.

4.2 Coating

4.2.1 Prior to Assembly

All steel surfaces will be coated with primer paint immediately after shot-blasting.

4.2.2 After Assembly

All weld joints will be shot-blasted to remove welding flux, spatters, burnt primer coatings caused by welding heat, and other foreign materials; this process is then followed with secondary paint operation immediately.

4.2.3 The assembled container will have coating system as follows:

Waterborne paint system:

Process	Paint Name	DFT (μ)
Exterior Surface	Epoxy zinc rich primer	10
	Waterborne epoxy zinc rich primer	20
	Waterborne epoxy primer	50

	Waterborne polyurethane topcoat Color : Pantone 288C Blue	40
	Total : 120	
Interior Surface	Epoxy zinc rich primer	10
	Waterborne epoxy zinc rich primer	20
	Waterborne FDA grade epoxy topcoat Color: RAL 7035	50
	Total: 80	
Under Structure	Epoxy zinc rich primer	10
	Waterborne epoxy zinc rich primer	20
	Waterborne asphalt	150
	Total: 180	

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

* The DFT decision rules in practice is 90-10:

For each area, and coat, less than 10% of the readings may be below the DFT specified. No readings may be below 90% of the DFT specified. Areas where the total DFT is more than twice the DFT specified are not acceptable and must be redone completely.

The paint supplier is Dowill or Valspar or PPG.

5. Markings

5.1 Lettering

The markings will be designed and arranged according to AAR and owner's requirements. The markings consist of the following contents:

1) Owner's emblem / logos ..... according to owner's design.
2) Owner's code and serial number (outside & inside)
3) Other marking: According to owner's requirements.
4) Material of marking: Logo-5018-3M cast vinyl film,
   Others- 3M cast vinyl film (Not including reflective tape)
5) Supplier of markings: "New Century", "Ocean Shine", "New sunshine", Graphictech" etc.
6) Reflective tape: "3M" or "ALFETY" products with "DOT-C2" grade.

5.2 Certification Plate

The containers will bear marking plate in accordance with the requirements of the AAR M-930-14. The plate will be 76 x 102 mm, and permanently riveted to the lower right hand corner of the blind end of the container by rivets and sealant.

Plate material	:	Stainless steel
Plate treatment	:	Chemically etched & enameled
Rivets material	:	Stainless steel
Plate thickness	:	0.8 mm

The plate will be bear the following words:

"Meets AAR M-930-14" and "CG is __ inches"

6. Testing and Inspection

6.1 Proto-type Container

Proto-type container to be manufactured in accordance with this specification and shall be tested according to procedures described in the AAR M-930-14 requirements. The containers will be fabricated & tested in advance of the mass production. Certification Society report is available upon request.

6.2 The proposed criteria table for general prototype testing:

Container must be able to pass satisfactorily the tests described in this section. Upon completion of testing, the container must remain serviceable and have no test-induced visible or measurable permanent deformation in any portion of the structure.

Test No.	Test Load	Method
a. Yard Stacking	Internal Load: R-T Testing load: 0.75 R/post (3 high stacking in yard)	Hydraulic cylinder load to intermediate corner post through top handling fittings, support at intermediate handling fittings Time duration: 5 mins.
b. Train Stacking	Internal Load: R-T Testing load: 0.5 R/post (Double stacking at train)	Hydraulic cylinder load to intermediate corner post through top handling fittings, support at intermediate handling fittings Time duration: 5 mins.
c. Lifting from the Top	Internal Load: 2R-T	Test load to be uniformly distributed on the floor.

		Lifting vertically from four top handling fittings. Time duration: 5 mins.
d. Restraint (Longitudinal)	Internal Load: R-T Testing load: 2R (R/side)	Hydraulic cylinder load applied to the bottom side rails through the bottom aperture of the bottom handling fittings. Compression at 40' and 53' position, Tension at 40' position. Time duration: 5 mins .
e. Restraint (Transverse)	Internal Load: R-T Testing load: 0.3R	Hydraulic cylinder load applied to the sill bottom side rails through the bottom sill aperture of the bottom handling fittings in compression & then tension at 40' position. Time duration: 5 mins .
f. Front End Wall Strength	Test Load: 0.4 P	Compressed air bag is used. Time duration: 5 mins.
g. Rear End Wall Strength	Test Load: 0.4 P	Compressed air bag is used. Time duration: 5 mins.
h. Rear End Wall Strength	Test Load: 0.7 P	Compressed air bag is used. Time duration: 5 mins.
i. Side Wall Strength	Test Load: 0.3 P	Compressed air bag is used. Time duration: 5 mins.
j. Roof Strength	Test Load: 170 kg (375 lbs)	Applied area will be the weakest place of 610 x 305 mm longitudinal & transverse. Time duration: 5 mins .
k. Ultimate Strength Floor Test		19,780kg(43600 lbs) uniformly distributed over mid area of 3m(long)x1.2m(wide). The balance load of 2(R-T-9890)kg to be distributed over remain floor area. Time duration: 5 mins
l. Floor Deflection Test	Internal Load: R - T	The rating uniformly distributed over the floor, its base structure will not below the bottom of the lower handling fittings. Time duration : 5 mins
m. Lift Truck Test of Container on	Floor rating: 10,890 kg (24,000 lbs)	The floor system structure will be physically tested in accordance with

	Chassis		TTMA Recommended Practice RP-37, latest revision. Appendix A, Specification M-931.
n	Racking (Longitudinal)	Test Force: 15,240 kg (33,600 lbs)	Hydraulic cylinder load will applied to side top rail through the top handling fittings. Time duration : 5 mins .
o	Lifting the from Bottom	Internal load 1.7R-T	The container supported equally on 4 shoes, each having a bearing area of 4"X18". Time duration : 5 mins .
p	Racking Fatigue (Transverse)	Test Force: vertically applied force 0.35R per post , Transverse force 0.15R per side)	Hydraulic cylinder load will applied to the intermediate fram through the top handling fittings. Time duration : 2500 cycles .
q	Fatigue Testing of Lifting from the top	Internal load R-T Test Force: vertically applied force 3,970kg per post	Lifting vertically from four top handling fittings, but pressure must be applied to top handing fitting before lifting. Time duration : 3000 cycles
r	Weather proofness	Nozzle: 12.5 mm (inside dia.) Pressure: 100 kpa (1 kg/sq.cm)	Distance: 1.5 m Speed: 100 mm/Sec.

* Note: R - Maximum gross weight
T - Tare weight P - Maximum payload

6.3 Inspection

6.3.1 Materials and Component Parts Inspection

All the materials and components will be inspected by Quality Control Dept. to assure that the most suitable and proper components are used for the containers to meet this specification.

6.3.2 Production Line Inspection

All containers will be manufactured under effective Quality Control procedures, and every production line of the factory will be inspected and controlled by the Quality Control Dept. to meet this specification.

7. REVISION LIST

Dec.01, 2020 revised:

1. Change the coating system to the waterborne paint system.
2. Change the A-Tracks to Ancra tracks.

DWG No.:AD53-067G

ITEM	DESCRIPTION	DWG No.	MATERIAL	QTY.
1	REAR END ASSEMBLY	AD53-067E		1
2	SIDE WALL ASSEMBLY	AD53-067S		2
3	FRONT END ASSEMBLY	AD53-067F		1
4	BASE ASSEMBLY	AD53-067B		1
5	ROOF ASSEMBLY	AD53-067R		1

CLASSIFICATION		DIMENSION	
EXTERNAL	LENGTH	16154 $^{0}_{-10}$	53' $^{0}_{-3/8"}$
	WIDTH	2600 $^{0}_{-5}$	8'6 3/8" $^{0}_{-3/16"}$
	HEIGHT	2908 $^{0}_{-5}$	9'6 1/2" $^{0}_{-3/16}$
INTERNAL	LENGTH	16006 $^{0}_{-10}$	52"6 3/16" $^{0}_{-3/8"}$
	WIDTH (BETWEEN SIDE PANEL)	2526 $^{0}_{-5}$	8'3 7/16" $^{0}_{-3/16}$
	HEIGHT	2781 $^{0}_{-5}$	9'1 1/2" $^{0}_{-3/16}$
DOOR OPENING	WIDTH	2489 $^{0}_{-5}$	8'2" $^{0}_{-3/16}$
	HEIGHT	2781 $^{0}_{-5}$	9'1 1/2" $^{0}_{-3/16}$
INTERNAL CUBIC CAPACITY		112.4 M^3	3970 FT^3

MAX GROSS WEIGHT	30480 KGS	67200 LBS
TARE WEIGHT (±2%)	5000 KGS	11020 LBS
MAX PAY LOAD	25480 KGS	56180 LBS
STACKING TEST LOAD	22860 KGS	50400 LBS
FLOOR RATING	10890 KGS	24000 LBS

REAR END

FRONT END

SECTION F-F
10x

SECTION A-A
6X

SECTION B-B
6X

SECTION C-C
6X

TITLE:	53'x8'6 3/8x9'6 1/2" GENERAL ARRANGEMENT		
OWNED BY:	YRC	SCALE:	1 : 60
DESIGNED BY: Steven	Dec.01,2020	WEIGHT: KG.	QTY.: 1
CHECKED BY: Simon	Dec.01,2020	DWG No.:	AD53-067G
APPROVED BY: Herbert	Dec.01,2020		
SHEET 1 OF 1 SHEETS		ISSUE:	19A-00

CIMC XINHUI