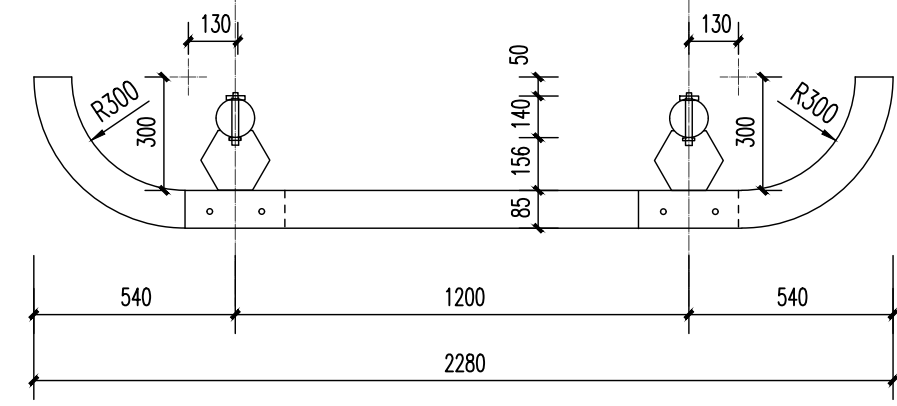
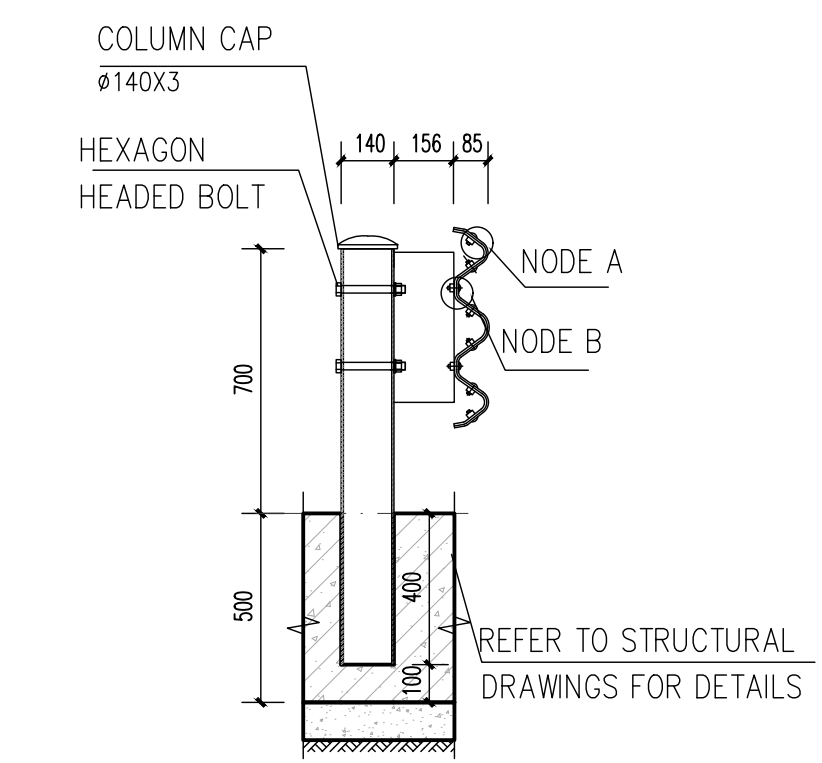


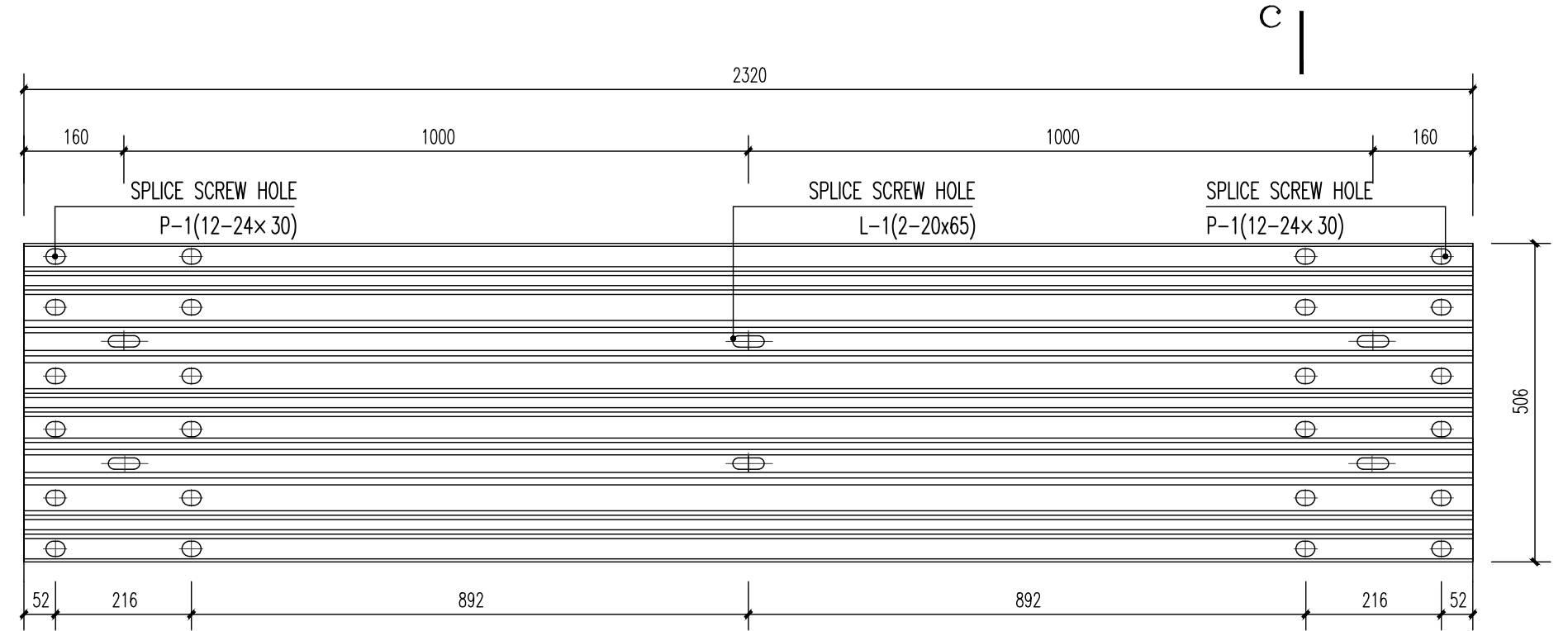
SAFETY RAIL 1 DETAIL 1:20



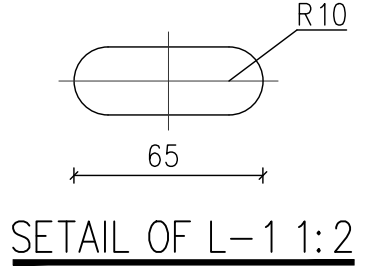
PLAN OF SAFETY RAIL 2 1:20



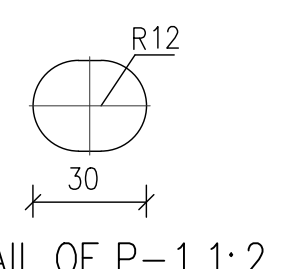
SECTION a-a 1:20



ELEVATION OF GUARDRAIL BOARD 1:10



DETAIL OF L-1 1:2

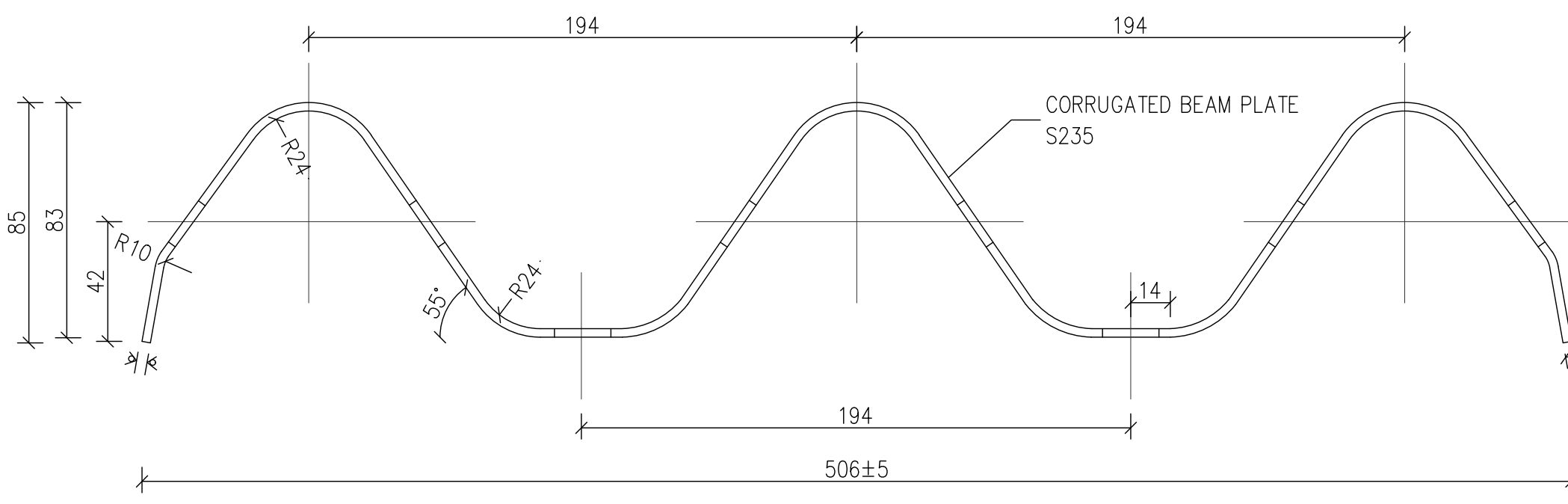


DETAIL OF P-1 1:2

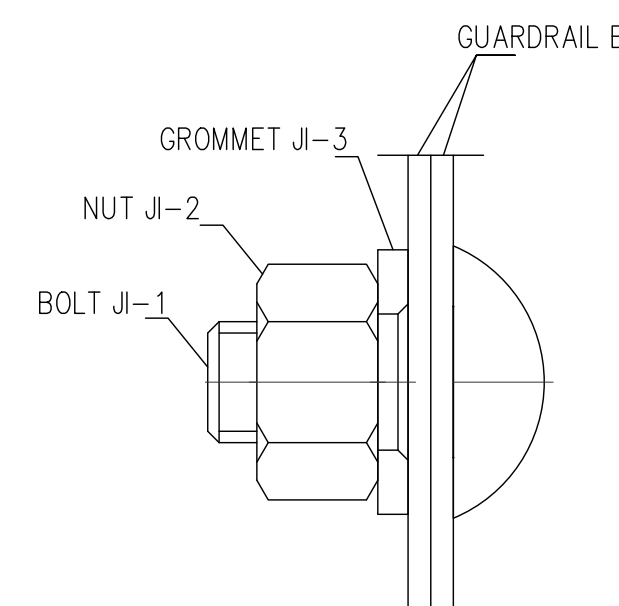
### THE PERFORMANCE STANDARDS AND TEST RESULT FOR SAFETY GUARDRAIL

PROPERTY	LEVEL	TEST RESULT
CONTAINMENT LEVEL	H1	H1
IMPACT SEVERITY	A	A
NORMALIZED WORKING WIDTH	W=N=14(1.1 M)	1.1 M
NORMALIZED DYNAMIC DEFLECTION	DN=0.5M	0.5 M
NORMALIZED VEHICLE INTRUSION	VN=N=14(1.2 M)	1.2 M
DURABILITY	S235 JR GALVANIZED IN ACCORDANCE WITH ENISO 1461	13635/M <sup>2</sup> (AVERAGE)

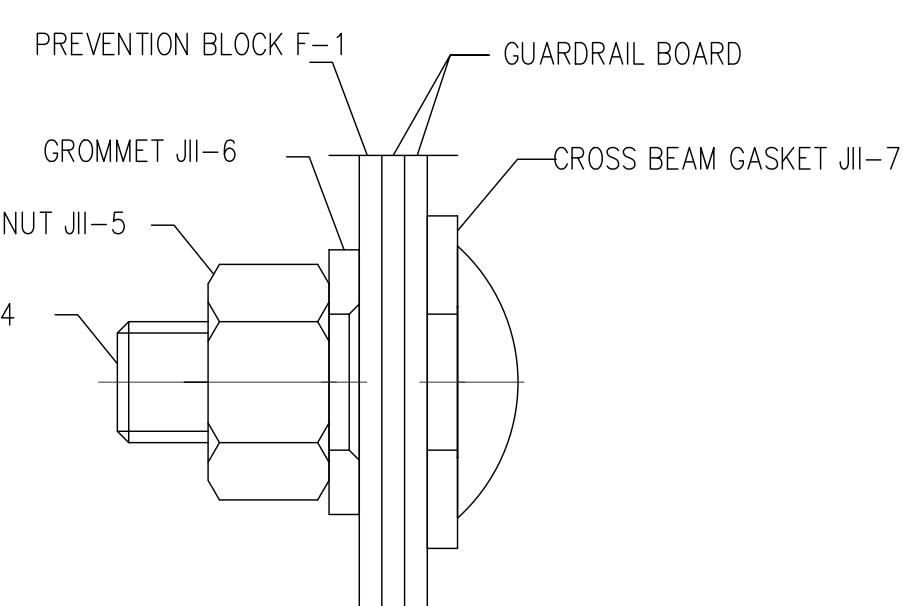
- NOTES:
1. ALL CORRUGATED BEAMS AND SLABS SHALL UNDERGO ANTI-CORROSION TREATMENT ACCORDING TO THE REQUIREMENTS OF THE SPECIFICATION.
  2. THE SAFETY RAILS,SHALL BE OF STRONG, GALVANIZED STEEL WITH VERTICAL POSTS EVERY 2 M.
  3. RETROREFLECTIVE BLACK-YELLOW PAINT, WITH 20CM-WIDE ALTERNATING STRIPES. BLACK (RAL9004) AND YELLOW(RAL1003) .
  4. THE PAINT HAS TO BE RESISTANT AGAINST ABRASION AND ULTRAVIOLET RADIATION AND HAS TO BE APPROVED BY THE ENGINEER.
  5. SET A C25/30 CONCRETE FOUNDATION WITH DIMENSIONS OF 600 X600 X 500 MM UNDER EACH POST.5. THE CRASH BARRIER USED SHALL BE CE-CERTIFIED AND SHALL COMPLY WITH THE RULES OF THE STANDARD EN 1317- 5: 2007+A2: 2012.
  6. THE GUARDRAIL BOARD BASE PLATE IS LOCATED AT THE CONNECTION POINT WHERE THE TWO GUARDRAIL BOARD JOIN WITH THE COLUMN, SERVING TO REINFORCE THE STRUCTURE.



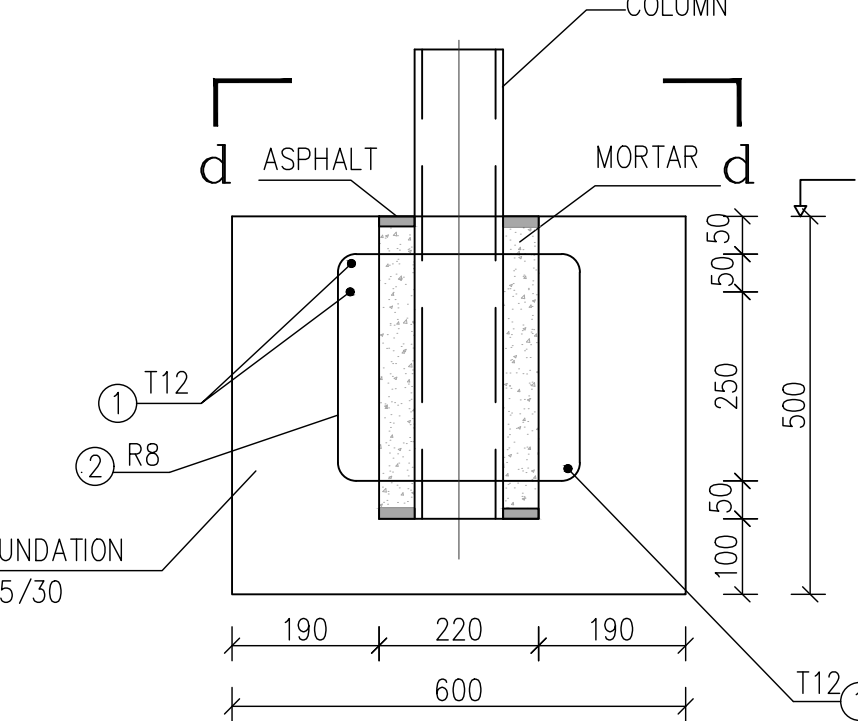
SECTION c-c 1:10



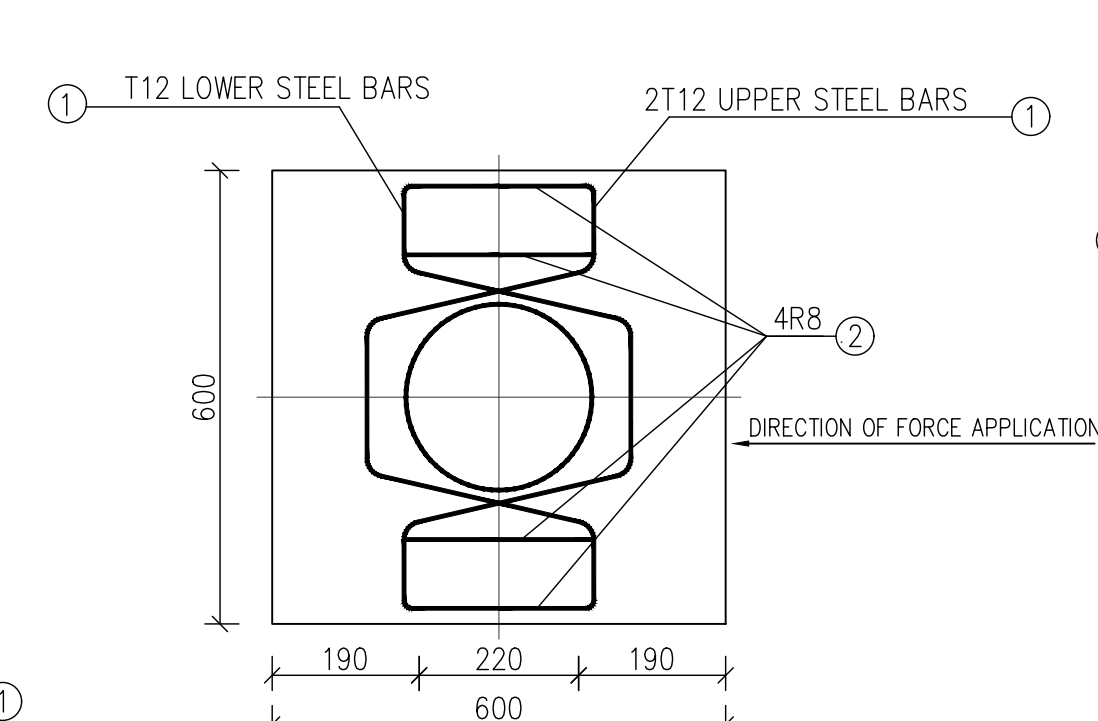
DETAIL OF NODE A 1:1



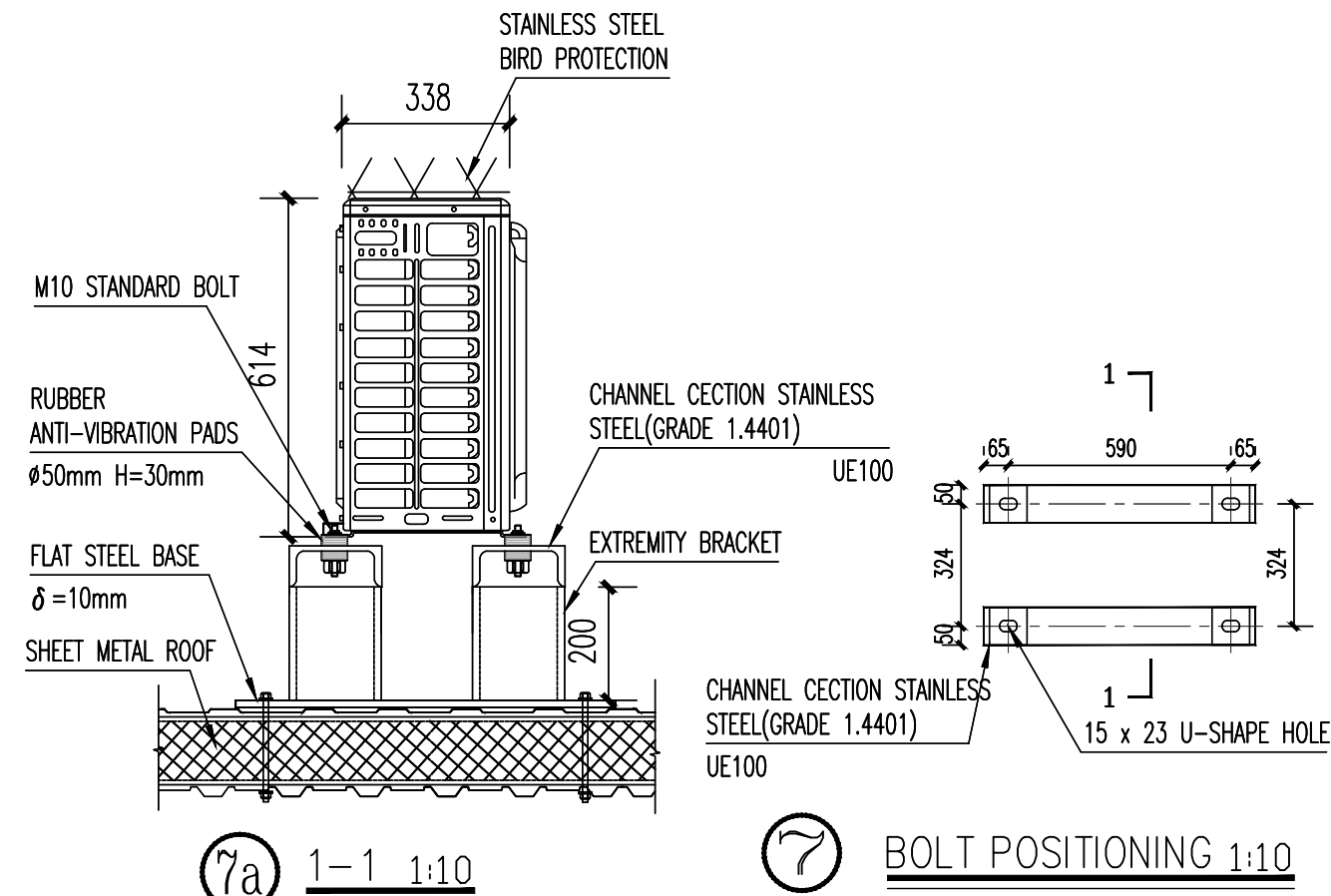
DETAIL OF NODE B 1:1



ELEVATION OF FOUNDATION 1:10

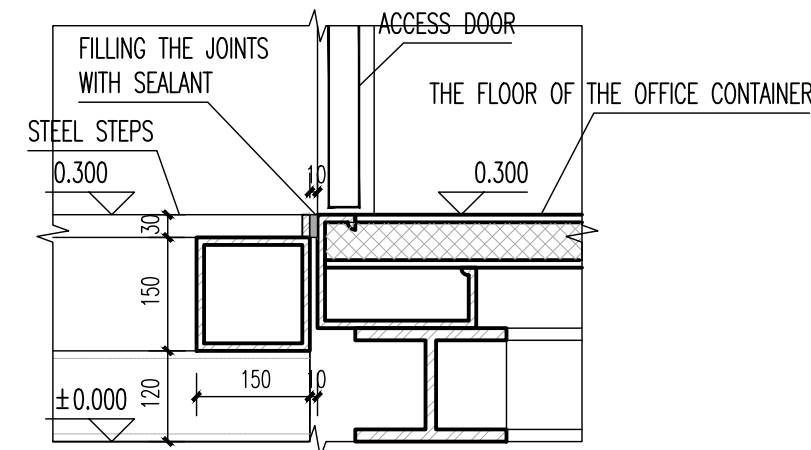


SECTION d-d 1:10

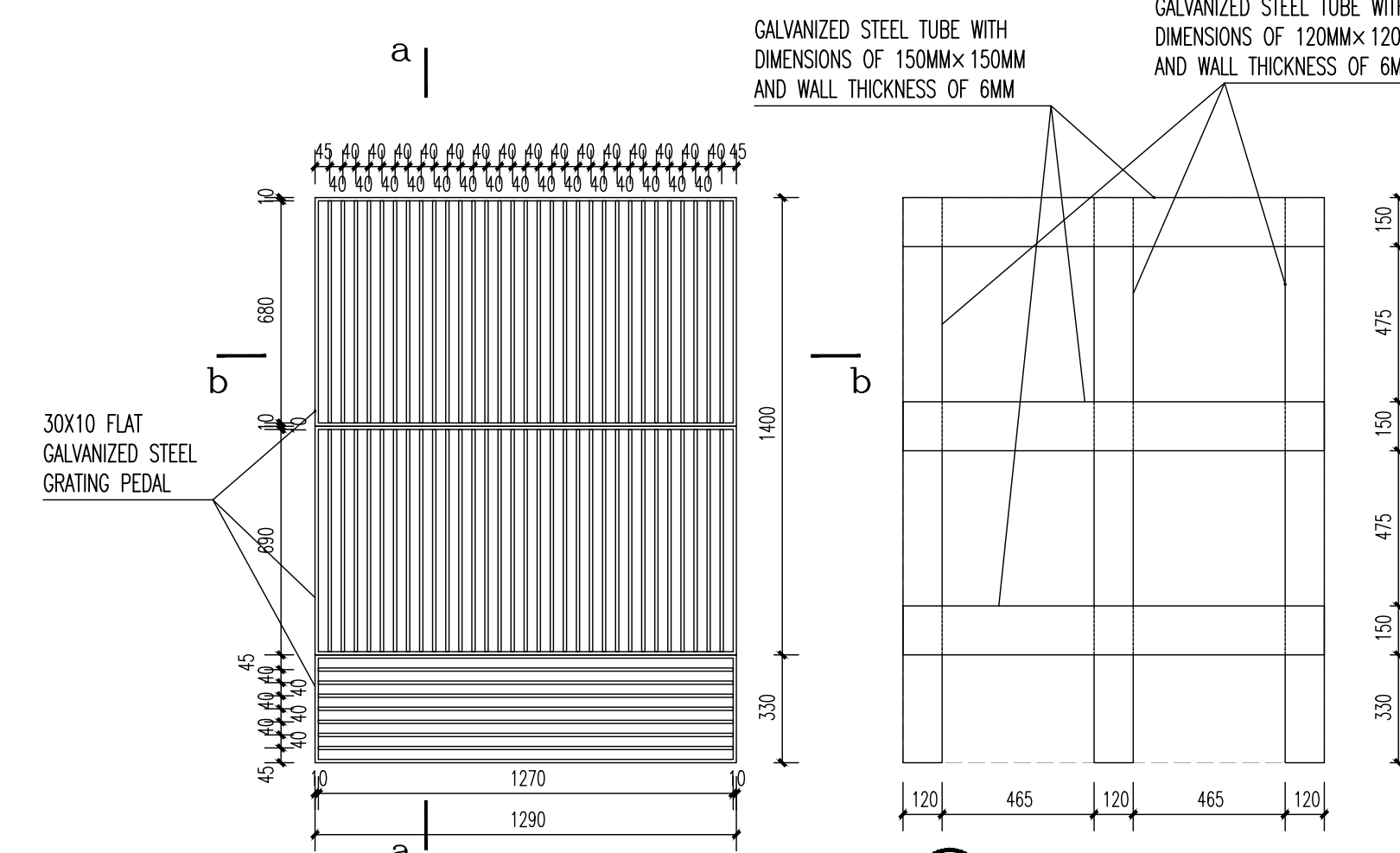


INSTALLATION DIAGRAM FOR SPLT AIR CONDITIONER UNIT

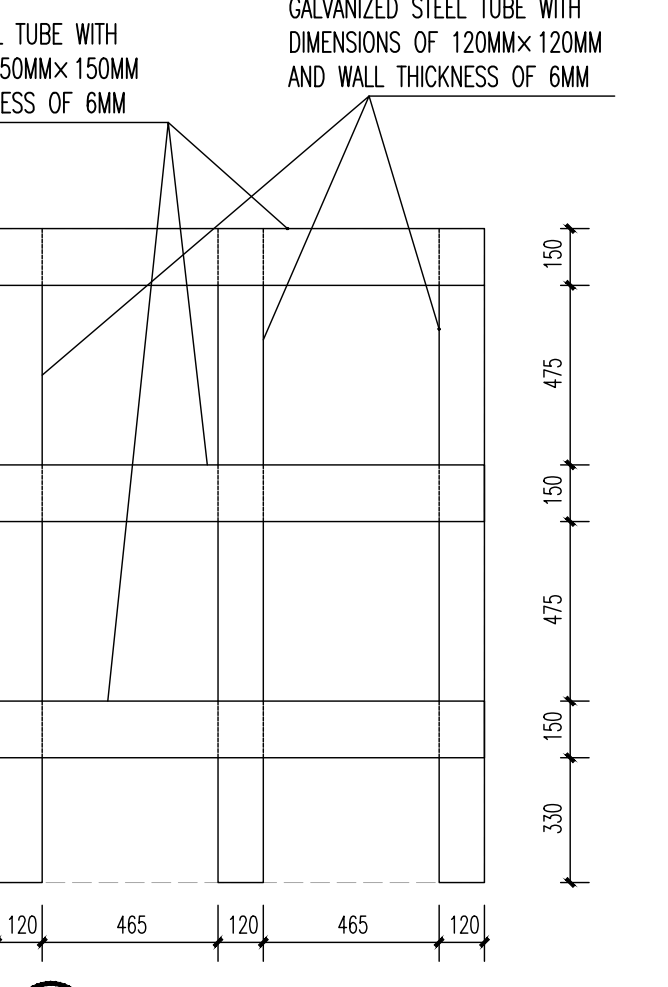
- NOTES:
- 1.THIS DIAGRAM IS SCHEMATIC ONLY. EXACT ROUTING OF PIPING AND MOUNTING OF UNITS TO BE DETERMINED ON-SITE.
  - 2.REFRIGERANT TUBING & FITTINGS SHALL BE PROCESSED TUBING SUITABLE FOR THIS APPLICATION; DEOXYGENIZED, DEHYDRATED & SEALED, TYPE ACOR W BRAZED JOINTS. INSULATED SUCTION LINE W 20mm THK ELASTOMER PIPE INSULATION.
  - 3.ALL STEEL FOUNDATIONS NEED TO UNDERGO ANTI-CORROSION TREATMENT, AND THE TREATMENT METHOD IS DETAILED IN THE SPECIFICATION.



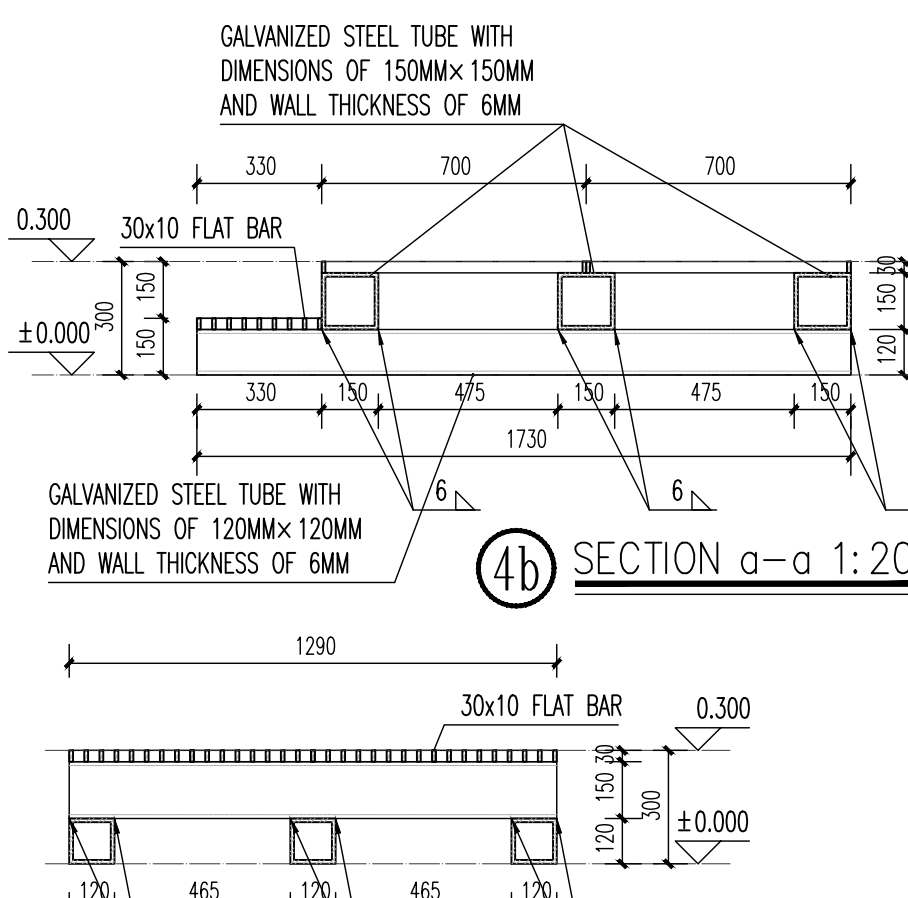
THRESHOLD DETAIL 1:10



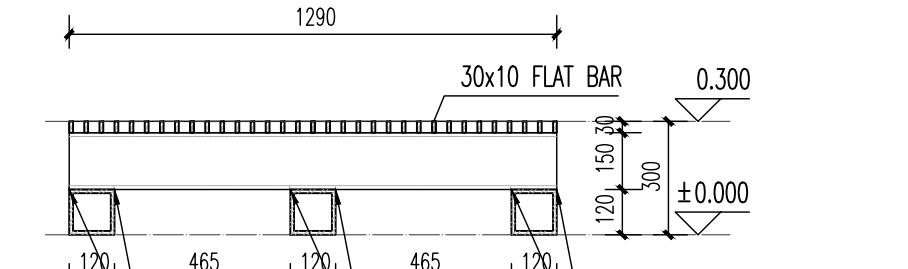
STEEL GRATING PEDALS GROUND PLAN 1:20



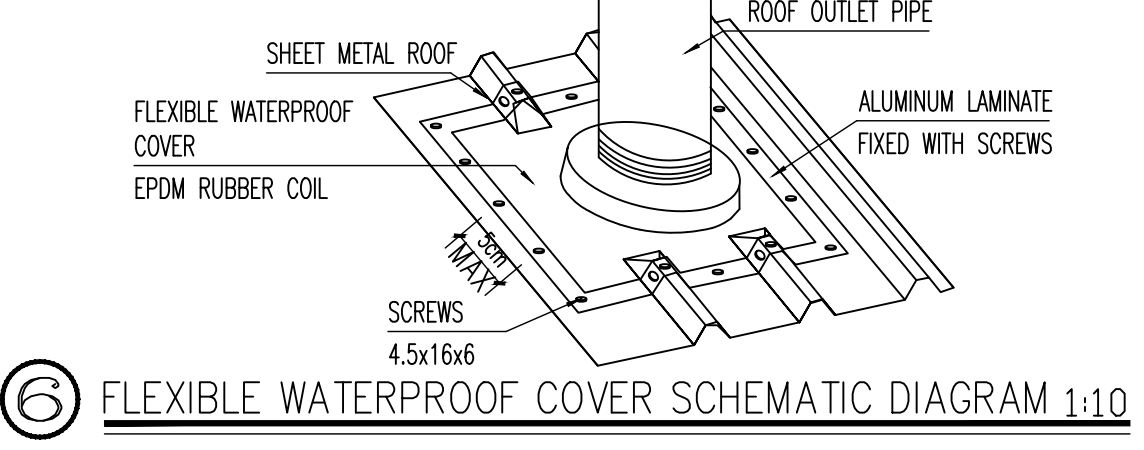
STEEL TUBE GROUND PLAN 1:20



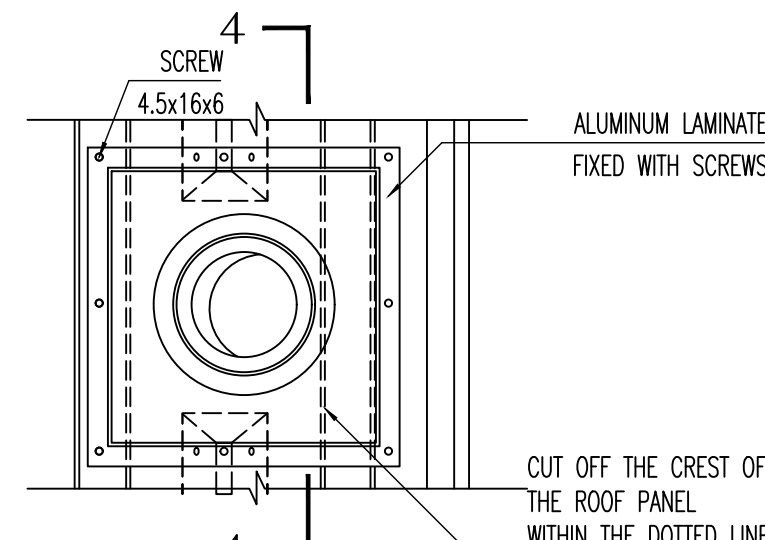
SECTION a-a 1:20



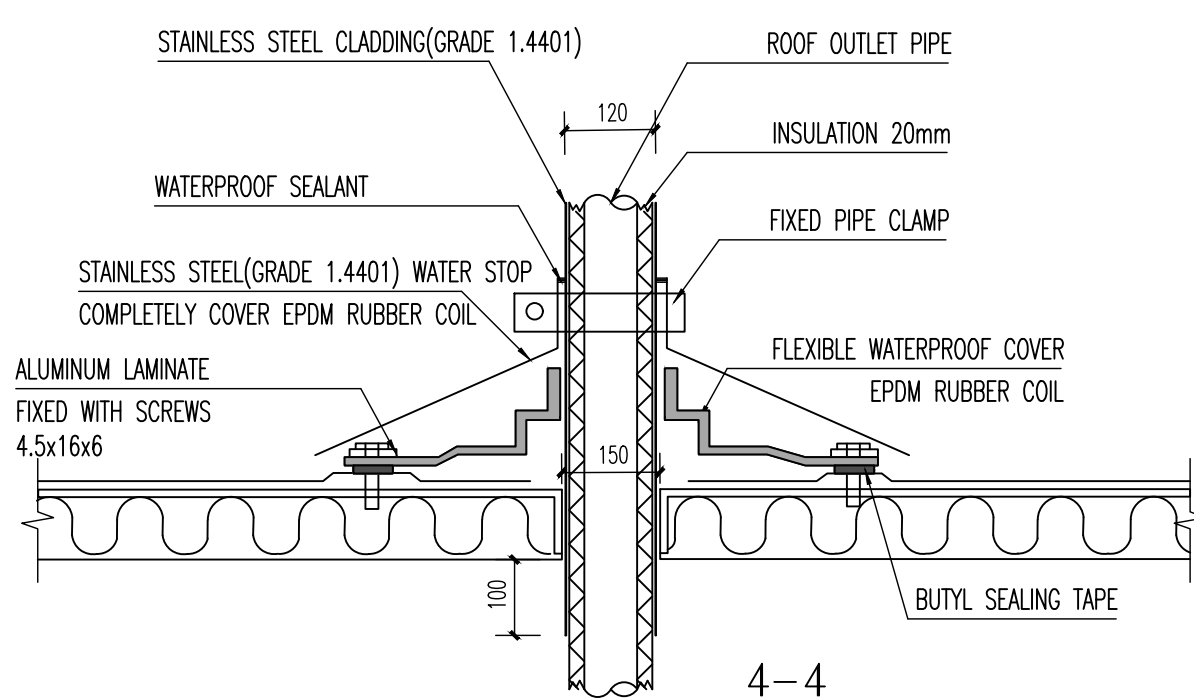
SECTION b-b 1:20



FLEXIBLE WATERPROOF COVER SCHEMATIC DIAGRAM 1:10

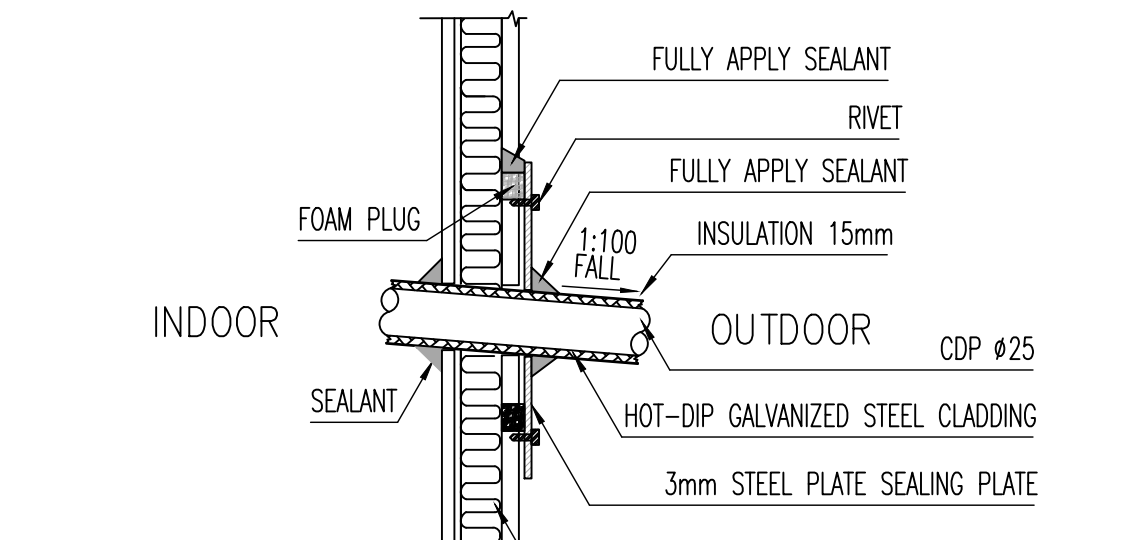


ROOF CASING PLAN 1:10

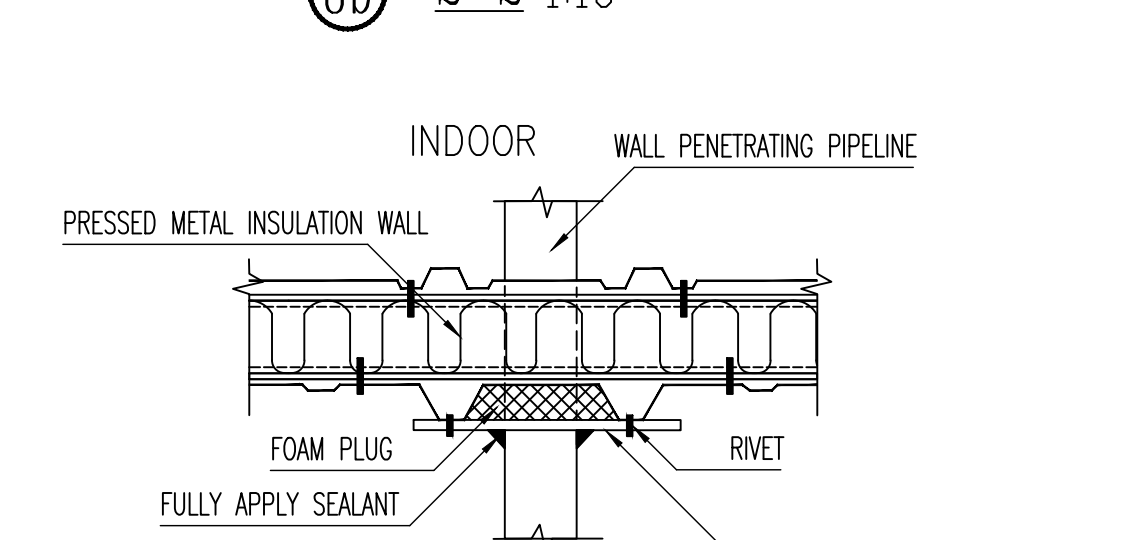


REFRIGERANT PIPE PENETRATION ROOF DETAIL 1:10

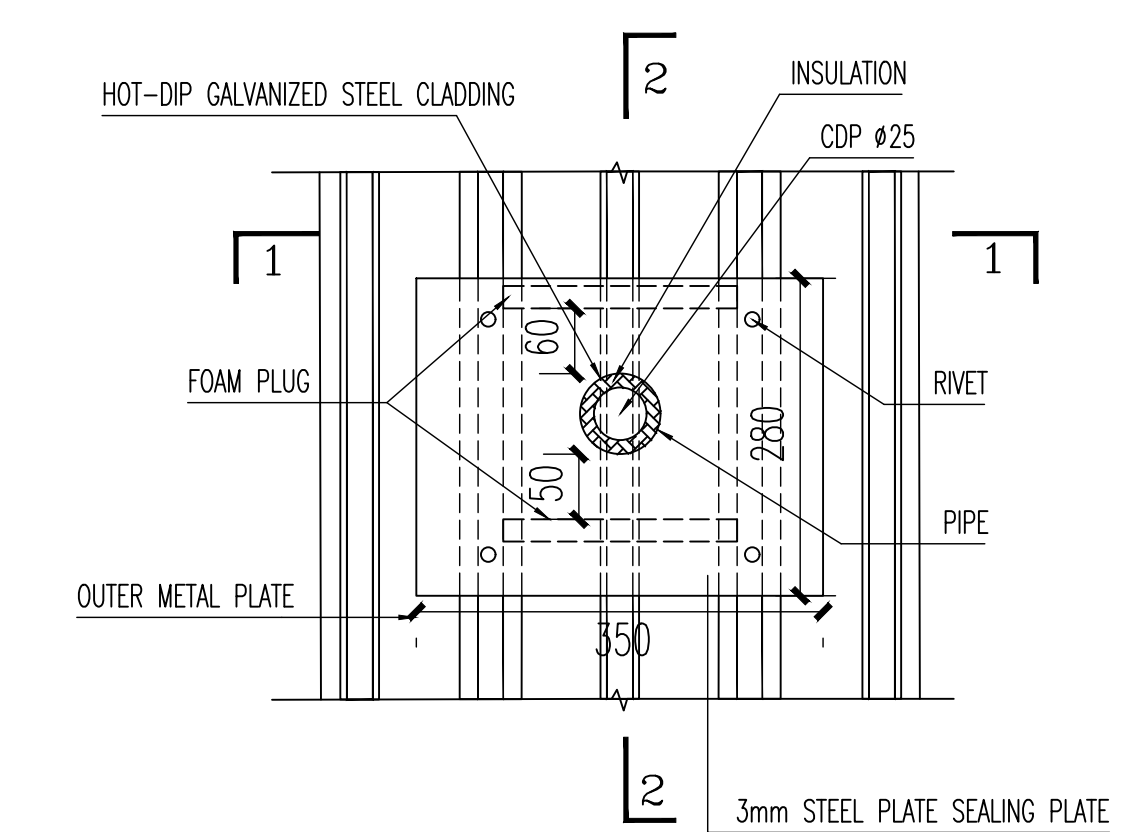
- NOTES:
- 1.REFRIGERANT PIPELINES COMPLETE WITH 20mm THICK INSULATION, AND THE OUTDOOR INSULATION IS COVERED WITH STAINLESS STEEL(GRADE 1.4401) PROTECTION.



CONDENSATE PIPE PENETRATION WALL DETAIL 1:10

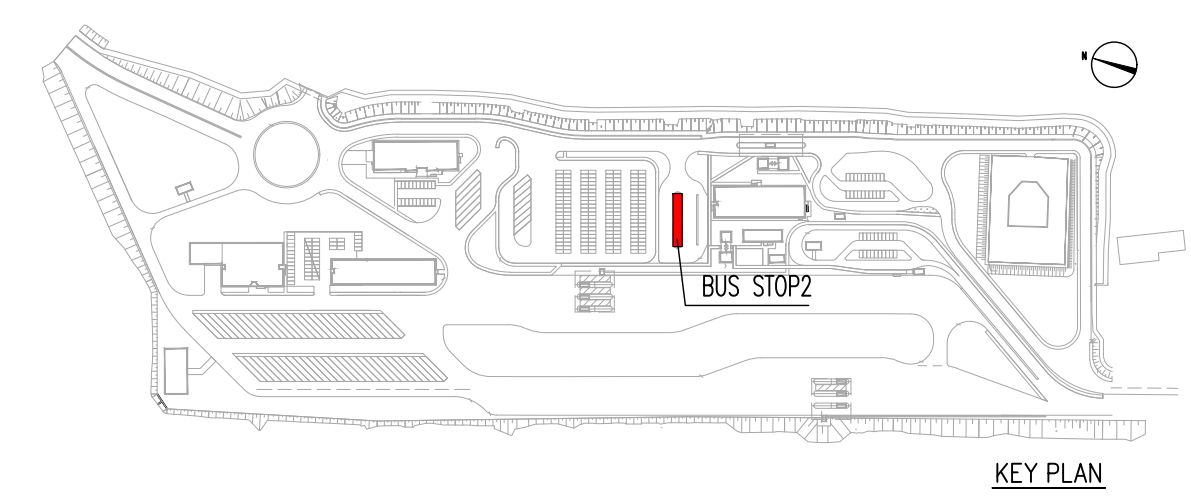


SECTION a-a 1:10



SECTION b-b 1:10

- NOTES:
- 1.CONDENSATE PIPELINES COMPLETE WITH 15mm THICK INSULATION, AND THE OUTDOOR & INSIDE WALL INSULATION IS COVERED WITH HOT-DIP GALVANIZED STEEL PROTECTION.



KEY PLAN

- NOTES:
1. ALL DIMENSIONS SHOWN IN THE DRAWING ARE IN MILLIMETER (MM), AND ALL LEVELS OR ELEVATIONS ARE IN METER (M) UNLESS OTHERWISE SPECIFIED.
  2. THE STEEL COMPONENTS AND THE EXPOSED METAL COMPONENTS OF THE STEEL SHED ALL MEET THE C5 ANTI-CORROSION REQUIREMENTS. THE NDT OF THE ANTI-CORROSION PAINT SHOULD BE  $\geq 240\mu\text{m}$ , INCLUDING  $70\mu\text{m}$  OF PRIMER,  $70\mu\text{m}$  OF INTERMEDIATE COATING, AND  $100\mu\text{m}$  OF FINAL COAT.
  3. ALL GALVANIZING WORKS WHERE SPECIFIED SHALL BE HOT-DIP GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF EN ISO 1461:2009. THE MINIMUM COATING THICKNESS IS 85MM(STEEL 5MM THICK AND OVER). THE MINIMUM COATING THICKNESS IS 64MM (STEEL UNDER 5MM THICK BUT NOT LESS THAN 2MM).
  4. STEEL COMPONENTS SUCH AS ROOF PURLINS AND STRUCTURAL BEAMS FOR STEEL STRUCTURES OF THE BUILDING WILL BE FINALIZED BY THE SUPPLIER IN THE FORM OF MANUFACTURING DRAWINGS AND CONFIRMED BY THE CONSULTANT BEFORE PURCHASE ORDERS CAN BE PLACED AND CONSTRUCTION CAN COMMENCE.

Engineer Approval Codes			
Code Nr	Condition	Signature Employer's Representative	Date
Code 1	Noted Work may proceed.		
Code 2	Noted with comments Work may proceed.		
Code 3	Rejected Work may not proceed Revise and resubmit.		

01	Revised according to RAD-CRBC-120A(ARCH Part)	23/03/2025	
00	First Submittals	20/12/2024	

REVISION	DESCRIPTION	DATE	CHECKED
----------	-------------	------	---------

EMPLOYER	PORTO DE CAIO CABINDA	Caoiporto S.A. Avenida Comandante Gika n°150 CP 1276 Sagrada Familia Luanda, Angola
----------	-----------------------	--

EMPLOYER'S REPRESENTATIVE/ENGINEER	Sellhorn Ingenieurgesellschaft mbH Tel: +49 (40) 36 12 01-0 Fax: +49 (40) 36 12 01-28 E-Mail: info@sellhorn-hamburg.de www.sellhorn-hamburg.de
------------------------------------	--

CONSULTANT	Sellhorn Ingenieurgesellschaft mbH Tel: +49 (40) 36 12 01-0 Fax: +49 (40) 36 12 01-28 E-Mail: info@sellhorn-hamburg.de www.sellhorn-hamburg.de
------------	--

CONTRACTOR	China Road and Bridge Corporation R. Famoso Mendes Pires 55 Anadia, Luanda, Angola Fax: +244 22 222 7003 http://www.crbc.com/
------------	---

PROJECT	The Project of the New Port of Caio in Cabinda
---------	--

DRAWING TITLE	Onshore Buildings_Bus Stop2 Details
---------------	--

DESIGNED BY	DRAWN BY	CHECKED BY	SCALE	DRAWING N°
DATE	23/03/2025	23/03/2025	23/03/2025	
NAME	吴仕雄	陈芳	As shown	LOT1_DD_1024-A-05
DESIGN STAGE	DETAILED DESIGN			