



- Note:**
1. Dimensions and levels in drawings are in meters. Levels are based on local seal level.
  2. While jacking, the jacks shall be placed under wall of caisson. Thickness of cushioning block under jacks shall be adjusted according to site condition.
  3. During towing, different windlass shall be synchronized. Steel wire supporting rollers (limit wheels) shall be provided on site to prevent drifting of steel wires.
  4. Steel wire supporting rollers (limit wheels) at both sides of holes on rail beam shall be provided near rail beam to prevent friction between steel wire and hole wall.
  5. Front towing unit shall be applied under condition of mud slippage. Restricted frame vehicle wheels, bad wheel lubrication or reduced sliding force of caisson due to buoyancy force. When put into operation, front towing unit shall be synchronized with rear tensioning unit.
  6. Caisson launching can be stopped in case of emergency, but upward dragging is forbidden.
  7. Type A caisson dimensions: 20.45m(length)x13.45m(width)x17.3m(height), and total weight 2352t.
  8. After being ferried to the end of sideway, the caisson will take tide water to depart from longitudinal shift vehicle. The water level of tide water is 0.4m.
  9. It is determined by construction team according to site situation that the structural type and the embedded location of armoured rope draw-bar and idler roller.

Tianjin Port Engineering Design and Consulting Ltd of China Communication Construction Company		Project No.	CP-46-118
Initial of Project	Date	Scale	1:200
Approved By	Date	Project Subject	Caisson Delivery Process Plan and Elevation Drawing
Checked By	Date	Drawing No.	12Z-43
Corrected By	Date		
Designed By	Date		
Printed By	Date		