

PACT

CONSTRUCTION MANAGEMENT PLAN

LOT 121 MURDOCH
FOUNDATION HOUSING - AFFORDABLE HOUSING



Construction Management Plan (CMP)

Date Amended Plan:	06/01/2026	Revision:	Rev A
Revised By:	Chris Langley	Role:	Construction Manager
Authorised By:		Role:	

Date	Revision	Section:	Description of Amendments

Acknowledgement and Sign Off: The undersigned acknowledge that they have read and understood the assigned responsibilities in line with the requirements contained within the plan listed above.

Name	Position	Signature	Date
Chris Langley	Construction Manager		
Adrian James	Project Manager		
Richard Buckley	Site Manager		
Trevor Donaldson	Contracts Administrator		

1.1 Introduction

This Construction Management Plan (CMP) sets out the management strategies that will be employed on Lot 121. It describes PACT's approach to planning and construction methodologies from the Site Mobilisation through to Practical Completion.

The CMP covers PACT's proposed logistics and construction methodology based on PACT's previous experience on similar projects and current understanding of the existing environment.

The proposed construction methodologies will be further developed throughout the planning and construction phases.

1.2 Location

The Lot 121 Construction Site is located on the corner of Barry Marshall parade and Fiona wood road in Murdoch per Figure 1 below.



Figure 1 – Aerial Site View

1.3 Key Participants

STAKEHOLDER	NAME
Client	H – U + Foundation Housing
Client Representative	Encon
Head Contractor	PACT Construction
Architect	Hassell
Statutory Authority	City of Melville
Council	City of Melville
Structural Engineer	Colliers
Civil Engineer	Colliers
Electrical Engineer	Best Consultants
Hydraulic Engineer	Ionic Design Australia
Mechanical Engineer	LINK Engineering Consultants
Fire Services Engineer	North Point Consulting Fire Services
BCA Consultant	Resolve Group PTY LTD
ESD Consultant	Stantec
Roads and Transport	Main Roads
Gas	ATCO
Water	Water Corporation
Electricity	Western Power
Comms	Telstra / NBN
Geotechnical	Galt Geotechnics

1.4 Construction Works

Lot 121 is composed of the construction of a ground floor entrance/commercial tenancy level, 3 story carpark and 17 story apartment plus plant room and roof level.

Total building levels are 24 stories, circa 77m AFL

A High-Level Project Scope summary consists of the following:

- Excavation for raft footing and Stormwater infiltration system
- Installation infill traction system and raft footing
- Carpark structure
- Main tower structure
- Façade installation
- Apartment construction and fit off
- Building commissioning

1.5 Contact Details of Essential Site Personnel

The PACT Construction site sign will be installed to the site fencing in a prominent location. The sign will contain the PACT Site Manager mobile number.

PACT have a full time Site Manager who will be responsible for the supervision of the site.

1.6 Site Mobilisation and Set Up

Site mobilization will occur in January 2026. This will involve the construction of the pedestrian gantry along Fiona Wood Road, perimeter hoarding and the establishment of the slip lane along Barry Marshall Parade. Depending on the status of the adjacent carpark project at Lot 120, the extent of the site hoarding may incorporate just Lot 121 or both. The Public Access Way will be closed to pedestrians and be utilized as access for trucks to exit the construction slip lane and leave the area via Wonnul Place.

Refer Logistics Sketch PACT-121-SK.0001D in the Appendix

1.7 Temporary Services

PACT Construction has applied for the connection of temporary services from both Western Power and the Water Corporation. These services will then be run within the site to the areas where required. Service capacity requirements will be discussed with the service provider once a possession date has been agreed.

Temporary site facilities (lunch rooms, toilets, offices, first aid room) will be provided for the duration initially located on the boundary of Lot 120 and Public Access Way before moving into Level 1 of the construction site.



All temporary office, lunchroom, toilet and other facilities will be connected to relevant authority provider services – water, wastewater, power.

Suitable bins will be provided for all facilities, and daily cleaning will take place, including removal of rubbish from site.

1.8 Site and Public Safety and Security

Access to the site will be monitored and controlled to prevent persons unrelated to the project from entering without the appropriate permission. PACT Construction will ensure that no persons unrelated to the project shall enter the site without the permission of PACT. All visitors will be directed to the site office to sign attendance register. All contractors will be fully site inducted prior to work commencement. Signage will be erected, warning of dangerous construction issues around the site. Site safety will be managed in accordance with controls outlined within our Safety Management Plan.

The road entry will be kept clean at all times and all truck movements will be monitored in and out of site to prevent interruption to local traffic as much as possible. Access via Wonnul Place to be kept operational throughout the duration of construction, to allow parking accessibility in the temporary staff parking area.

All deliveries and traffic movement will then be monitored strictly and in line with the traffic management plan.

A 2400mm high 19mm thick ply hoarding will be installed around the entire perimeter of the property with access gates placed as required throughout site. A pedestrian gantry will be installed to Fiona Wood Drive

1.9 Construction Methodology and Logistics

Refer the following sketches located in the Appendix

- PACT-121-SK.0001D Logistics Sketch
- PACT-121-00.002 3D Panoramic
- TEN324-E1001_G Crane Elevation
- TEN324-P1001_E Crane Layout

A construction slip lane will be established on Barry Marshall Parade, utilizing the existing bus lane. The footpath and verge will be converted to a concrete hard stand so that concrete trucks and semi trailers can park up and be unloaded keeping the slip lane clear for further traffic. Deliveries to site will utilize this construction zone for vertical movement of material and concrete pours. A construction zone on Wonnul Place will be utilised for materials that can be unloaded via forklift and stored using the ramp to the carpark levels.

A tower crane will be erected early and be utilized for vertical movement of materials. Due to the height of the building a hammerhead crane in lieu of a luffer crane was selected to remain below the CASA height restrictions. The location of the crane was chosen due to its proximity to both the tower and the construction hard stand used for material deliveries to maximize efficiency and ensure driver vision.

2no. man material hoists are to be utilized for vertical movement of materials and workers. The decision to split the hoists (rather than having a twin hoist utilizing 1no. mast) was to ensure continuous hoist use and access to the floors even when the other hoist is being jumped a level (when

one hoist in a twin setup is being jumped both hoists are shut down due to proximity of the other). The locations of the hoists were strategically selected, to align with balconies on each level minimizing works following their removals.

4no. Preston decks will be utilized throughout the build, being rotated up the building as construction progresses. The size and capacity of the decks chosen have been selected to match the materials being delivered to site. The decks are in vertical alignment, located within the lounge room of an apartment. The location is also positioned above the construction hard stand again maximizing tower crane efficiency.

During the construction of the structure a number of assets will be utilized to maximize programme efficiency and provide a safe working environment for the workers. Perimeter screens will cover 4 and half levels including the working deck and 3 back propped levels. Included in these screens will be stretcher stair access down to the lowest level providing access to the core stairs for emergency escape. Further, a jump form will be utilized to improve floor cycle duration by removing it from the critical path and provide a safe working area for the construction of the core. A placing boom will be incorporated into the jump for pouring of both the core and the slabs.

Before the perimeter screens are jumped, double height handrails will be installed to the slabs along the perimeter. This will provide protection for the services contractor to undertake high level works whilst the curtain wall façade is prepared to be installed. The curtain wall will be installed by a small Maeda crane from the floors above. Upon completion of the façade to each floor, the internal fit out sequence will commence.

Upon completion of the structure and following the commissioning of the internal lifts, the 2no. man material hoists will be removed by the tower crane. The “scar” works (works required following hoist removal) will commence from bottom up and the tower crane will be removed. In total 15no. penetrations through the podium structure requires completion to enable the internal works and external landscaping to be completed.

1.10 Working Hours

Work hours will be 7:00am to 7:00pm Monday to Saturday as per the City of Melville Guidelines. This will be monitored and enforced by PACT personnel.

1.11 Site Access

Construction traffic for concrete pours or material deliveries requiring vertical movement will access site via the slip lane entrance on Barry Marshall Parade. Material deliveries requiring unloading via forklift will be unloaded from the construction zone on Wonnul Place. Worker and site visitor access will be via a pedestrian gate on Fiona Wood Road.

Traffic Management will be implemented as and when required and as noted within the enclosed TGS Traffic Management Plans. Required generally when works are occurring outside of the site boundary, where vehicle, bicycle and pedestrian traffic may be affected by construction works and mobilization or demobilization of large plant and vehicles entering and leaving site cannot remain within standard turning circles and roadways (including having to enter or leave in reverse).

The area around the entry/exit to site will be always kept clean and tidy for the duration of the contract.

Deliveries will be conducted within working hours 7:00am and 7:00pm Monday to Saturday only and will be coordinated to avoid peak hour traffic periods wherever possible. Where this is not possible, eg during concrete pours, crane erection etc, appropriate traffic signage and traffic management personnel will be onsite.

1.12 Subcontractor Parking

All subcontractors will be notified to use public transport to travel to and from the site. Carpooling may be considered only where public transport is not reasonably accessible. To support this, onsite storage areas for tools and equipment will be provided, eliminating the need for daily vehicle access.

The site is located in close proximity to public transport, with Murdoch Train Station just 250 metres (approximately a 3-minute walk) away, making public transport a practical and preferred option for all workers.

Due to the constrained nature of the site and the absence of unconstructed areas, no parking is available onsite. All subcontractor vehicles must be parked legally in strict compliance with the City of Melville's parking regulations.

PACT has identified Murdoch Square as the preferred subcontractor parking location, offering 233 public parking bays. This location should be used only where vehicle access is unavoidable. Local roadside parking may be used only where permitted and must comply with all council requirements.

Illegal parking will not be tolerated. Any subcontractor found in breach of parking regulations or this transport policy will be provided a warning.

All subcontractors are responsible for any parking fees incurred and must adhere to the City of Melville's parking requirements, available on the City's website.

<https://www.melvillecity.com.au/our-city/about-our-city/parking-and-getting-around/parking-areas-and-fees>

This information will be relayed to all Subcontractors as part of the onboarding and prestart process.

1.13 Dilapidation

Dilapidation surveys will be conducted by an independent specialised company on behalf of PACT for the purposes of their records. The dilapidation survey include adjacent properties and PACT will also document nearby roads, paving, kerbs and any tree's and vegetation.

Copies of adjoining property surveys will be provided to the respective property owners. A copy of survey report for local council infrastructure, roads etc can be provided to council if requested.

With vibration works being minimal and no boundary retention required there are expected to be no issues with surrounding properties.

1.14 Proposed Construction Equipment

The tower crane will be used throughout the structural delivery phase of the project. The crane will be responsible for reinforcement movement into any remaining pad and strip footings, formwork erection for all suspended slabs, post tensioning cables, reinforcement for suspended slabs, structural steel, roof sheeting, mechanical plant and many other areas around the site. Mobile cranes will be used prior to the mobilization and after the demobilization of the tower crane for all other incidental lifts and movements.

This project is within a heavily populated area and as such dust, noise and vibration suppression and management will be paramount during construction of the project.

BA20 forms will be required from over sail properties

1.15 Air & Dust Management

All forms of dust migration prevention will be considered and the most effective for this site will be implemented, this includes but not limited to, shade cloth on fencing, watering and ground stabilization.

Dust suppression will be managed with the use of water carts during ground works with mesh lined perimeter fencing also assisting in controlling dust migration outside of the site boundary. Ground stabilisation will also be an option to consider in areas that are not being worked on.

Dust Management will be continually assessed throughout the project duration.

1.16 Vibration Management

All piling and major bulk excavation works will be carried out using the most up to date methods so there should be little vibration limited to the Services and Structure compaction works.

Vibration control and management will be achieved with the use of low frequency machinery.

1.17 Excavation Management

Excavation works are limited to construction of foundations and service install at ground level, there is no basement construction. Works at boundary with adjacent properties is limited to typical strip footing construction that will require minimal disruption to boundary areas.

There will be no external risk to the surrounding neighbours due to excavation works.

1.18 Noise Management

Noise will be managed by working strictly within the City of Melville's stated working hours and ensuring plant and equipment sound attenuation used where required and in order to meet the requirements of the Building Licence.

Activities likely to generate significant noise and or vibration will, wherever practical, will be scheduled between the hours of 7:00am and 7:00pm Monday – Saturday. All machinery and equipment will be checked prior to commencement to ensure compliancy with the relevant standards.

Noise and vibration management will be continually assessed throughout the project duration.

1.19 Traffic and Pedestrian Management

Traffic and pedestrian management will be undertaken in accordance with our HSEQ Management Plan as well as task specific Traffic Management Plans completed by Prime Traffic Solutions.

PACT Construction will have fully qualified traffic management labour on site to safely direct traffic and pedestrians during any time when traffic and pedestrian management is required.

Pedestrian traffic will be rerouted in a permanent bases to prevent any personnel walking into construction zones

A separate TMP approval will be issued for the erection of Tower Crane . PACT to provide details of erection date and communicate in advance.

1.20 Safety and Security Signage

All signage on the site, including warning, information and directional signage, will comply with legislative requirements. The Site Manager will ensure that warning signs will be displayed within the site in an area where a hazard exists. Safety signage will be displayed at the entry to site for all to see prior to entering the work zone, this sign will include the Site Managers contact details. Security signage will also be displayed at the entry and around the site warning that the site is covered by a monitoring system.

1.21 Waste Management

All waste bins will be kept on site within the confines of the site boundary. PACT Construction is accredited to ISO 14001. We take our environmental accreditation very seriously and will always endeavour to use sustainable materials and work practices. PACT have a preferred supply agreement with WA's leading waste management company who take every waste bin to their recycle plant and recycle every possible item. Reporting of this practice can be viewed if requested.

Waste management will be well executed during delivery of the project where we will proactively control how waste is generated on site, is sorted, stored and ultimately disposed of without affecting neighbouring properties and being ever mindful of working to minimise landfill. We have a preferred supply agreement in place with Instant Waste Management which guarantees that as a minimum, 90% of all waste captured on our projects is recycled.

1.22 Stormwater, Groundwater and Sediment Control

Stormwater retention / disposal will be confined to the site through the use of typical practices such as bunding, fencing and hoardings with particular care taken at adjoining property locations.

Storm water detention tanks and re infiltration cells will be installed in the first phase of the project and will be made live. All stormwater where practicable will be connected to the system in a progressive manner as the project progresses

Any delivery/loading zones with wheeled vehicles will be concreted over and swept as required to limit any dust and dirt being tracked to the roads

1.23 Flood Management

Ground floor slabs are RL+23.200 generally above surrounded naturally ground level

No flood management is expected during the project phase within this area

1.24 Water Management during construction

Through consultation with our selected Hydraulic subcontractor strategies to minimize risk or potential damage during construction that can be implemented include;

- Temporary water to be run on the outside of the building (i.e. fixed to perimeter scaffold)
- Connection of
- Staging pressure testing of lines during construction
- Isolate water supply during weekends, holiday breaks etc.
- Isolate individual levels as required
- Ensure QA and testing is in line with standard quality procedures and documentation
- Regular monitoring of water lines
- Develop and implement PTW (permit to Work) for working on live water systems

1.25 Protection of Existing Services and Trees

Tree protection zones (TPZ) will be in place for the trees on Wonnul Place.

1.26 Material on Verge / workzone

As indicated on the enclosed site logistics plan some verge areas will be required during the works to assist with construction and access.

The use of this verge area (and any others) will be subject to the issue of an appropriate verge permit from City of Melville following application. For use of the verge, Pact will obtain a Materials on Verge Permit from the City of Melville.

1.27 Work Force Behaviour Standards

PACT Construction recognizes its moral and legal responsibilities to provide an equal opportunity workplace. Discrimination, bullying, harassment and other unacceptable behaviours have no place in a modern workplace. All workers have a right to fair treatment.

PACT Construction is committed to providing its workers with a workplace free from discrimination, bullying and harassment and will not tolerate behavior that conflicts with this commitment.

Each and every worker has a responsibility to treat other workers, client and the general public with dignity and respect. Any worker found to be breaching our behaviour standards will be progressed by corrective disciplinary and counselling and may result in removal from site depending on the seriousness of the matter and the workers response to disciplinary action.

1.28 Industrial Relations Management

PACT Construction has developed an Industrial and Employee Relations Management Plan (IERMP) which identifies those elements that are required to support the maintenance of a harmonious

working environment for direct employees, the Client, sub-contractors, and other service providers during all stages of the contract including execution of the Works through to demobilization. This includes compliance with the legal and contractual requirements and, if applicable, alignment to the client's operations.

PACT Construction has established procedures to ensure recruitment and induction, and staff development and training is conducted to the highest possible standard. This is achieved via the implementation of the PACT Integrated Management System which also encompasses quality, safety, and environmental management. In addition to this, the ABN Group has its own dedicated Human Resource Manager who is supported by human resource specialists, as well as maintaining strong relationships with other entities such as Master Builders Association, Workplace Relations specialists, Fair Work Australia, and the Office of the Fair Work Building and Construction Commissioner.

Through the implementation of the PACT Integrated Management System, in conjunction with effective communication processes, PACT Construction is able to substantially mitigate the risks associated with any unforeseen employee relations issues.

1.29 Tower crane operation in CASA airspace

Tower crane will be operating at the max allowable CASA height (AHD 117.50) at all times. During the removal of the tower crane applications will be made with CASA and Jandakot Airport for a special provisions to enter air space above 117.50 AHD (<https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aviation-environmental-issues/protection-airspace/information-crane-operators-operating-cranes-airports-protected-airspace#1>)

1.30 Neighbour Relations - Consultation, Communication and Complaint Management

PACT have created relationships with all adjacent neighbours during the BA20 process and are in regular communication due to the works required on the boundary. When any works may affect surrounding residents, letter drops are undertaken to advise re; tower crane install, early morning pours. These letter drops include contact details for PACT staff for the residents to make contact if required.

All complaints will be reported in the first instance to the Site Manager (or elevated to the Project Manager where required) and will be documented using the Complaint Record form. Following complaints, the cause will be identified, and work practices modified or re-scheduled to reduce or eliminate the risk of future events. All complaints shall be recorded in the PACT Corrective Actions Register.

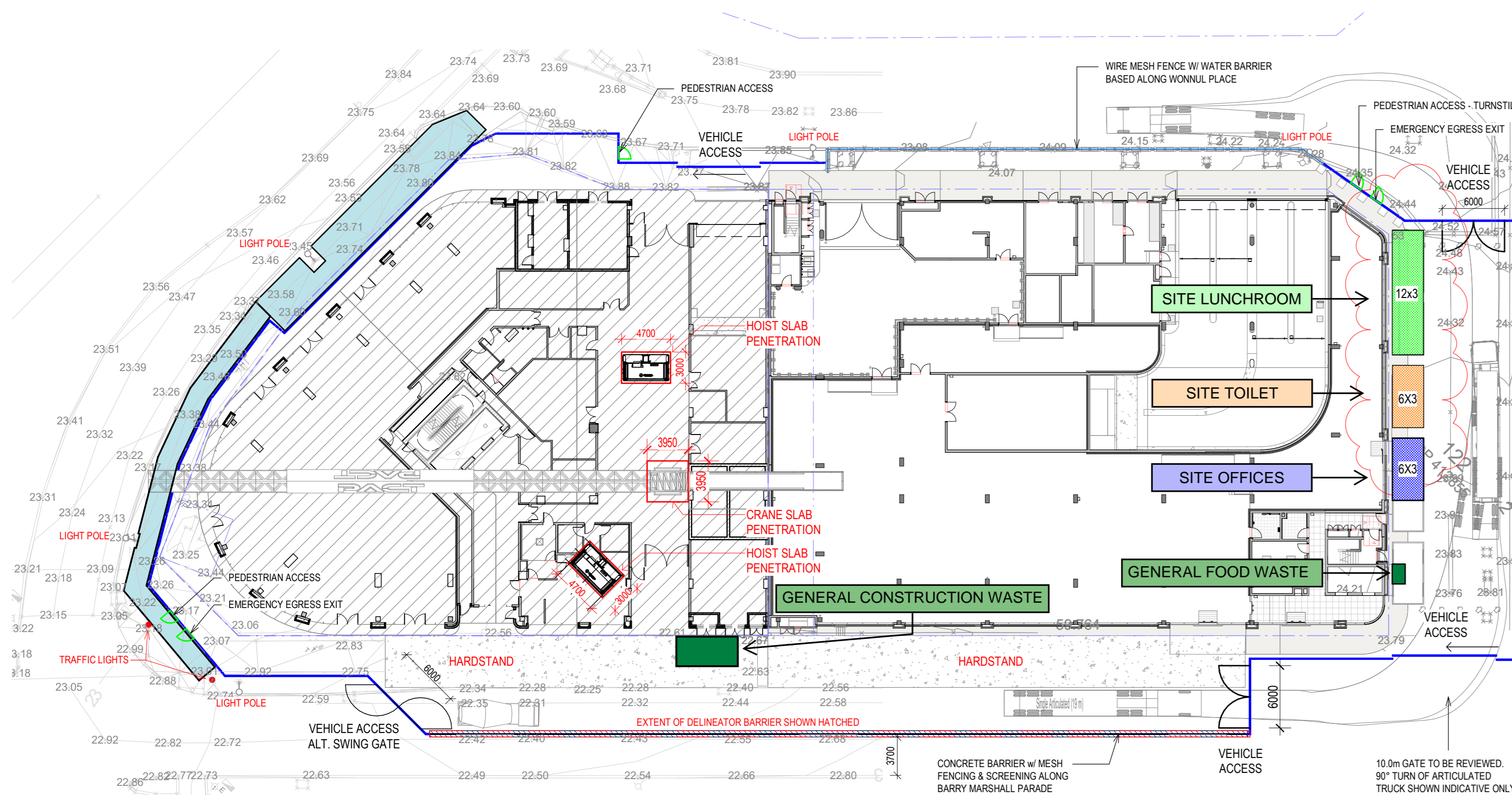
Contact Details for the designated Site Manager is clearly stated on the main site signage.

Contact details for complaint management;

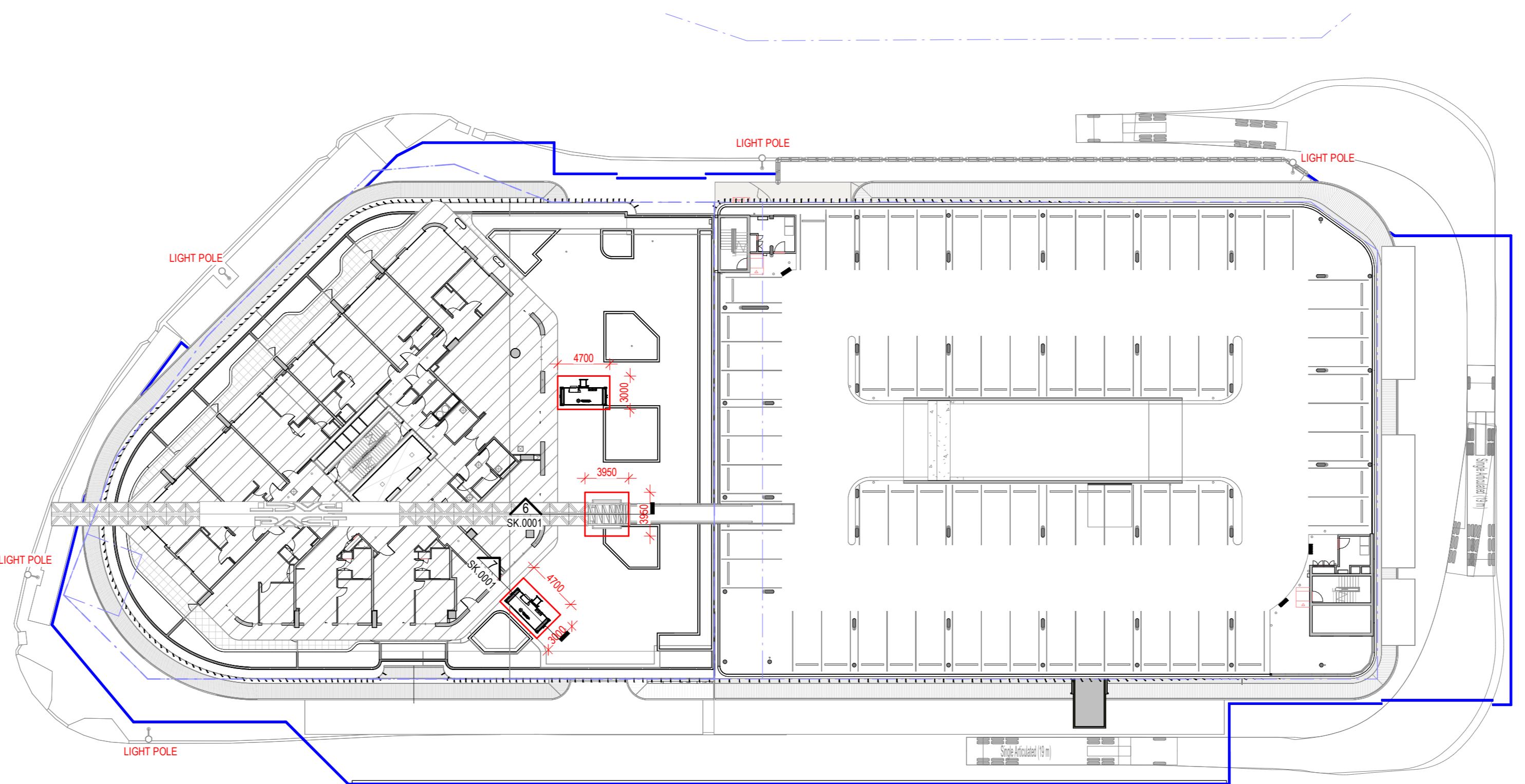
Richard Buckley
0402 461 401
rbuckley@pactconstruction.com.au

Appendix

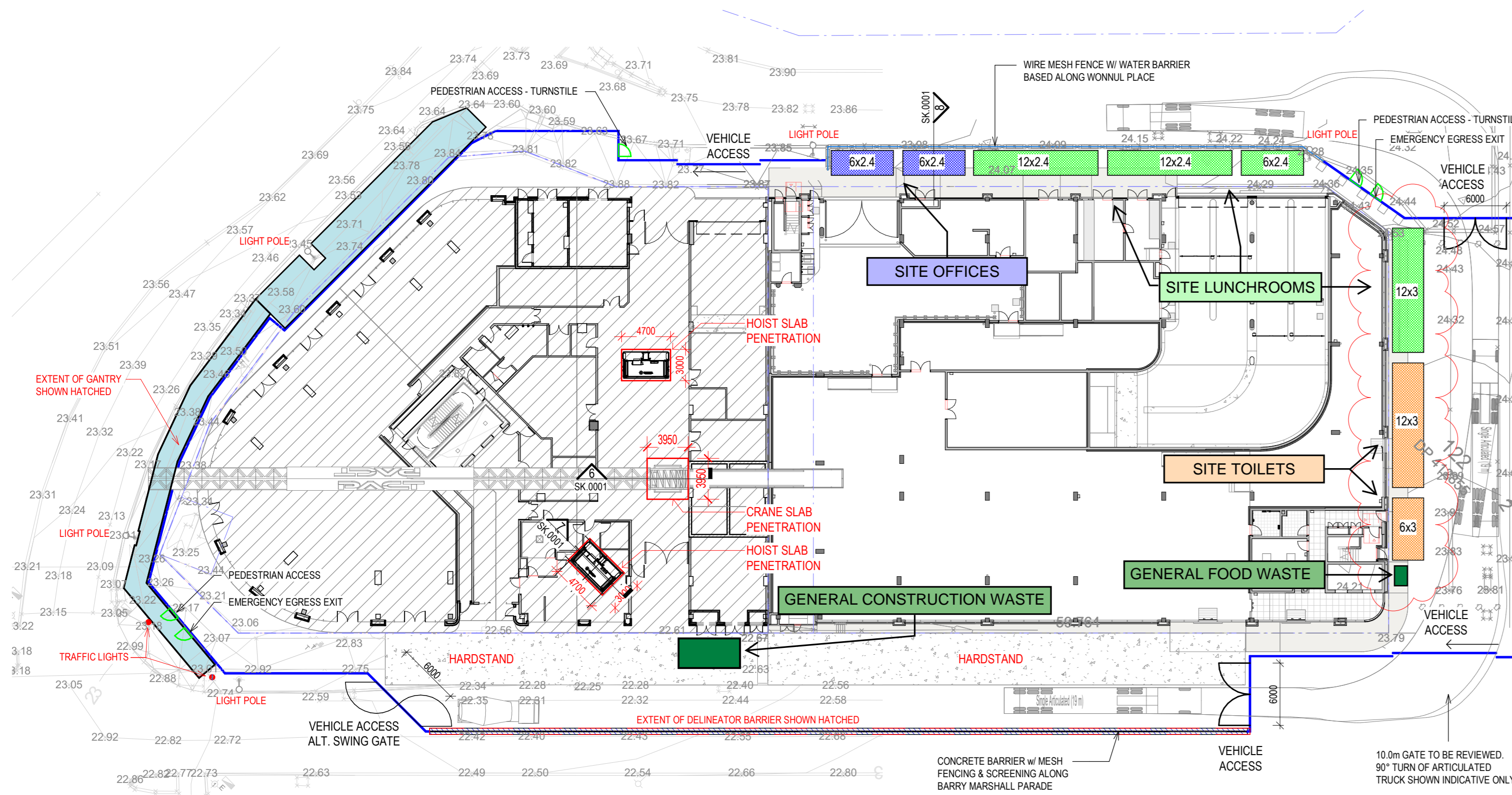
- PACT-121-SK.0001D Logistics Sketch
- PACT-121-00.002 3D Panoramic
- TEN324-E1001_G Crane Elevation
- TEN324-P1001_E Crane Layout



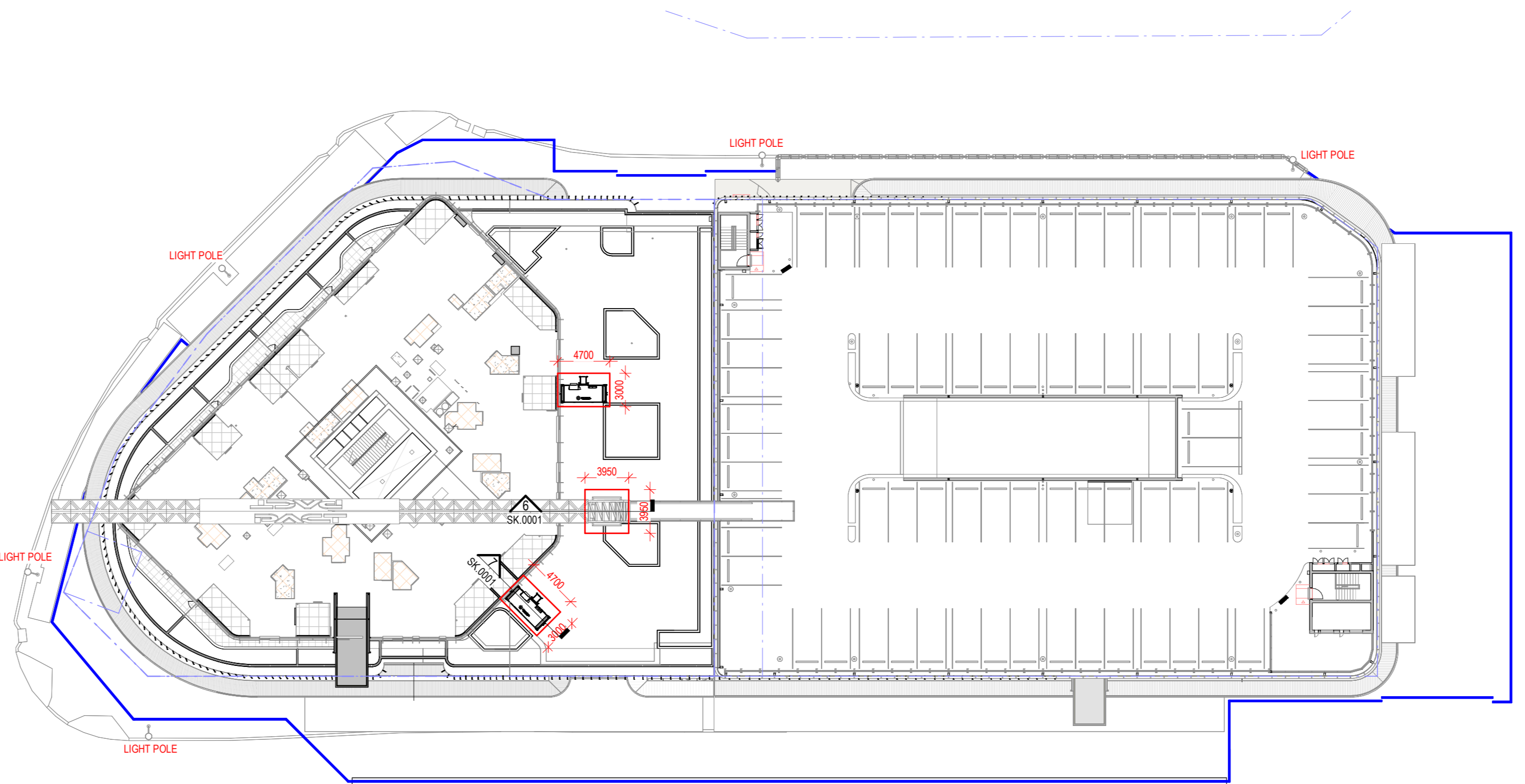
1 121 LOGISTIC PLAN - GROUND LEVEL - INITIAL SET UP (JAN 26)
SK.001 1:350



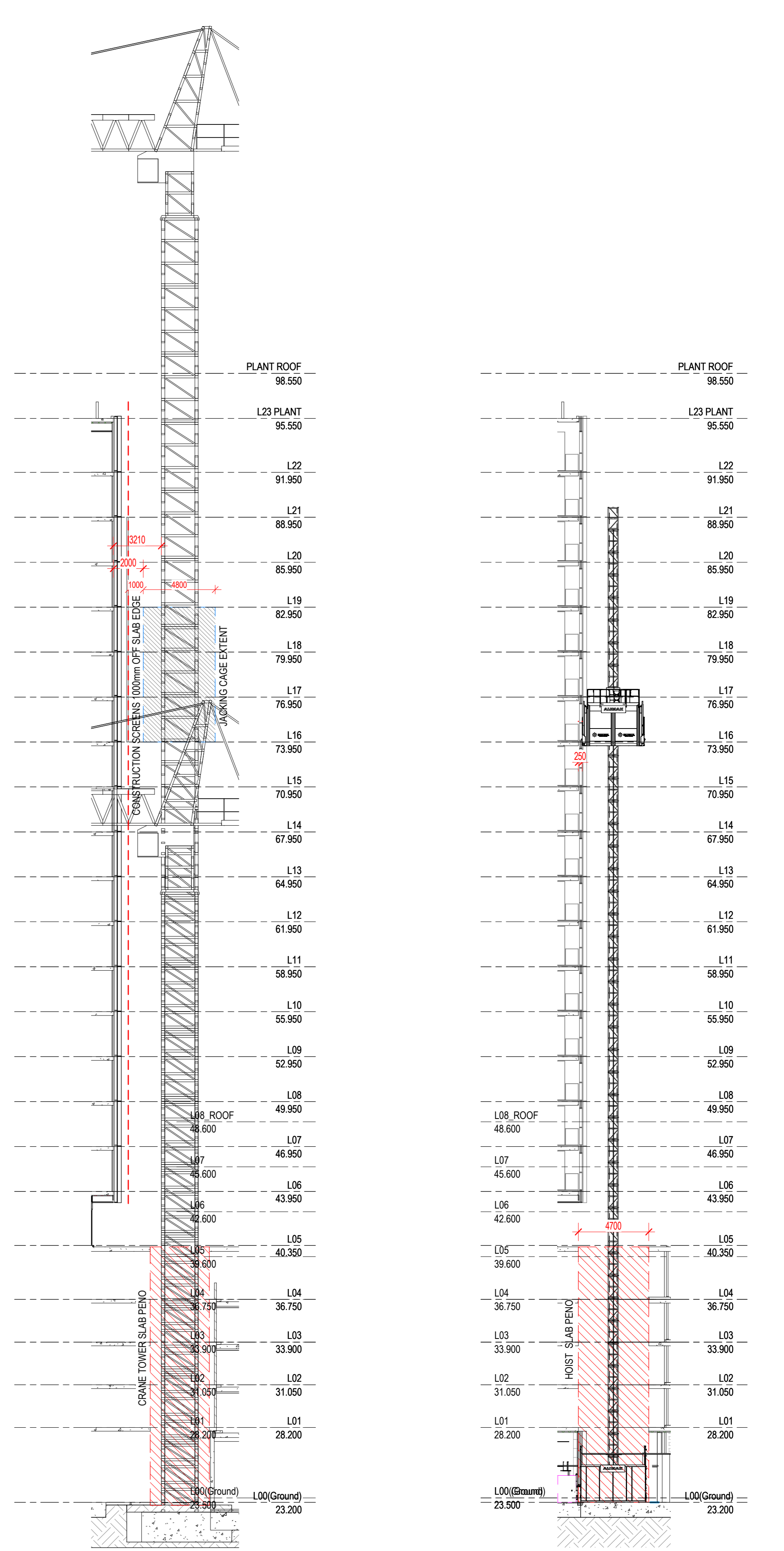
4 121 LOGISTIC PLAN - LEVEL 05 (PODIUM LEVEL)
SK.001 1:350



2 121 LOGISTIC PLAN - GROUND LEVEL - 2ND SET UP (MID FEB)
SK.001 1:350

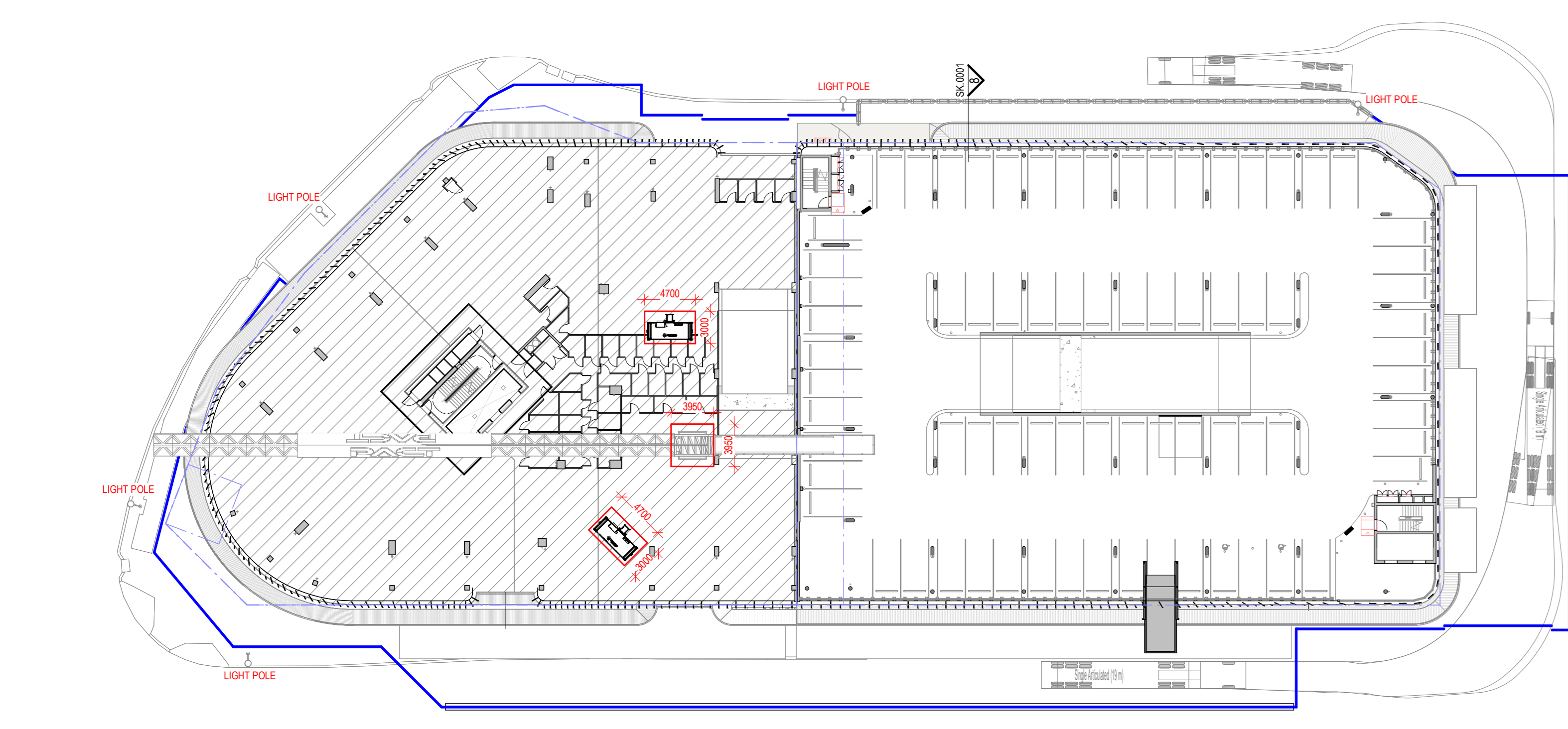


5 121 LOGISTIC PLAN - LEVEL 06
SK.001 1:350

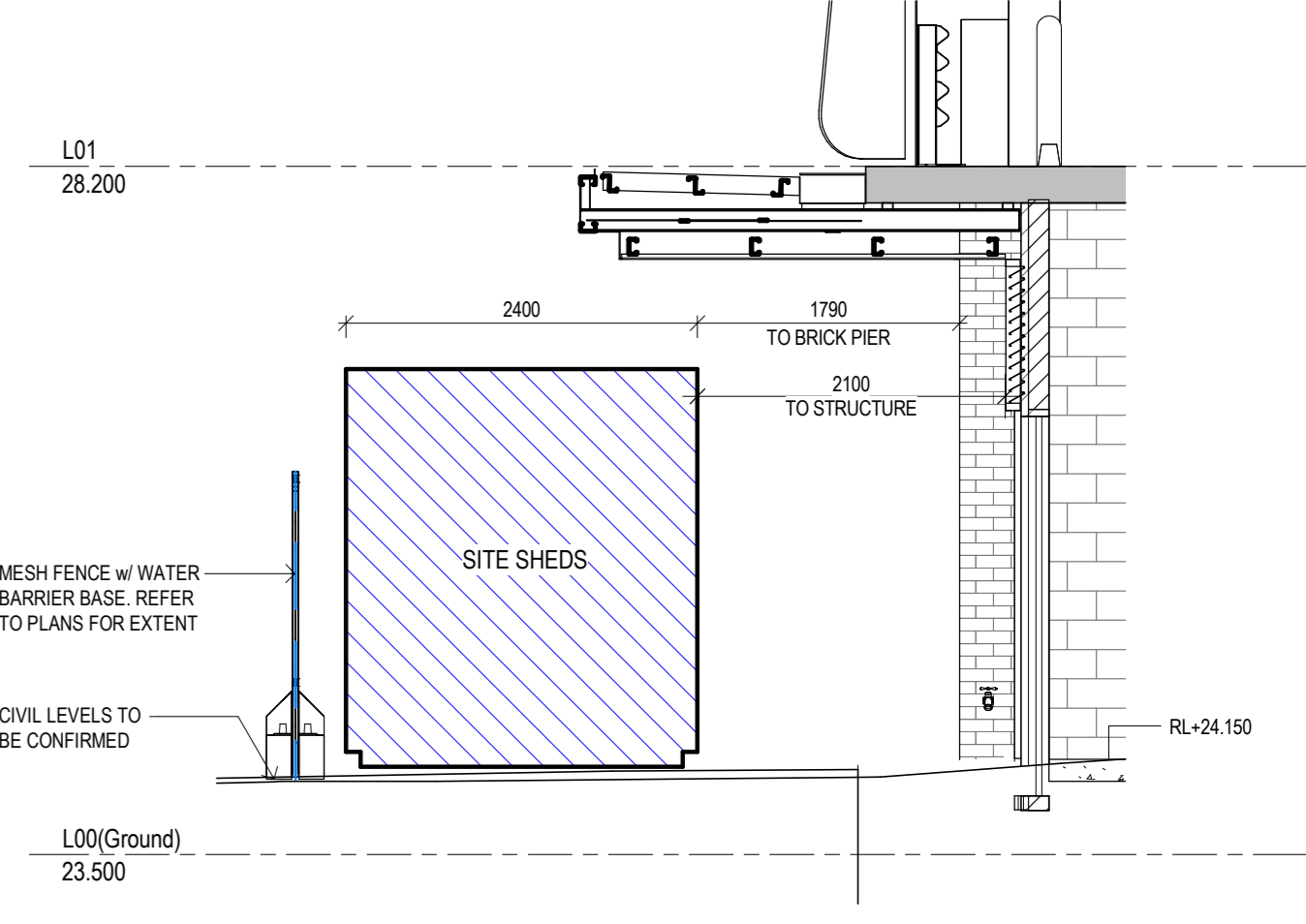
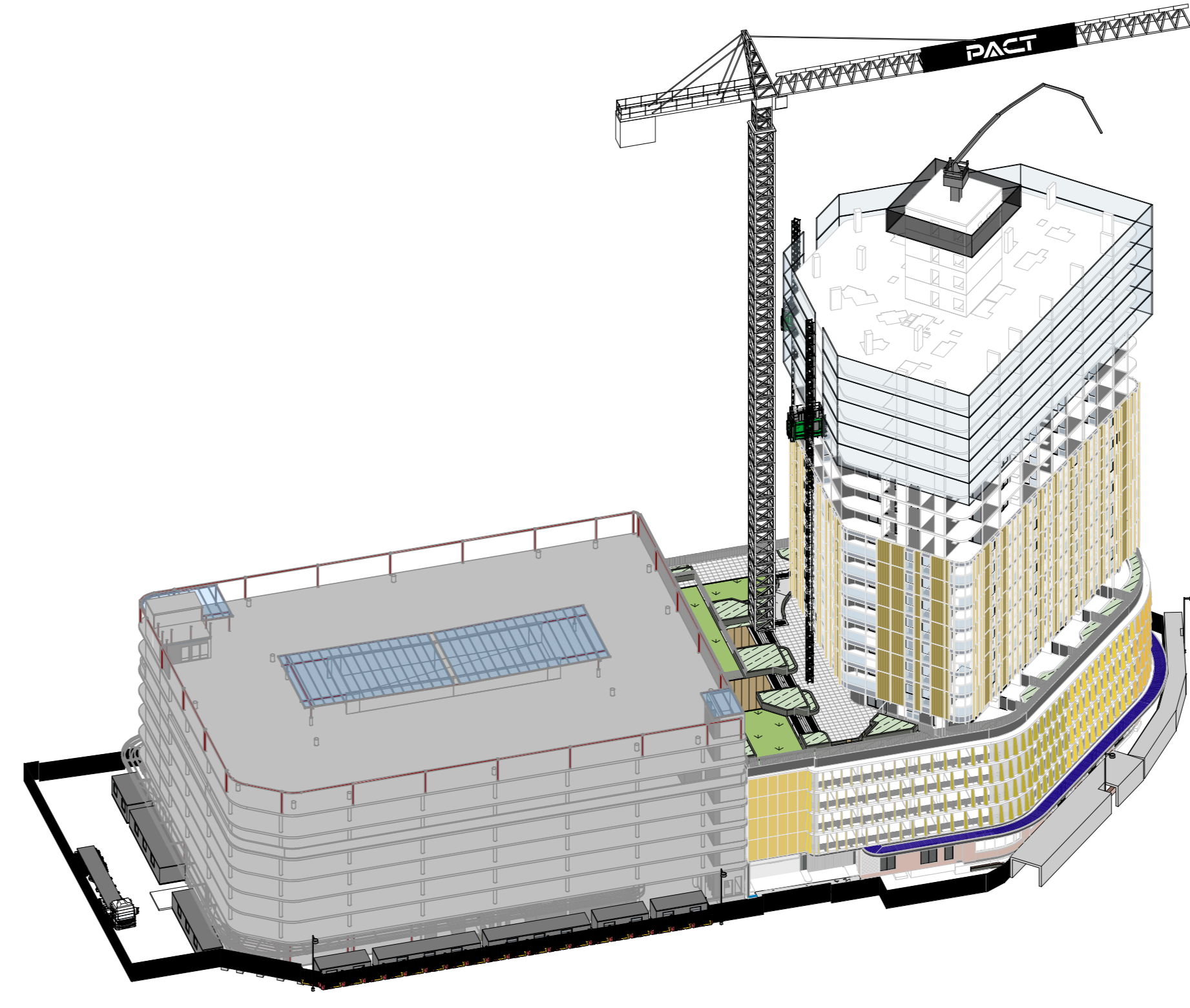
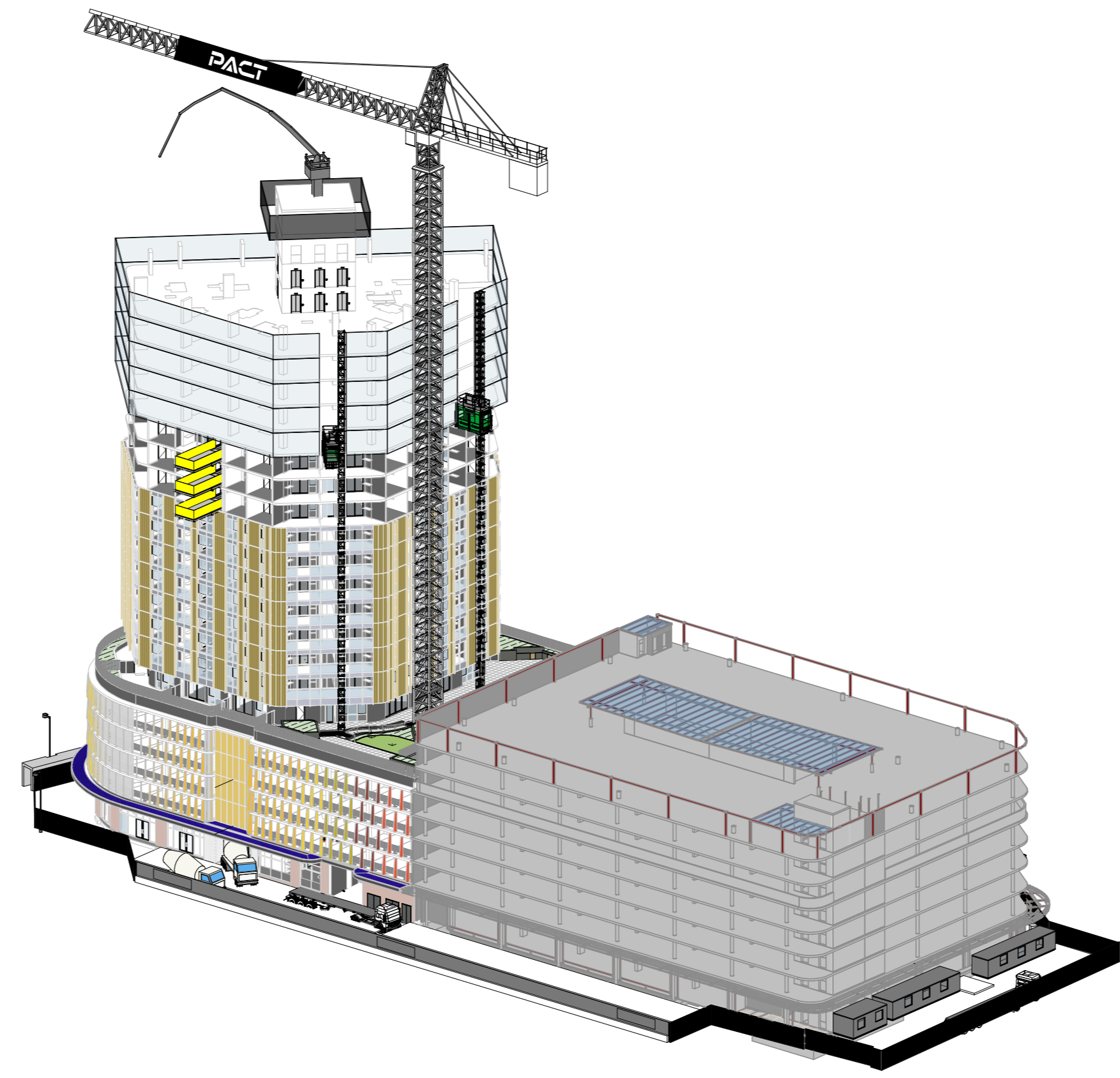


6 LOT 121 SERVICE CRANE SECTION
SK.001 1:200

7 LOT 121 SERVICE HOIST SECTION
SK.001 1:200



3 121 LOGISTIC PLAN - LEVEL 03
SK.001 1:350



8 LOT 121 WONNUL PLACE SITE SHED
SK.001 1:30



Lot 121 - Residential
 Lot 120 & 121 3D Panoramic
 PACT-121-00.0002

SCALE (@ A0)
 1:400

REV	DESCRIPTION	DATE
A	ISSUE FOR REVIEW	21/10/25
B	ISSUE FOR REVIEW	30/10/25

DATE
 21/10/25
 30/10/25

TC1: POTAIN MCT385L14 - 50 m jib

TC2: POTAIN MC310K12 - 40 m jib

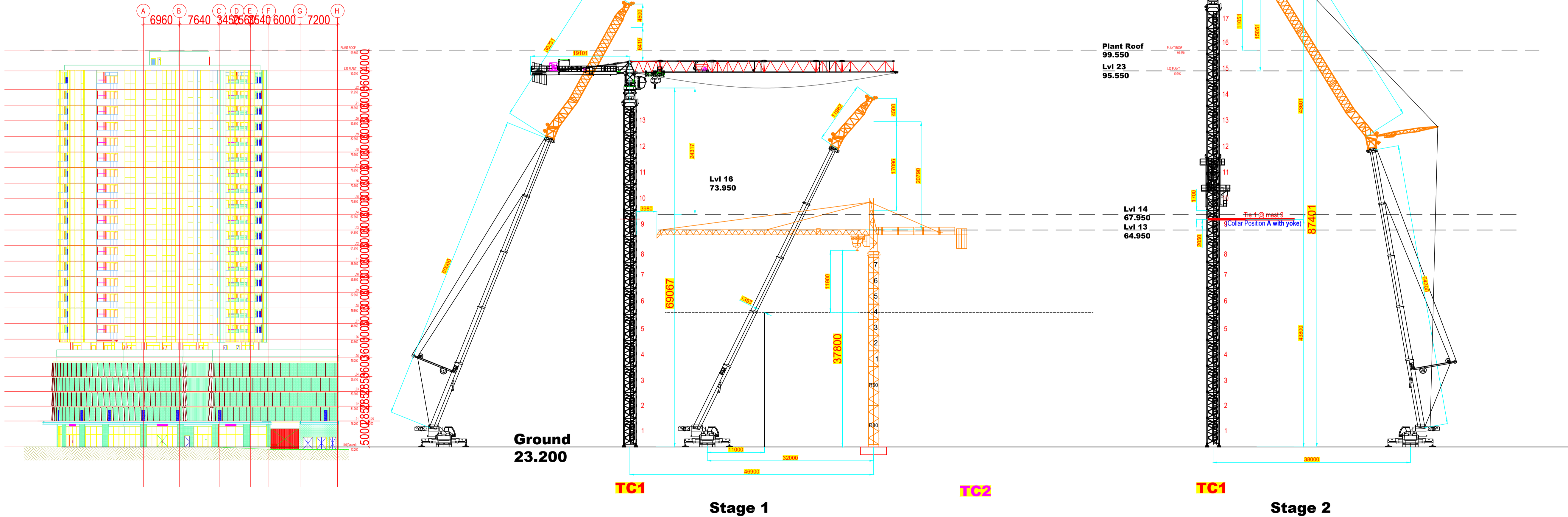
Note:

1. TC1 crane erection to 13 masts with GMK6400 with 30 m of fixed fly + MW from inside side or from Barry Marshall parade (28-30 m radius). Final height: 17 section with 1 tie.
2. TC1 dismantle from full height with GMK6400 with 55 m of luffing fly and megawing from Barry Marshall parade.
3. TC2 erection with GMK 6400 main boom (from inside site - 20-25 m radius) and dismantle with GMK6400 with 12 m of fixed fly from Barry Marsall Parade
4. No allowance for advertising signage has been made.
5. TC1 jib orientation show climbing direction.

Notes:

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2. These drawings shall be read in conjunction with all other consultant's drawings and specification. Any discrepancy shall be referred to the engineer before proceeding with the work. Construction from these drawing shall not commence until approved by all relevant authorities.
3. Builder to confirm all levels, setout dimensions and clearance relative to any other object (trees/building). Unless noted otherwise all levels are in meters and all dimensions are in millimeters. Drawings shall not be scaled for dimensions.
4. All cranes operations shall be strictly in accordance with manufacturer instructions.
5. Drawings and images used for underlay on these drawings are for the purpose of indicative crane location only - NOT TO BE USED FOR DETAILED PLANNING.

AHD
117.000



REV.	DESCRIPTION	BY:	DATE:
G	TC2 jib length revised, TC1 tie lowered	AB	13/12/25
F	RLs added	AB	27/11/25
E	Revised mobile crane set up	AB	10/10/25
D	TC1 height reduced by 1.7 m	AB	26/09/25
C	ISSUED FOR INFORMATION	AB	29/08/25
B	ISSUED FOR INFORMATION	AB	20/08/25
A	ISSUED FOR INFORMATION	AB	02/04/25

STATUS: ISSUED FOR INFORMATION

URBANE CRANES
344 Gngalara Road
Landsdale - WA 6065
www.urbancranes.com.au

CLIENT: TENDER

ARCHITECT:

SITE: Lot 120-121 Murdoch
Barry Marshall Pde & Fiona Wood Rd

TITLE: Crane Elevation

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
NTS	02/04/25	AB	AB
PROJECT NO:	DRAWING NO:	REVISION:	
TEN324	E1001	G	

TC1: POTAIN MCT385L14 - 50 m jib

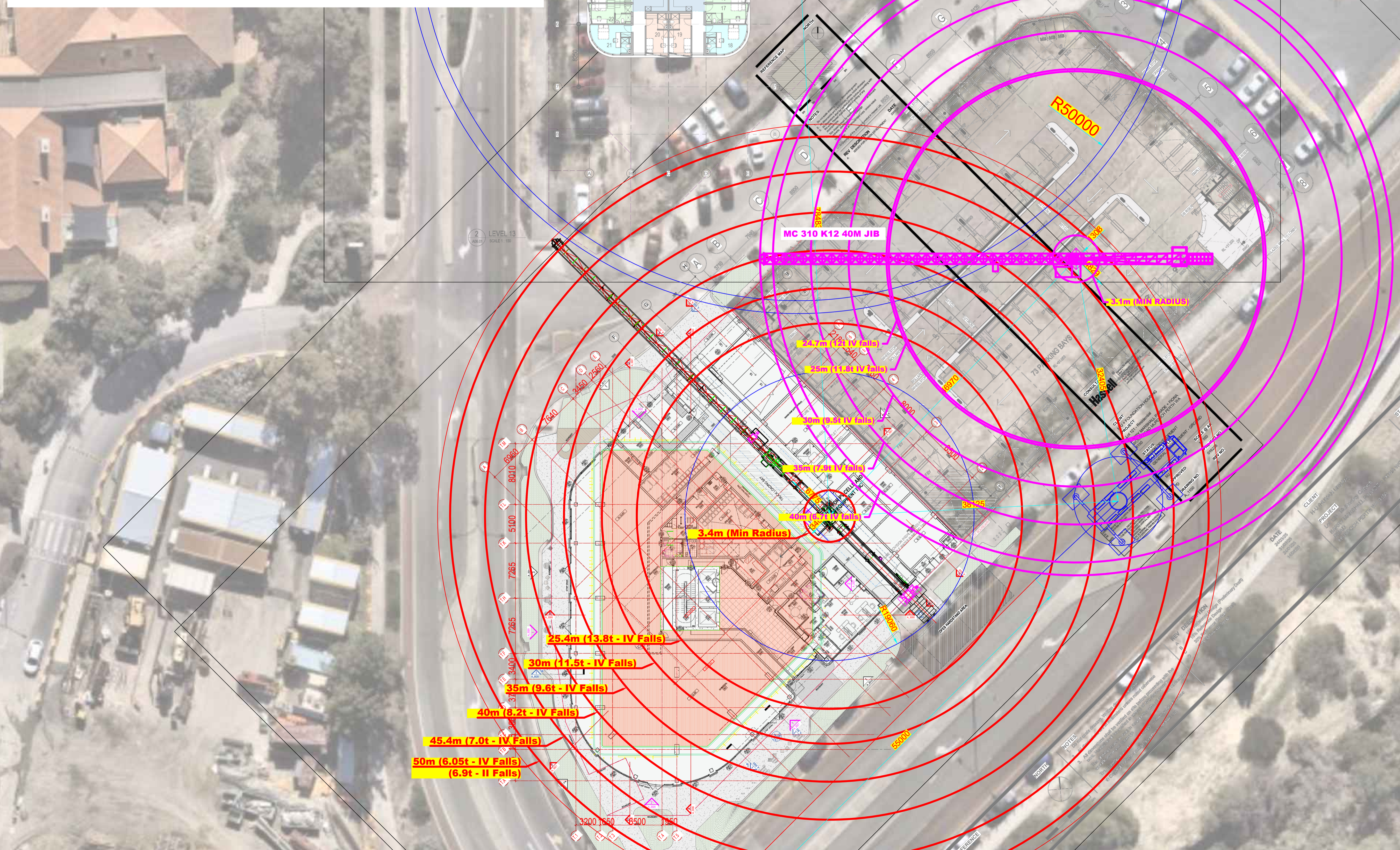
TC2: POTAIN MC310K12 - 40 m jib

Note:

1. TC1 crane erection to 13 masts with GMK6400 with 30 m of fixed fly + MW from inside side or from Barry Marshall parade (28-30 m radius). Final height: 17 section with 1 tie.
2. TC1 dismantle from full height with GMK6400 with 55 m of luffing fly and megawing from Barry Marshall parade.
3. TC2 erection with GMK 6400 main boom (from inside site - 20-25 m radius) and dismantle with GMK6400 with 12 m of fixed fly from Barry Marsall Parade
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E	Revised TC2 Location and jib length	AB	13/12/25
D	Revised Crane Location	AB	10/10/25
C	ISSUED FOR INFORMATION	AB	29/08/25
B	ISSUED FOR INFORMATION	AB	20/08/25
A	ISSUED FOR INFORMATION	AB	02/04/25
REV:	DESCRIPTION:	BY:	DATE:

STATUS: ISSUED FOR INFORMATION

URBAN CRANES
 344 Ngarara Road
 Landsdale - WA 6065
 www.urbancranes.com.au

CLIENT: TENDER

ARCHITECT:

SITE: Lot 120-121 Murdoch
 Barry Marshall Pde & Fiona Wood Rd

TITLE: Crane layout

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
NTS	02/04/25	AB	AB
PROJECT NO:	DRAWING NO:	REVISION:	
TEN324	P1001	E	