CE-LVD
TEST REPORT

For

EV Charging Station

Models No.:	**WPro-32P, WPro-32-3P, WPro-16-3P, WPro-40P, WPro-50P, WPro-32S, WPro-32-3S, WPro-16-3S**
Prepared for :	**Shanghai Zencar Industry Co., Ltd** **Room 103 Building 1 No 690 Linheng Road Pudong New Area Shanghai China**
Manufacturer :	**Shanghai Zencar Industry Co.,Ltd** **Room 103 Building 1 No 690 Linheng Road Pudong New Area Shanghai China**
Prepared By :	**Shenzhen An-Xin Testing Service Co., Ltd.** **Room 402-405, Floor 4th, Building C, Yuxing Technology Industrial Park, Xixiang Street, Bao'an District, Shenzhen, Guangdong, China**
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Report Number :	**AXJC20230509000266S**
Issued Date :	**May. 16, 2023**
Date of Report :	**May. 16, 2023**

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TEST REPORT
EN IEC 61851-1:2019
EN 61851-22:2002
Electric vehicle conductive charging system - Part 1: General requirements
Part 22: AC electric vehicle charging station

Report Number.....	AXJC20230509000266S
Date of issue.....:	May. 16, 2023
Testing Laboratory:	Shenzhen An-Xin Testing Service Co., Ltd.
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Applicant's name :	Shanghai Zencar Industry Co.,Ltd
Address :	Room 103 Building 1 No 690 Linheng Road Pudong New Area Shanghai China
Test specification:	
Standard :	EN IEC 61851-1:2019 EN 61851-22:2002
Test procedure.....:	LVD-CE
Non-standard test method……..:	N/A
Test Report Form No.....:	N/A
Test Report Form(s) Originator.....:	N/A
Master TRF.....:	N/A

Test item description.....:	EV Charging Station
Trade Mark.....:	ZenCar Expert in Safe EV Charging
Manufacturer.....	Shanghai Zencar Industry Co., Ltd
Address.....:	Room 103 Building 1 No 690 Linheng Road Pudong New Area Shanghai China
Models/Type reference.....:	WPro-32P, WPro-32-3P, WPro-16-3P, WPro-40P, WPro-50P, WPro-32S, WPro-32-3S, WPro-16-3S
Ratings.....:	Input: AC 220-240V / 380-400V, 50/60Hz, 16-50A Output: AC 220-240V / 380-400V, 50/60Hz, 16-50A

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Possible test case verdicts :	
test case does not apply to the test object	N(/A.)
test object does meet the requirement	P(ass)
test object does not meet the requirement	F(ail)

Name and address of the testing laboratory :

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Tested by : Jet chen — Signature — May. 16, 2023 — Date

Jet Chen / Engineer
Name/title

Witnessed by: Henry Tian — Signature — May. 16, 2023 — Date

Henry Tian / project Engineer
Name/title

Approved by : Shenzhen An-xinTesting Service Co.,Ltd AXJC — Signature — May. 16, 2023 — Date

Kevin Liu / Manager
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GENERAL PRODUCT INFORMATION:
Product Description –
Model Differences – N/A
Additional application considerations – (Considerations used to test a component or sub-assembly) – In the "Decision" column, P indicates that the test result meets the requirements; F means that the test result does not meet the requirements; N indicates the requirements .Not suitable for the product, or not for the test.

Copy of marking plate:

The artwork below may be only a draft. The use of certification marks on a product must be authorized by the respective NCBs that own these marks.

EV Charging Station
Model: WPro-32P
Rating:Input: AC 220-240V / 380-400V, 50/60Hz, 16-50A
Output: AC 220-240V / 380-400V, 50/60Hz, 16-50A

Shanghai Zencar Industry Co., Ltd

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
5	**RATING OF THE SUPPLY A.C. VOLTAGE**		P
	The rated value of the a.c. supplied voltage for the charging equipment is up to 1 000 V. The equipment shall operate correctly within +10% of the standard nominal voltage. The rated value of the frequency is 50 Hz± 1% or 60 Hz ± 1%.	AC 220-240V / 380-400V, 50/60Hz	P
6	**GENERAL DESCRIPTION**		P
6.1	One method for EV charging is to connect the a.c. supply networkmains to anon-board charger. An alternative method for charging an EV is to use an off-board charger for delivering direct current. For charging in a short period of time special charging facilities operating at high power levels could be utilized.	400Va.c.(Three phase) 230Va.c.(Single phase)	P
6.2	EV charging modes	Mode 3	P
	Mode 1 charging:connection of the EV to the a.c. supply network (mains utilizing standardized socket-outlets not exceeding 16 A and not exceeding 250 Va.c. single-phase or 480 V a.c. three-phase, at the supply side, and utilizing the power and protective earth conductors.		N/A
	Mode 2 charging:Mode 2 charging: connection of the EV to the a.c. supply network(mains not exceeding 32 A and not exceeding 250 V a.c. single-phase or 480 Va.c.three-phase utilizing standardized single-phase or three-phase socket-outlets, and utilizing the power and protective earth conductors toaether with a control pilot function and system of personnel protection against electric shock(RCD) between the EV and the plug or as a part of the in-cable control box.The inline control box shall be located within 0.3 m of the plug or the EVSE or in the plug.		N/A
	Mode 3 charging: connection of the EV to the a.c. supply network(mains) utilizing dedicated EVSE where the control pilot function extends to control equipment in the EVSE, permanently connected to the a.c.supplynetwork(mains)		P
	Mode 4 charging: connection of the EV to the a.c. supply network (mains) utilizing an off- board charger where the control pilot function extends to equipment permanently connected to the a.c. supply.		N/A

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
6.3	Types of EV connection using cables and plugs(cases A,B,and C)		P
6.3.1	General description		P
	The connection of EVs using cables may be carried out in one or more of three different ways:	Case"A" connection: the connection of an EV to the a.c. supply network(mains utilizing a supply cable and plug permanently attached to the EV	P
6.3.2	Cord extension set		P
	A cord extension set or second cable assembly shall not be used in addition to the cable assembly for the connection of the EV to the EVSE.The vehicle manual shall clearly indicate this. A cable assembly shall be so constructed so that it cannot be used as a cord extension set.		P
6.4	Functions provided in each mode of charging for modes 2, 3, and 4		N/A
6.4.1	Modes 2, 3 and 4 functions		P
	These functions shall be provided by the EVSE or the EVSE and vehicle system as given below:		P
	verification that the vehicle is properly connected;		N/A
	energization of the system;		P
	de-energization of the system.		P
6.4.2	Optional functions for modes 2, 3, and 4		P
	selection of charging rate;		N/A
	determination of ventilation requirements of the charging area;		P
	detection/adjustment of the real time available load current of the supply equipment;		P
	retaining/releasing of the coupling;		P
	control of bi-directional power flow to and from the vehicle.		P
6.4.3	Details of functions for modes 2, 3, and 4		P
6.4.3.1	Verification that the vehicle is properly connected		P
	The EVSE shall be able to determine that the connector is properly inserted in the vehicle inlet and properly connected to the EVSE.		P
6.4.3.2	Continuous protective earth continuity checking		P
	Equipment earth continuity between the EVSE and the vehicle shall be continuously verified		P

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
6.5	Serial data communication		P
	The applicability of serial data communication for all charging modes is specified as follows.Serial data communication is optional for mode 1,2 and 3	mode 3	N/A
7	**Protection against electric shock**		N/A
7.1	General requirements		N/A
	Hazardous live parts shall not be accessible.		N/A
	Exposed conductive parts shall not become a hazardous live part under normal conditions (operation as intended use and in the absence of a fault), and under single-fault conditions.		P
	Protection against electric shock is provided by the application of appropriate measures for protection both in normal service and in case of a fault.		P
7.2	Protection against direct contact		N/A
7.2.1	General		N/A
	Protection against direct contact shall consist of one or more provisions that under norma conditions prevent contact with hazardous-live parts.For systems or equipments on board the vehicle, the requirements are defined in ISO6469-3.		P
7.2.2	Accessibility of live parts		P
	When connected to the supply network, the EvsE shall not have any accessible hazardous live part, even after removal of parts that can be removed without a tool.		P
7.2.3	Stored energy – discharge of capacitors		P
7.2.3.1	Disconnection of EV		P
	One second after having disconnected the EV from the supply(mains, the voltage between accessible conductive parts or any accessible conductive part and earth shall be less than or equal to 424 V peak, or 60 V d.c., and the stored energy available shall be less than 20 J see IEC 60950). If the voltage is greater than 42.4V peak(30Vrms or 60Vd.c. or the energy is 20 J or more, a warning label shall be attached in an appropriate position	Max.4.99V Max.0.169J	N/A
7.2.3.2	Disconnection of EVSE		P

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
	Conditions for the disconnections of the EVSE from the supply mains are identical to those required for the disconnection of the EV as indicated in 7.2.3.1.		P
7.3	Fault protection		P
	Protection against indirect contact shall consist of one or more recognized provision(s).	supplementary or reinforced insulation;	P
7.4	Supplementary measures		P
	To avoid indirect contact in case of failure of the basic and/or fault protection or carelessness by users, additional protection against electric shock shall be required. An RCD (1Δn≤30 mA) shall be provided as a part of the EV conductive supply equipment for earthed systems. The RCD shall have a performance at least equal to Type A and be in conformity with standard IEC60364-4-41	Type B RCD	N/A
7.5	Provision for mode 4 EVSE		P
	Specific measures for mode 4 EVSEs are treated in EC61581-23.	This is not a DC charging station.	N/A
8	**Connection between the power supply and the EV**		P
8.1	This clause provides a description of the physical conductive electrical interface requirements between the vehicle and the EVSE.		N/A
8.2	Contact sequencing		P
	For safety reasons, the contact sequence during the connection process shall be such that the earth connection is made first and the pilot connection is made last. The order of connection of the other contacts is not specified. During disconnection the pilot connection shall be broken first and the earth connection shall be broken last.		P
8.3	Functional description of a standard interface		P
	A standard earthing type plug. socket-outlet and vehicle coupler may be used for modes 1.2 and 3, provided the pilot function is included for modes 2 and 3.		P
8.4	Functional description of a basic interface		P
	Standard physical configuration for single phase		P
	Standard physical configuration for three phase.		P

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
	Electrical ratings comply with Table 1	The connector is AC 230V, 32A for single phase or AC 480V, 32A for three phase	P
	Inlet intermateable with the single phase and three phase connector or both. Not mateable with the universal type		P
8.5	Functional description of a universal interface		N/A
	The universal vehicle inlet shall be intermateable with either the high power a.c. connector or the high power d.c.connector.		N/A
	The basic vehicle connector may be intermateable with the universal vehicle inlet if the two are desianed to prevent mismatching and desianed to befail-safe.		P
9	**Specific requirements for vehicle inlet, connector, plug and socket-outlet**		P
9.1	The requirements for accessories of the standard interface are specified in IEC 60309-1 IEC 60309-2 (industrial type) and IEC 60884-1 (domestic type)(as examples A1 and B1 in 6.3).	Case"A"	P
9.2	Operating temperature		P
	Operating temperature is defined in accordance with IEC60309-1, 1EC60309-2 and IEC 60884-1 (as examples A1 and B1 in 6.3or IEC 62196-1 (cases A2 and B2 in 6.3)		P
9.3	Service life of inlet/connector and plug/socket-outlet		P
	The requirements for accessories of the standard interface are specified in IEC 60309-1 IEC 60309-2 (industrial type) and IEC 60884-1 (domestic type(as examples A1 and B1 in 6.3).		P
9.4	Breaking capacity		N/A
	The requirement shall be in accordance with IEC62196-1.		N/A
9.5	IP degrees	IP65	P
10	**Charging cable assembly requirements**		P
10.1	Electrical rating		P
	The rated voltaae of each conductor shall correspond to the rated voltage of the connecting means. The rated current shall correspond to the rating of the line circuit breaker.		P
10.2	Electrical characteristics		P

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
	The cable may be fitted with an earth-connected metal shielding.The cable insulation shall be wear resistant and maintain flexibility over the full temperature range.		P
10.3	Dielectric withstand characteristics		P
	Dielectric withstand characteristics shall be as indicated for the EVSE in 11.4.		P
10.4	Mechanical characteristics		P
	The mechanical characteristics of the cable should be equivalent or superior to those of IEC 60245-6 cable. as well as for fire resistancechemical withstand.UV resistance		P
10.5	Functional characteristics		P
	The maximum cord length may be specified by some national codes..		P
11	**EVSE requirements**		P
11.1	General test requirements		P
	• The connecting point of the EV supply equipment shall be protected by an RCD having a rated residual operating current not exceeding 30 mA; • RCD(s) protecting connecting points shall be at least type A; • RCDs shall comply with one of the following standards: IEC 61 008-1 , IEC 61 009-1 , IEC 60947-2 and IEC 62423; • RCDs shall disconnect all live conductors.		P
	Vehicle adaptors shall not be used to connect a vehicle connector to a vehicle inlet. Adaptors between the EV socket-outlet and the EV plug shall only be used if specifically designated and approved by the vehicle manufacturer or by the EV supply equipment manufacturer and in accordance with national requirements, if any (see 1 6.2).		N/A
11	**Cable assembly requirements**		P
11.1	General test requirements		P
11 .2	Classification		P
	EVSE shall be classified according to exposure to environmental conditions: outdoor use; indoor use.		P

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
11.3	IP degrees for basic and universalinterfaces		P
	The minimum IP degrees for ingress of object and liquids shall be:	IP65	P
	Indoor use: vehicle inlet mated with connector:IP21 - plug mated with socket outlet: IP21, connector for case C when not matedindoor:IP21.		P
	Outdoor use: - vehicle inlet mated with connector:IP44 - plug mated with socket outlet:IP44		P
11.4	Dielectric withstand characteristics		P
	11.4.1Dielectric withstand voltage The dielectric withstand voltage at power frequency(50 Hz or 60 Hz) shall be applied for 1 min as follows: a)Fora classIchargers U+1 200 Vr.m.s. in common mode(all circuits in relation to the exposed conductive parts) and differential mode (between each electrically independent circuit and all other exposed conductive parts or circuits) as specified in 5.3.323 ofIEC 60664-1.		P
11.5	Insulation resistance		P
	The insulation resistance with a 500 V d.c. voltage applied between all inputs/outputs connected together (power source included and the accessible parts shall be for a classs I station: R>1MΩ; -for a class II station: R>7MΩ	R>1MΩ	P
11.6	Clearances and creepage distances		P
	Equipment when mounted in its enclosure shall be designed to operate in an external environment with a minimum pollution degree 3 and overvoltage category lll.		N/A
	Equipment intended for indoor use only shall be designed to operate in an environment with a minimum pollution degree 2 and overvoltage categoryll.	pollution degree 2	P
11.7	Leakage-touch current		P
	Between any network poles and the accessible metal parts connected with each other and a metal foil covering insulated external parts CLass I:3.5mA,Class II 0.25mA		P
11.8	Environmental tests		N/A

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EN IEC 61851-1			
Clause	Requirement +Test	Result - Remark	Verdict
	The electric vehicle charging station shall be designed to operate within the temperature range -25° C to +40° C for outdoor unit and-5° Cto+40° Cfor indoor.		N/A
	The ambient air temperature does not exceed +40° C and its average over a period of 24 hours does not exceed +35° C.		N/A
	The electric vehicle charging station shall be designed to operate with a relative humidity rate between 5 % and 95%.One of the two types of tests below shall be conducted.		N/A

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
4	**General requirements**		P
	The connection of electric vehicles can be made by one or more of the methods described in part 1. The a.c. electric vehicle charging station may have one or more socket-outlets/vehicle connectors.		P
	The a.c. electric vehicle charging station shall be connected to the electric vehicle so that in normal conditions of use the equipment operates to reduce the risk of fire, electric shock or injury to persons, either indoors or outdoors.		P
	In general, this is achieved by fulfilling the relevant requirements specified in this standard and compliance is checked by carrying out all relevant tests. General requirements for the a.c. electric vehicle charging station can also be found in IEC 60439-1 .		P
5	**Standard conditions for operation in service and for installation**		P
	The rated value of the a.c. supply voltage is up to 690 V. The equipment shall operate correctly within ±1 0 % of the standard nominal voltage (see IEC 60038). The rated value of the frequency is 50 Hz ± 1 % or 60 Hz ± 1 %.		P
	The ambient temperature range during charging may be between －30 ° C and +50 ° C and at a relative humidity of between 5 % and 95 %.	-25° C to 45° C	P
6	**Rating of the a.c. input and output**		P
	The input voltage and current rating is according to IEC 60038.		P

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
	The output voltage and current rating shall not exceed the values Output option / AC output A: Single-phase, 230 V, 32 A B: Single/three-phase, 230/400 V, 32 A C: Three-phase, 500 V, 250 A	Single-phase/three phase, 230V/400V, 32A	P
7	**General test requirements**		P
7.1	All tests in this standard are type tests.		P
7.2	Unless otherwise specified, type tests shall be carried out on a single specimen as delivered and configured in accordance with the manufacturer's instructions.		P
7.3	The tests in 11 .3 may be conducted on separate samples at the discretion of the manufacturer. Unless otherwise specified, all other tests shall be carried out in the order of the clauses and subclauses in this part.		N/A
7.4	The tests shall be carried out with the specimen, or any movable part of it, placed in the most unfavourable position which may occur in normal use.		N/A
8	**Functional and constructional requirements**		P
8.1	For mode 3 charging, the a.c. electric vehicle charging station provides part of the control functions listed in 6.4 of part 1 of this standard.		P
8.2	Emergency service		P
	If required by national rules, an emergency disconnection device shall be installed to isolate the a.c. supply network (mains) from the a.c. electric vehicle charging station in case of risk of electric shock, fire or explosion. The disconnection device shall be provided with a means to prevent accidental operation.		P

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
8.3	Permissible surface temperature		P
	The maximum permissible surface temperature of parts of the a.c. electric vehicle charging station which are hand grasped, at the maximum rated current and at an ambient temperature of 40 ° C, shall be		P
	- 50 ° C for metal parts; - 60 ° C for non-metallic parts.		P
	For parts which may be touched but not grasped, maximum permissible surface temperature under the same conditions shall be - 60 ° C for metal parts; - 85 ° C for non-metallic parts. NOTE National codes may allow other temperatures.		N/A
	If required by national rules, an emergency disconnection device shall be installed to isolate the a.c. supply network (mains) from the a.c. electric vehicle charging station in case of risk of electric shock, fire or explosion. The disconnection device shall be provided with a means to prevent accidental operation.		N/A
8.3	Permissible surface temperature		P
8.4	Charging station protection degree (IP)		P
	The a.c. electric vehicle charging station, when energized or not, and with the socket-outlet access trap door, if any, closed, shall provide a minimum degree of protection of IP44.	IP65	P
8.5	Storage means for the cable assembly		P

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
	For case C connections, a storage means shall be provided for the cable assembly and vehicle connector when not in use. The a.c. electric vehicle charging station should be provided with a means to indicate whether or not the cable assembly/vehicle connector has been stored as intended after disconnection from the vehicle		P
9	**Electrical safety**		P
	The general requirements for electrical safety are specified in part 1 of this standard. In addition, the following requirements apply.		P
9.1	Protection against indirect contact		N/A
	The additional protection against electric shock required by 7.4.1 of part 1 of this standard shall not be automatically reset. Manual reset shall be easily accessible to the user. Automatic reset of optional additional protection devices, as specified in 7.4.2 of part 1 , shall comply with national regulations.		N/A
9.2	Earthing electrode and continuity		P
	The tests for a class I charging station earth electrode, where applicable, and earthing of the a.c. electric vehicle charging station shall be carried out in accordance with the national rules and safety requirements for earthing.		P
	All exposed conductive parts of the a.c. electric vehicle charging station which could be connected to the supply voltage source, under fault conditions, shall be connected together in such a manner that they conduct electricity properly, so as to conduct potential fault currents to the earthed point of the a.c. supply network (mains).		P

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
9.3	Detection of the electrical continuity of the protective conductor		P
	For mode 3 charging, the a.c. electric vehicle charging station shall monitor the electrical continuity of the protective conductor to the electric vehicle. If the a.c. electric vehicle charging station detects a loss of electrical continuity of the protective conductor, the electrical supply circuit to the vehicle shall be opened.		P
10	**Dielectric test requirements**		P
10.1	Dielectric withstand characteristics		P
10.1.1	Dielectric withstand voltage		P
	The dielectric withstand voltage at power frequency (50 Hz or 60 Hz) shall be applied for 1 min as follows:		P
	a) For a class I a.c supply equipment – 2 000 V r.m.s. in common and differential mode	2 000 V r.m.s.	P
	b) For a class II a.c supply equipment – 4 000 V r.m.s. in common mode (all circuits in relation to the exposed conductive part) – 2 000 V r.m.s. in differential mode (between each electrically independent circuit and all other exposed conductive part-oriented circuits)		N/A
	c) For both class I and class II a.c supply equipment – 4 000 V r.m.s. between power circuits and extra low voltage circuits		P
10.1.2	Impulse dielectric withstand (1 ,2/50 μs)		P

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
	The dielectric withstand of the power circuits at impulse shall be checked as follows: − 6 000 V: in common mode (according to IEC 60664-1 installation category); − 4 000 V: in differential mode (according to IEC 60664-1 installation category).		P
10.2	Touch current		N/A
	The touch current shall be measured after the damp heat test (see 1 1 .1 .4), with the a.c. electric vehicle charging station connected to a.c. supply network (mains) in accordance with 5.1 of IEC 60950. The supply voltage shall be 1 ,1 times the nominal rated voltage		N/A
11	**Environmental tests**		P
11.1	Climatic environmental tests		N/A
11.1.1	Dielectric withstand voltage		N/A
	During the following tests, the a.c. electric vehicle charging station shall function at its nominal voltage with maximum output power and current. After each test, the original requirements shall still be met.		N/A
11.1.2	Ambient air temperature		P
	The a.c. electric vehicle charging station shall be designed to operate within the temperature range －30 ° C to +50 ° C.		P
11.1.3	c) For both class I and class II a.c supply equipment － 4 000 V r.m.s. between power circuits and extra low voltage circuits		N/A
	Dry heat		N/A

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EN 61851-22			
Clause	Requirement +Test	Result - Remark	Verdict
	The test shall be in accordance with IEC 60068-2-2 Bc or Bd test (dry heat) for a test specimen dissipating energy with slow or rapid change of temperature.		N/A
11.2	Mechanical environmental tests		P
11.2.1	General		P
	After the following tests, no degradation of performance is permitted.		P
	Compliance is checked by verification after the test that		P
	1) the IP degree is not affected; 2) the operation of the doors and locking points is not impaired; 3) the electrical clearances have remained satisfactory for the duration of the tests, and 4) for a charging station having a metallic enclosure, no contact between live parts and the enclosure has occurred, caused by permanent or temporary distortion.		P
11.2.3	Stability		P
	The a.c. electric vehicle charging station shall be installed as intended by the manufacturer's installation instructions. A force of 500 N shall be applied for 5 min in the horizontal direction to the top of the a.c. electric vehicle charging station in each of the four directions or in the worst possible horizontal direction. There shall be neither deterioration of the a.c. electric vehicle charging station nor deformation at its summit greater than - 50 mm during the load application; - 1 0 mm after the load application.		P

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Appendix 1

Photo documentation

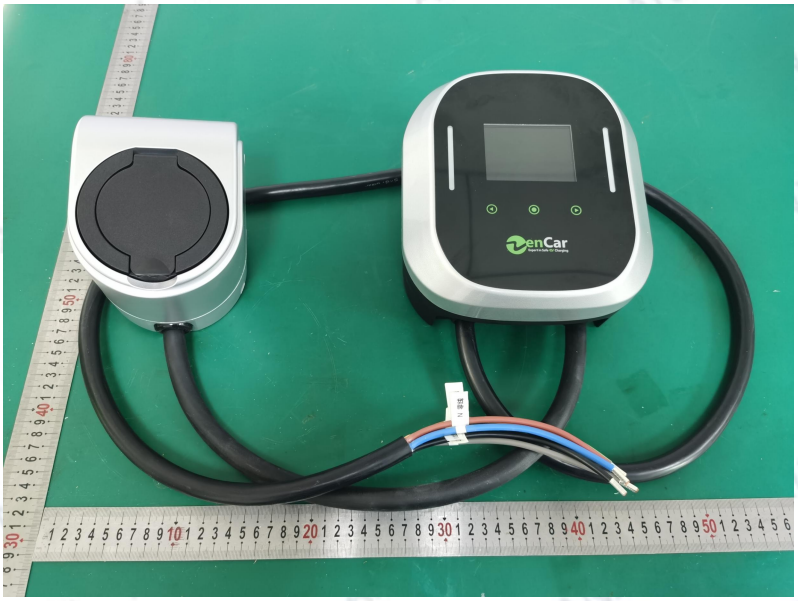
Photo 1 View: [√] Front [ ] Rear [ ] Right side [ ] Left side [ ] Top [ ] Bottom [ ] Internal	

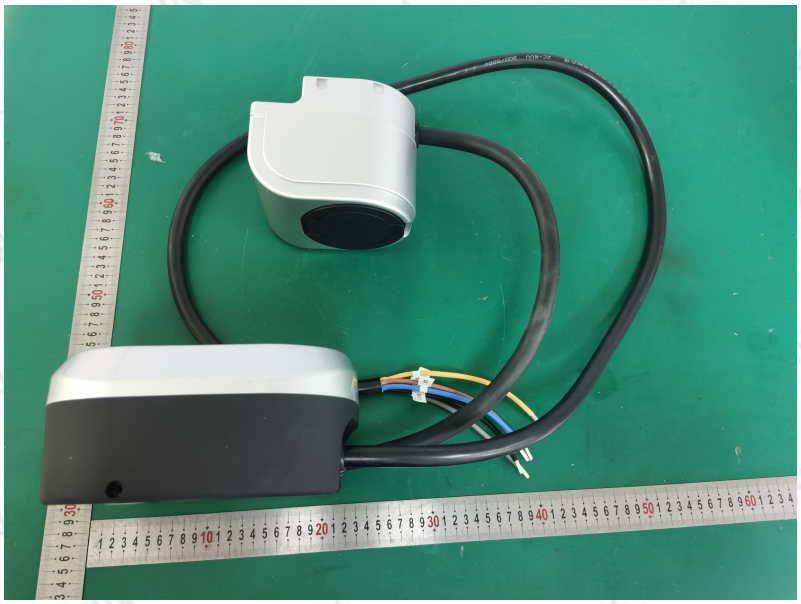
Photo 2 View: [ ] Front [√] Rear [ ] Right side [ ] Left side [ ] Top [ ] Bottom [ ] Internal	

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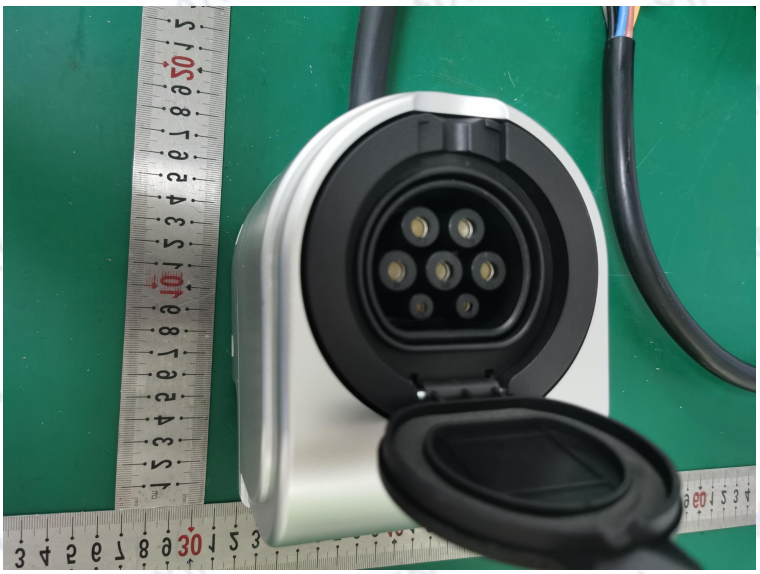
Photo 3 View: [ ] Front [ ] Rear [ ] Right side [ ] Left side [√] Top [ ] Bottom [ ] Internal	

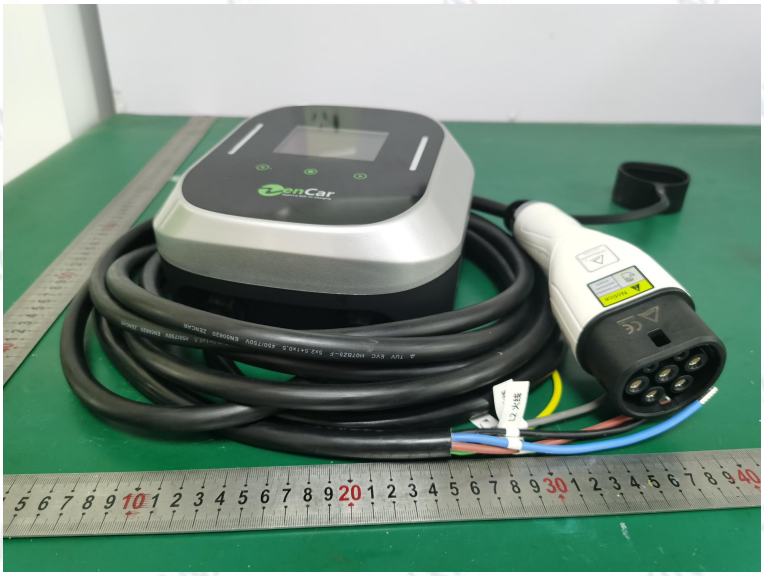
Photo 4 View: [ ] Front [ ] Rear [ ] Right side [ ] Left side [√] Top [ ] Bottom [ ] Internal	

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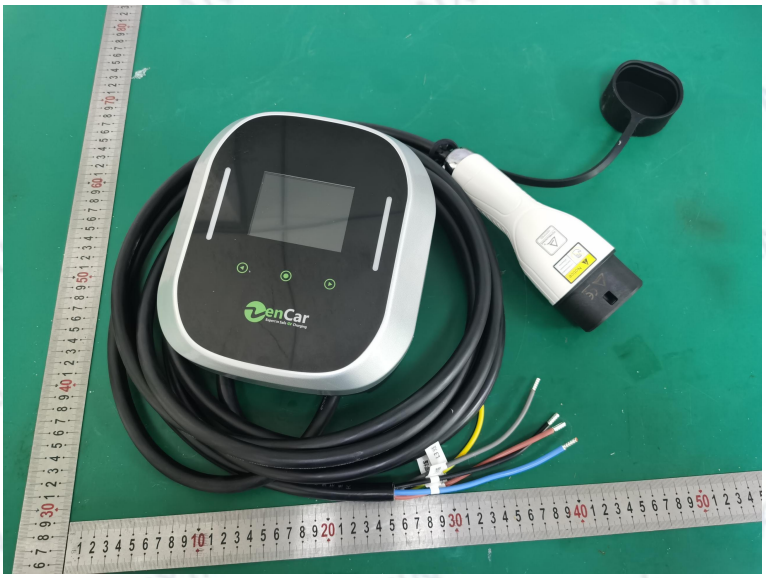
Photo 5 View: [√] Front [ ] Rear [ ] Right side [ ] Left side [ ] Top [ ] Bottom [ ] Internal	

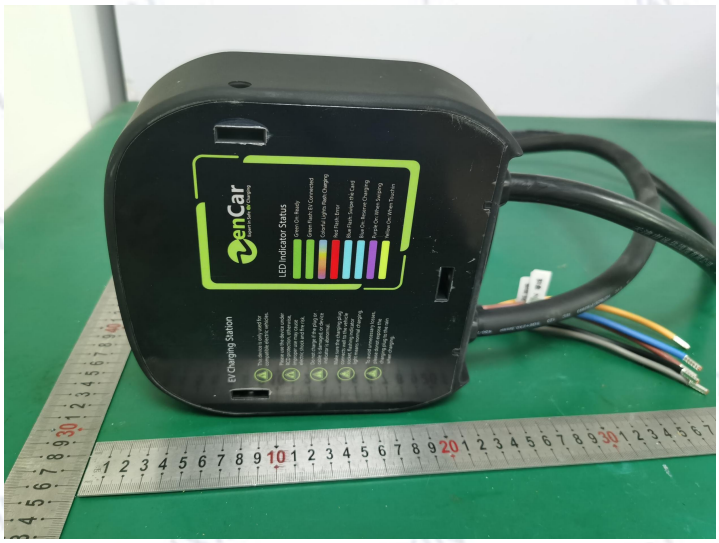
Photo 6 View: [ ] Front [ ] Rear [ ] Right side [ ] Left side [ ] Top [√] Bottom [ ] Internal	

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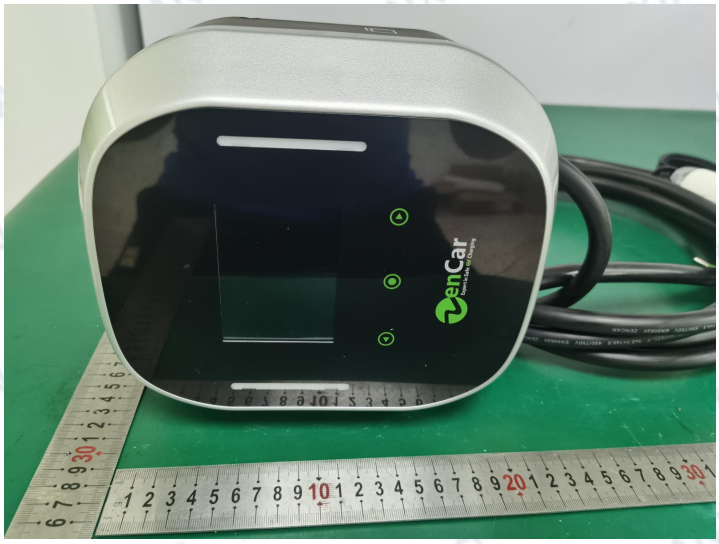
Photo 7 View: [√] Front [ ] Rear [ ] Right side [ ] Left side [ ] Top [ ] Bottom [ ] Internal	

The End Report

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