



**MADE IN CHINA, lost small cars of the 1990s.**

China Motor Vehicle Documentation Centre, 2014  
Erik van Ingen Schenau  
First edition, 2014

We are not writers; we are composers of history books. Our compilation is made with the help of photographs taken by us during yearly travels in China, the priceless car books we bought during these trips, the many visits we paid to small and big factories, the subscription to the only journal giving inside information at that time – China Auto Paper (Zhongguo Qiche Bao), the rare car brochures, and at the end of the 1990s the arrival of internet.

This issue is about the explosive growth of unknown minicar products in the 1990s.

The possibility of private car ownership started in China in the late 1980s, and the taxi market was exploding. In the early 1980s the first joint-ventures between auto multi-nationals and Chinese factories were established: Volkswagen, Jeep, Peugeot. A policy to develop the industry and to control was introduced in 1987. The first regulations were called “three big - three small” implemented by appointing six key firms. This plan would be realized with the development of the two industrial truck giants: First Auto Works (FAW), Dongfeng Corporation (initially Second Auto Works), to which was added as the third ‘big’, the Third Auto Works in Shanghai, which became Shanghai-Volkswagen. The “three small” comprised three existing smaller projects cooperating with foreign companies: Beijing-Jeep, Guangzhou-Peugeot and Tianjin-Daihatsu. Under influence of the military, ‘two mini’ were added: Changan and Guizhou (Yunque).

These 8 companies were supported and given the opportunity to develop the market, but the market proved to be open and not protected, thus giving a free hand for all the others who were interested. And that were many! As private companies were not yet existing, the industry attracted authorities at all levels: State governmental organizations and Ministries, not only that of Industry but others like Transport, Public Health, Fire Protection, Aeronautics, Military Affairs etc., local governments of Provinces, Cities, and Districts, all competing fiercely with each other much like in a capitalist economy. Many of these started car production in the late 1980s and early 1990s. Two classes of vehicles were extremely popular: one, vehicles based on chassis of and engines from the popular Beijing BJ212 and the longer BJ121, mostly SUVs and pickups. The other class consisted of vehicles based on the platform of the growing group of “mianbaoche”, small minivans and minibuses derived from the idea of contemporary Japanese examples, the so-called keitora (kei trucks) which were made by Daihatsu, Honda, Subaru, Suzuki, Mitsubishi, and Mazda.

This document focuses on the latter group. We have tried to find as much information as possible about all these mini-vehicles made all over the country, highlighting only the car-like versions. The main criterion to include/exclude was a total cylinder capacity of less than 1.5-litre, thus avoiding all the SUVs and bigger pickups.





Production of these mini-cars ended when the central government initiated a type approval system, organised by the SDRC (State Development and Reform Commission). Most of the cars were rejected and eventually many factories went bankrupt.

However, we must mention that this document is incomplete!

Why? Because while it is true that we collected a lot, we know there must have been much more. Wherever you find anything missing in the document, please inform us at: [info@chinesecars.net](mailto:info@chinesecars.net). This document will never be complete. Systematically written history of this period is lacking. Car-approval regulations were adopted only at the end of the 1990s. With that tool the Central Government could finally control the car industry, which meant that nearly all of these vehicles disappeared as they were considered unsafe, polluting, and not fitting in with the 'Master-Plan'. A second and important reason we did not include everything we know is the evolutionary nature of our selection process. We may include or exclude an entry here, but later we can modify that decision when we prepare the next, improved edition. That is how we work: we print a small number of copies, and when we have new or additional information, we can immediately update the content in the next edition.

So, these are the cars not included:

The Suzuki Alto from Changan/Qinchuan/Jiangnan/Jiangbei, the Yunque (Subaru license) from Guizhou, the Xiali's from Tianjin, the first Geelys, the Seat Ibiza and van from Nanjing, the JIAD Buddy project from Zhejiang (car is too big), the Austin Maestros from Etsong and Yema, the Great Wall CC1020 and CC6470 (too big), the Jinwa from Nanjing (too small), the Daewoo Tico from Anchi and Songhuajiang, the KIA Pride from Yueda, the 'grandfathers cars' (small retro-looking 1930s models in use for weddings), the Morris Marina from Huandu.

We have some items with missing pictures (and uncertainty if they are really cars and not mini-trucks):

RC5010X from Rongcheng Auto Assembly Works, RX6430 from New Dadi, Chengdu, Sichuan, CDD6430 from Dadi, Hebei, ZA6400 from Xingwang, XCQ6350 from Xuchang Machinery Works, QY6330 from Aojiang.

You can obviously see that we still need help. Your opinions, comments, annotations, and additional facts or factoids are genuinely welcome, as stated above, at: [info@chinesecars.net](mailto:info@chinesecars.net).

We hope you enjoy reading this as much as we enjoyed writing it!

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## ANHUI PROVINCE

### Anqing City

#### Anhui Anqing Auto Works (安徽省安庆汽车厂)

Anhui Anqing Auto Works was established 1991 for the production of small buses and vans, production of the first bus started in 1995. Sadly, things didn't go very well. Yearly output was never higher than 3000 vehicles and the passenger car project was much more expensive than expected. Still, Anhui Anqing managed to hold on until 2003 when it was declared bankrupt.

Three years later however Taiwanese investors bought the leftovers of the factory and started a project to make cheap electric taxi's. They built one prototype based on a Suzuki Alto, but their cash pile was too small to start mass production. The Taiwanese started looking for new investors and so the factory lingered on until 2010 when the venture declared bankruptcy yet again, and that was the end of Anhui Anqing.

Andaer  
安达尔





ANDA'ER AAQ6370/ AAQ6380

This is a 3.8 meter long mpv based on the Suzuki Alto. There are versions with a TJ376 engine from the Xiali, a HH462 engine or a DA465Q engine. The AAQ6370 was produced from 1996 until 2003.



ANDA'ER	AAQ6370	AAQ6380
price	50.000 yuan	58.000 yuan
seats	5	5
length	3750mm	3850mm
width	1580mm	1620mm
height	1570mm	1450mm
wheelbase	2300mm	2300mm
curb weight	950kg	1050kg
max. speed	110km/h	110km/h
engine	TJ376QB (Tianjin) or HH462 (Huaihai)	TJ376QB (Tianjin) or DA465Q (Dong'an)
cylinder capacity	993cc	993cc
output	35kW/5500rpm	35kW/5500rpm
gearbox	4 manual	4 manual
tyres	5.00x12	5.00x12







In 1999 researchers from the Hefei University in the city of Hefei in Anhui Province developed an electric powered AAQ6370 in 1999. The vehicle was painted in virgin white and was used for a couple of years for testing parts and components. Only one car was made.

## ANDA'ER ELECTRIC VEHICLE

Electric version based on the Suzuki Alto.

ANDA'ER	ELECTRIC ALTO
seats	4
length	3405mm
width	1420mm
height	1459mm
wheelbase	2175mm
max. speed	80km/h
engine	SRMBLDCM
output	7,5kW/ 96V





ANHUI PROVINCE

Dangtu District

Longshan Qiao (Dragon Mountain Bridge) Town

Workers of a local factory developed a mini car with a dragon logo.





## ANHUI PROVINCE

### Hefei City

#### Anhui Huaihai Machinery Works

The Huaihai Machinery Works was a local military enterprise founded in 1965. It started production of mini vehicles in 1978. The leading products of the factory were Flying Tiger brand (Feihu) mini vehicles. Production in the 1990s was about 10.000- 20.000 vehicles per year.



#### FEIHU HH6340/ HH6350A

A small mpv style vehicle in two different versions. Engine 465Q1 or F10-A, length 3500mm, width 1600mm, max. speed 100km/h. From the HH6340 2211 units were made in 1995, from the HH6350 2208 units in 1996.







飞虎牌 HH6350A 微型客车  
Flying Tiger HH6350A Minibus





## ANHUI PROVINCE

### Langxi District

Anhui Langxi Xiyate Automobile Co. Ltd., (安徽省郎溪县汽车厂)  
(also named Anhui Langxi Auto Works)

A small parts factory in Anhui, produced also cars since 1991: a Cherokee look-a-like, a small bus LQC6600. Strangely the company used the Xiyate name, which is also in use by Seat in China. In the 2000s the company only made parts, in 2011 they went bankrupt.

### XIYATE LQC1010S

A minicar with Volkswagen elements. Made around 1996.

安徽西亚特汽车

西亚特 LQC1010S 型微型家用车





## ANHUI PROVINCE

### Wuhu City

#### Wuhu Tongbao Auto Works/ Wuhu Special Vehicles Works (芜湖特种车辆厂)

(Also named Anhui Yuanhu Special Vehicle Works No. 3)

Wuhu Special Vehicle Works produced Tongbao minivans and minitrucks. The Tongbao WHW6400 (1997) was one of the many Chinese small saloons with fibreglass body. These vehicles were very popular in the early 1990s. Tongbao reached a top production in 1994 with 1077 units. The factory also assembled (ckd) a number of Hyundai Accent saloons under the Tongbao brand. In May 2001 the Wuhu Factory signed a letter of intent with the World Transport Authority to manufacture and distribute WorldStar vehicles in China. No WorldStar production took place. In 2003 Changan helped with the production of new types of mini-vans. In Dec. 2004 the Zongshen Industrial Group and Tongbao Automobile Co. Ltd. formed the Zongshen Tongbao Automobile Manufacturing Co. Ltd. Zongshen (a large motorcycle producer from Chongqing) owned 80% and Tongbao 20%.

#### TONGBAO WHW6400CH/ WHW5010QC

The minicar has been made with different front end rear ends. Besides of the four-door sedan there was a pickup.

TONGBAO	WHW6400CH
price	67.000 yuan
seats	5
length	3965mm
width	1620mm
height	1580mm
wheelbase	2350mm
curb weight	950kg
max. speed	120km/h
engine	465Q
cylinder capacity	970cc
output	32kW/5000rpm
gearbox	5 manual
tyres	165/70 SR13

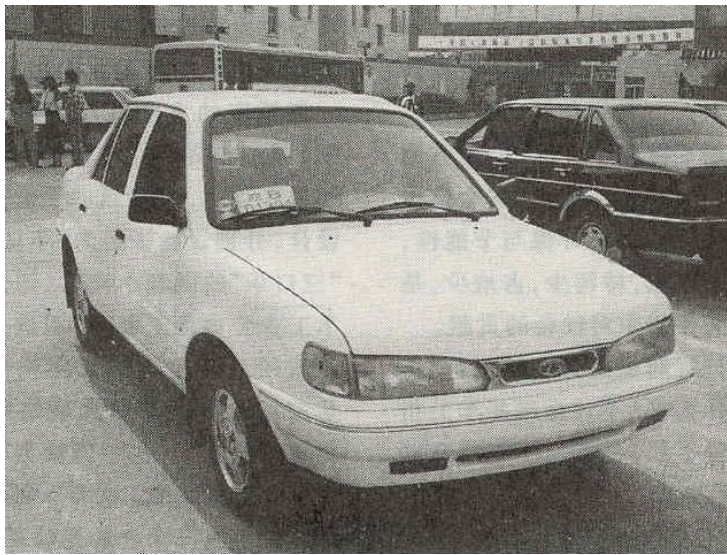














TONGBAO 'HYUNDAI ACCENT/ EXCEL'

Tongbao was one of the companies which produced or assembled a Hyundai Accent (also known as Hyundai Excel or Pony).





## ANHUI PROVINCE

### Wuhu City

Chery Auto Co., Ltd.

After Chery started in 1999, it developed the QQ which was introduced in 2003. There was a need in Asia for a much smaller vehicle, very cheap. Chery developed the Q11, prototypes were ready in 2005, but the project was abandoned a year later.

### CHERY QUART Q11

The Q11 was especially developed for South-East Asia, a '10.000 yuan' car, cheaper than the 2500 US\$ Tata Nano which came years later. This explains the right hand steering. The 2-cylinder engine was placed in the front. It was a very simple and basic vehicle. Design was from Mr. Zheng Shulin, working for Kaking Design. A number of prototypes was made (at least 6) but after some tests development was abandoned.





## ANHUI PROVINCE

### Wuhu City

People's Liberation Army (Jiefangjun) No. 5720 Works (中国人民解放军第5720工厂)

The PLA No. 5720, like so many military factories, switched to civil vehicle production in the 1990s.



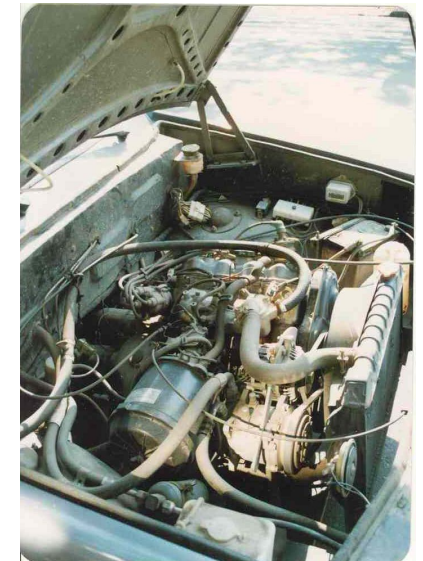
### WEI'ER (WHALE) WHJ6440/ WHJ1010

A four-cylinder sedan and a pickup. Production 1995: WHJ6440: 908 units, WHJ1010: 262 units, WHJ5010: 32 units. In 1996: 916 units of the WHJ1010.





WEI'ER	WHJ1010	WHJ1010D	WHJ1010X
price	35.000 yuan	39.000 yuan	41.000 yuan
length	4310mm	4250mm	4320mm
width	1640mm	1640mm	1640mm
height	1430mm	1430mm	1430mm
wheelbase	2480mm	2560mm	2480mm
curb weight	900kg	920kg	940kg
max. speed	100km/h	100km/h	100km/h
engine	462	DA462-10	DA462-1A
cylinder capacity	797cc	870cc	797cc
output	26kW/5500rpm	28kW/5500rpm	26kW/5500rpm
tyres	5.50-12	5.50-12	5.05-12



## BEIJING MUNICIPALITY

Beijing Hualian Automobile Co. Ltd. (北京华联汽车公司)  
(also named Beijing Huaduoli Auto Co. Ltd.)

Beijing Hualian made only one product, the BHL6350 mpv. In 1998 twelve were made, in 1999 439.



### HUALIU BHL6350

A 3.5-metre long mini mpv equipped with a 993cc Xiali engine. Prices: standard version 48.000 yuan. Luxury version 59.800 yuan.

HUALIU	BHL6350
price	48.000 yuan
seats	5
length	3500mm
width	1640mm
height	1620mm
wheelbase	2105mm
curb weight	960kg
max. speed	100km/h
engine	DA462-1A (Dong'an)
cylinder capacity	900cc
output	27kW/5500rpm
gearbox	4 manual
tyres	6.00-12







## BEIJING MUNICIPALITY

### Beijing Changping Shahe Automobile Refit Works (also named Beijing Yunsong Automobile Refit Works)

Beijing Shahe produced a mpv which resembles the BHL6350. The car was 20cm shorter. Other vehicles produced by Shahe were based on the Beijing BJ121, like a pickup with a Cherokee nose.



### CHANGSHENG BCS6330

A 3.3-metre long mini mpv. Changsheng translates as Prosperity.









## BEIJING MUNICIPALITY

### People's Liberation Army (Jiefangjun) Xima Assembly Works

(also named Beijing Beijing Fengtai District Xima Assembly Works, later Beijing Anhua Xima Assembly Works)

This small army factory made small trucks and a passenger car in the 90s. Not much is known.

### XIMA XM5020

A Toyota Starlet look-a-like, made in the early 1990s. In 1991 500 units have been made.

XIMA	XM5020
price	65.000 yuan
platform	RK5010X (Huaxing)
seats	5
length	3870mm
width	1535mm
height	1385mm
wheelbase	2410mm
curb weight	800kg
max. speed	110km/h
engine	DA462 (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual
tyres	6.00-12





## BEIJING MUNICIPALITY

Beijing Zhonglian Special Purpose Vehicle Plant  
(中国汽车工业总公司中联实业公司)  
(北京中联专用汽车厂)

Part of the Zhonglian Enterprises Company from the China National Automotive Industry Corporation. Products were Suzuki Carry and Mitsubishi Pajero look-a-likes. The factory made a small car around 1994-1997.

### ZHONGLIAN WL5010XSD

Announced as a 'speedy delivery van', the WL5010XSD was equipped with a 462-engine or a F8B Suzuki engine, both 0.8-litre. We found one Zhonglian surviving in the closed FAW Old Car Collection in Changchun, often recalled as 'the FAW Warehouse Collection'. (see photo right under)



图 2 中联开封专用汽车厂生产的 WL5010 经济型车



图 3 WL5010XSD 型速递车





## BEIJING MUNICIPALITY

### China North Vehicle Research Institute (Noreco)

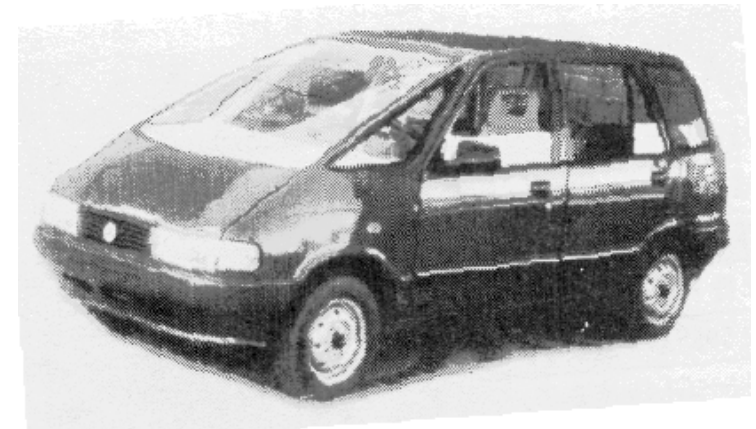
The Vehicle Research Institute of Norinco, one of the most important Chinese national weapon producers, was established in Beijing. Also Norinco was interested in the minicar business.

Besides the concept BF7082 in 1996, Norinco (Chinese name Beifan) adopted the Xiao Fuxing (Small Lucky Star), designed by Mr. Tak Lee and Mr. Yu Junhai in 1993-1995 and developed by the Shenzhen joint venture company Tint Dragonfly.

Beifan succeeded in getting the Xiao Fuxing produced at the Xi'an Qinchuan facility, as QCJ7088.

### BEIFAN BF7082

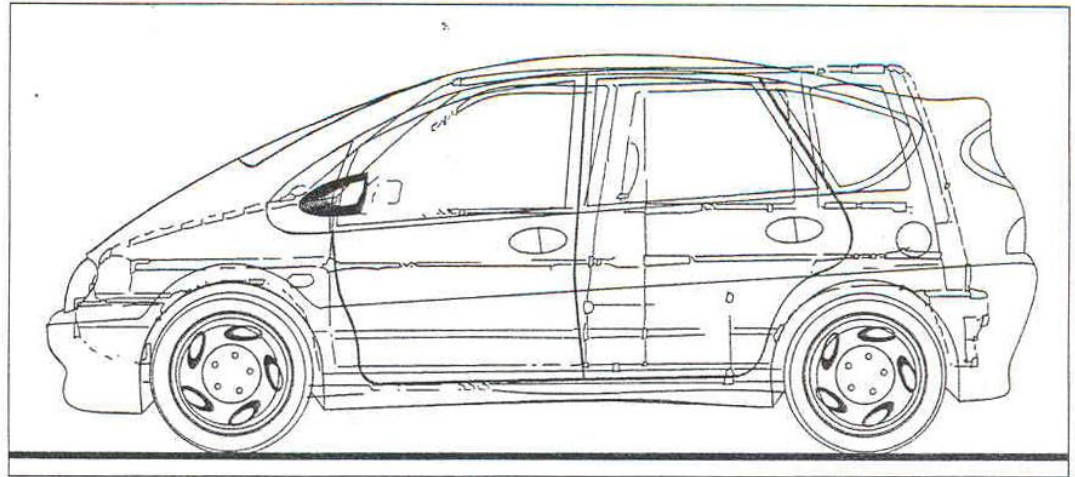
Probably only made as prototype, made in 1996.



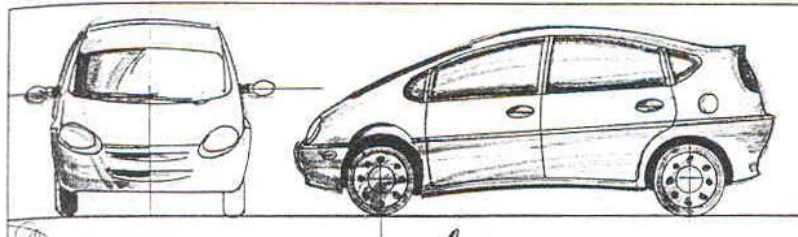


**BEIFAN QCJ7085 XIAO FUXING (LUCKY STAR)**

Hatchback, premiere 1995. The Lucky Star project was initially started by designer Tak Lee (Lee Tak Chi) from Hong Kong. Mr. Tak Lee wanted to design an affordable family car, engineered and produced purely for Chinese. He was owner of Tint International, a product design marketing company. Tint merged into a joint venture with the Shenzhen Dragonfly Industrial Design Company, director Mr. Yu Junhai. In 1993 Tint Dragonfly developed the first Lucky Star, which you will find in this book under Guangdong Province, Shenzhen City. The second Lucky Star, the QCJ7085 was based on a Suzuki Alto platform. Production facilities were found thanks to cooperation with the China North Industrial Group Co. (Norinco) and the China North Vehicle Research Institute (Noreco). The prototype debuted in 1996 at the Beijing Auto Show.



For production Norinco chose the Xi'an factory (see the production version QCJ7088 under Shaanxi Province, Xi'an City, Qinchuan Machinery Works). Mr. Tak Lee later developed the MyCar.



1. Mr. Tak Lee, President and Chief Designer of TNT Dragonfly,
2. Mr. Yu Junhai, President of Shenzhen Dragonfly.



BEIFAN	XIAO FUXING QCJ7085
seats	4
length	3600mm
width	1500mm
height	1450mm
wheelbase	2335mm
curb weight	680kg
max. speed	120-135km/h
engine	Suzuki Alto
cylinder capacity	796cc
output	26kW/5500rpm
gearbox	4 manual
tyres	145/70 R12











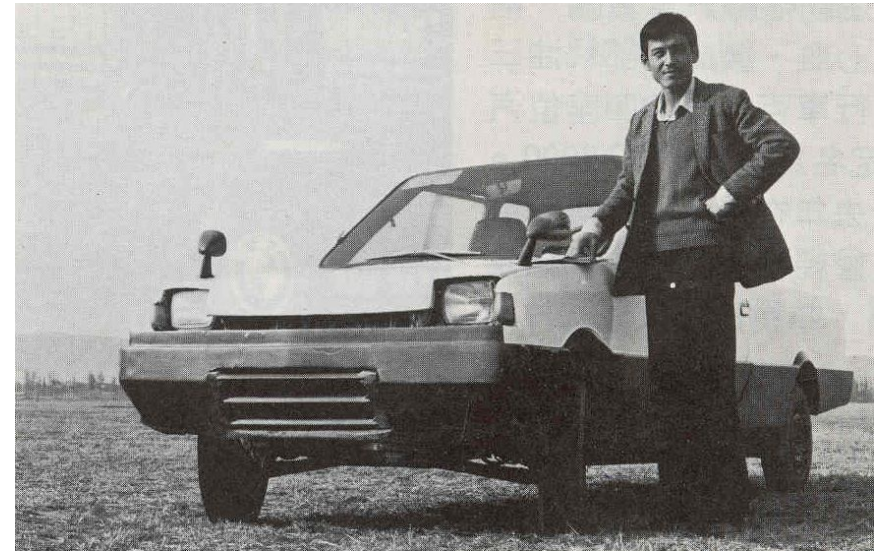


## BEIJING MUNICIPALITY

### Jing-Jin-Ji Corporation

The Jing-Jin-Ji Corporation was one of the local automotive corporations erected by the government in the mid-1980s. Jing-Jin-Ji means Beijing-Tianjin-Hebei, this corporation had the task to develop the automotive industry in this area.

Jing-Jin-Ji supported Project BS111, the development of a plastic car designed by Mr. Tang Jinshen in 1985. This was the start of the Zhonghua plastic car, first produced in Shenzhen (see under Guangdong Province; Shenzhen City; Zhonghua) and later in Beijing.



### ZHONGHUA BS111/BS111B

A two-door four-seat pickup, made in two versions: the rear-wheel driven BS111 with a maximum speed of 90 km/h and the front-wheel driven BS111B with a maximum speed of 125 km/h. The payload of the cars was 300 kg. In 1986 the cars were licensed by the State Council Science and Technology Leading Group.





## BEIJING MUNICIPALITY

Beijing Zhonghua Automobile Industry Company  
(not to be confused with Zhonghua from Brilliance, Shenyang)



The re-start of the Zhonghua plastic car factory took place in Beijing in 1994, after the closure of the works in Shenzhen in 1989. Production started from 1994, with two new basic models: an mpv style car and a sedan. This time Mr. Tang Jinsheng managed to get a sales license for his products, some say thanks to his guangxi as he was the son of an important army general, some say as he was now a well-known scientist praised in the USA. The company was established in Fengtai, South Beijing. The 1200 workers were teen-age recruits. They hoisted a car body up and then dropped it into the chassis, which sat atop chunks of brick until the wheels were mounted. During the last stage of production, the cars were pushed by hand from station to station, as workers casually installed windows, seats and windshield wipers. In the four year about 4.000 were made. The quality of the car was poor. The fragile tube chassis could not avoid frictions in the body, which resulted in cracks and broken front windows. The factory was closed in late 2000 and the company was liquidated. A sad end again. Tang lost all his political support, and his money, and virtually disappeared.



## SOLOMAN CHB6401T/ TA/TE/ CHB6411

Mr. Tang Jingshen designed a good looking complete new mpv. Production started in October 1994. The car was underpowered with the 993cc Xiali engine, 1.3-litre and 1.6-litre Nissan engines were prepared. The mpv was nicknamed Bullet Head in Beijing. They were used as taxis as a replacement for the smaller mianbaoche (microvans). Taxi drivers were mostly not happy with the car, due to the many problems.

ZHONGHUA SOLOMAN	CHB6401TA
price	50.000 yuan
seats	5
length	4010mm
width	1620mm
height	1580mm
wheelbase	2420mm
curb weight	800kg
max. speed	150km/h
engine	Tiannei 376Q (Tianjin)
cylinder capacity	993cc
output	38kW/5600rpm



Though the car looked like a hatchback, there was no fifth door at the rear.

Other engines in use were:  
Beinei 475Q, Dong'an DA475Q.

A dual-fuel version was sold for 69.900 yuan.







In the last production years there were some updates, especially of the front end.





SOLOMAN CHS5011T/ CHB7090/ QCJ7090

To have a license to sell the cars outside Beijing, Zhonghua cooperated with Qinchuan in Xi'an City, Shaanxi Province. The sedan was produced under the QCJ designation. Introduction was in August 1995, production stopped in 1999.

QINCHUAN ZHONGHUA	QCJ7090
price	80.000 yuan
seats	5
length	4160mm
width	1620mm
height	1375mm
wheelbase	2420mm
curb weight	920kg
max. speed	110km/h
engine	376Q
cylinder capacity	993cc
output	38kW/5600rpm
gearbox	4 manual
tyres	155/80 R13







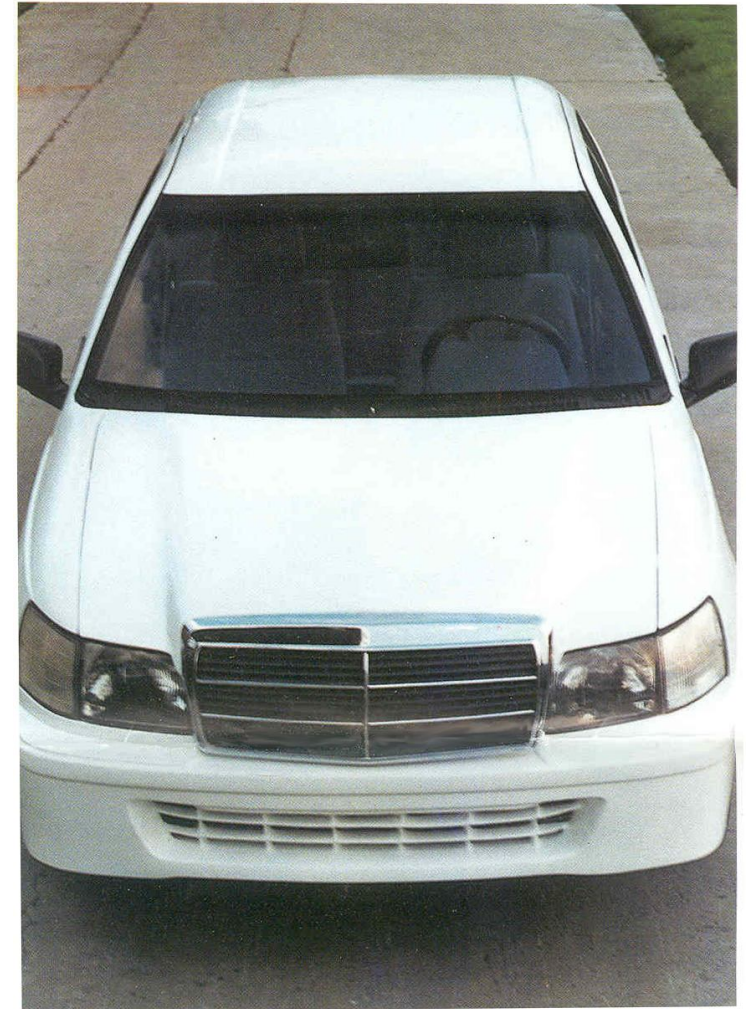
Here too where some updates in the last years.





SOLOMAN CHB7090B/ QCJ7090 ("ZHONGHUA BENZ")

The Zhonghua Benz was a prototype with a Mercedes Benz front. The sizes were: wheelbase 2420mm, LxWxH 4250x1620x1410mm. The engine was the 1.6-litre Nissan G16, which gave the car a maximum speed of 180 km/h.





CHONGQING MUNICIPALITY

Chongqing Jiangling Machinery Works (江陵机器厂)

The Jiangling Works was an army factory producing small motor vehicle engines since 1984. In 1993 they made 64.200 units of the JL462Q engine. They produced a mini-car in squared-off styling, like they were popular in the early 1990s, made of duplicate material. It was named Lingyang ('Antelope') JLJ1010.



羚羊牌 JF1010 复合材料汽车  
Lin-yang type JF1010 car of duplicate mater

LINGYANG JF1010/ JLJ1010/ JLJ1010A

The vehicle weight was 900kg, length of the body 4350mm and it was a 4-door sedan. In 1994 43 units were made.



LINGYANG	JF1010/JLJ1010
seats	5
wheelbase	2800mm
length	4350mm
width	1600mm
height	1432mm
curb weight	900kg
max. speed	96km/h
engine	JL462Q (Jiangling)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual



羚羊牌 JLJ1010 复合材料汽车







## CHONGQING MUNICIPALITY

### Chongqing Lifan Automobile Co., Ltd.

In 2004 Lifan, a motorcycle company privately owned by Mr. Yin Mingshan, introduced a mini-auto with a motorcycle engine to the press. It was probably one of the last initiatives for the now grown-up Chinese car market to develop a minicar. In 2005 Lifan came with a full size sedan, the 520, and the minicar project was forgotten.

### LIFAN MINI-AUTO

The price of the vehicles was announced: 15.000 yuan. That would have been the cheapest car on the market.





## CHONGQING MUNICIPALITY

### Yimin Machinery Works

A good-looking 4-seater mini-car was made by the Beifan (China North Industries) works in Chongqing Municipality. In 1986 the prototype was introduced as the Yimin SC720, followed by the SC721 in 1989. The production version, the Yimin YM7060 used a Liuzhou-built 2-cylinder engine of 644 cc. Production plans for 1991 were 1000 units, but in 1993 only 84 were made.

### YIMIN SC721/ SC7060/ YM7060

The YM7060 was one of the cheapest Chinese cars, the price was only Y28.000.

YIMIN	YM7060
price	28.000 yuan
seats	4
length	3300mm
width	1400mm
height	1410mm
wheelbase	2150mm
curb weight	780kg
max. speed	95km/h
engine	276Q (Liuzhou)
cylinder capacity	644cc
output	21kW/5300rpm
gearbox	4 manual
tyres	4.50x12





GUANGDONG PROVINCE

Guangzhou City

Lingtong 951 Business and Transport Corporation

This corporation designed a 2-door sedan and a MPV.

LINGTONG 951

Sporty sedan. Only one prototype made.

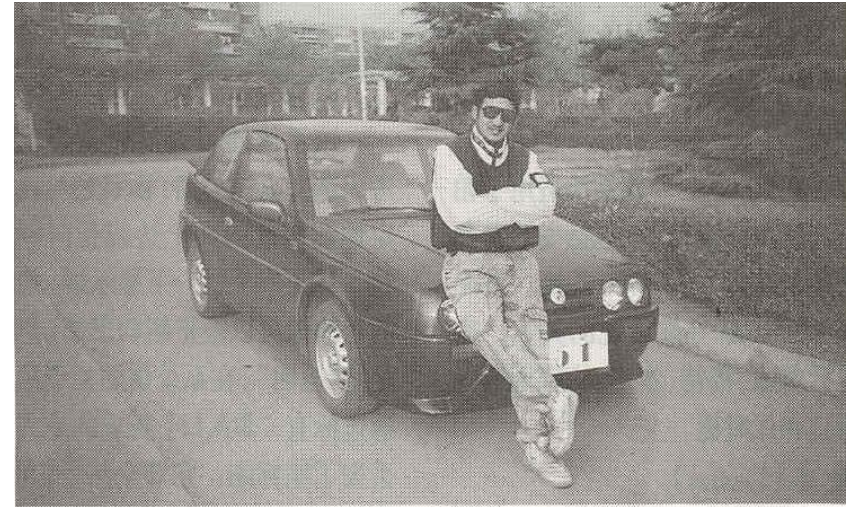


图 1 王焕和他设计制作的“灵通 951”运动型多用途车

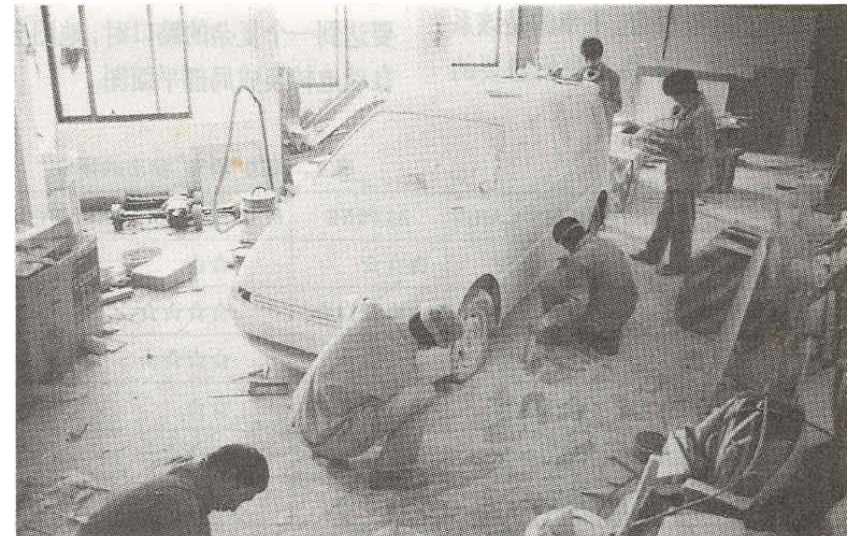


图 2 灵通多用途车试制工场



## GUANGDONG PROVINCE

### Shaoguan City

Guangdong Guangtong Auto Works  
(广东广通汽车厂)

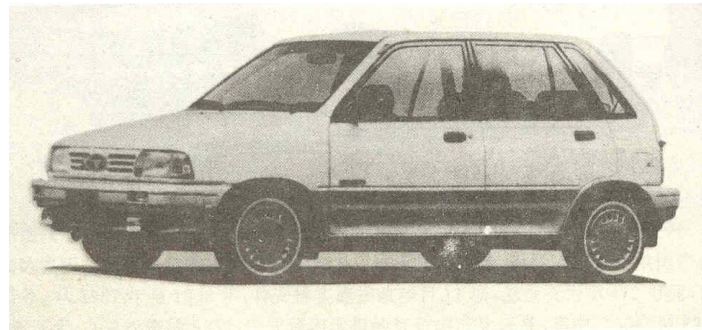
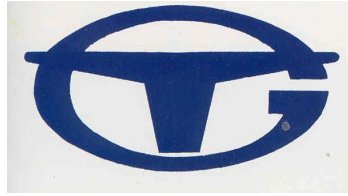
In the 90s this company made light trucks and light buses, but 'assembled' also Korean and Japanese cars, like KIA, Daewoo and Honda. Later Guangtong built heavy buses and electric buses.

### GUANGTONG GTQ5010X

This is the KIA Pride 5-door hatchback, locally made.

### GUANGTONG GTQ 6440

Locally 'assembled' Daewoo Racer and Honda Accord.





## GUANGDONG PROVINCE

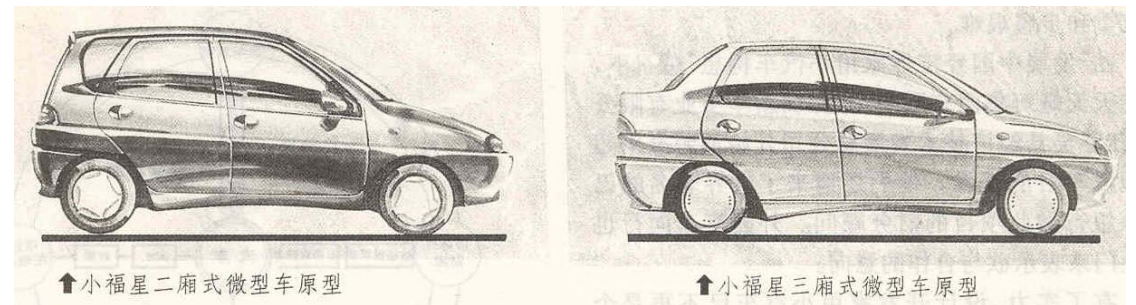
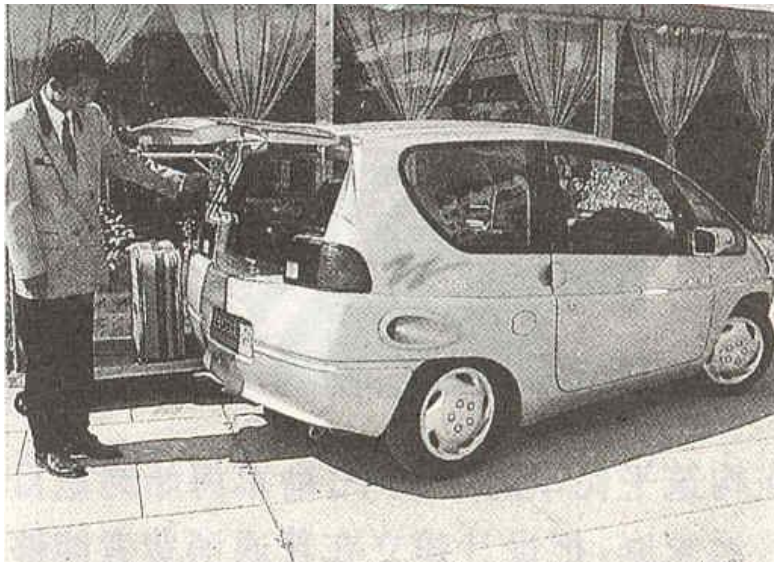
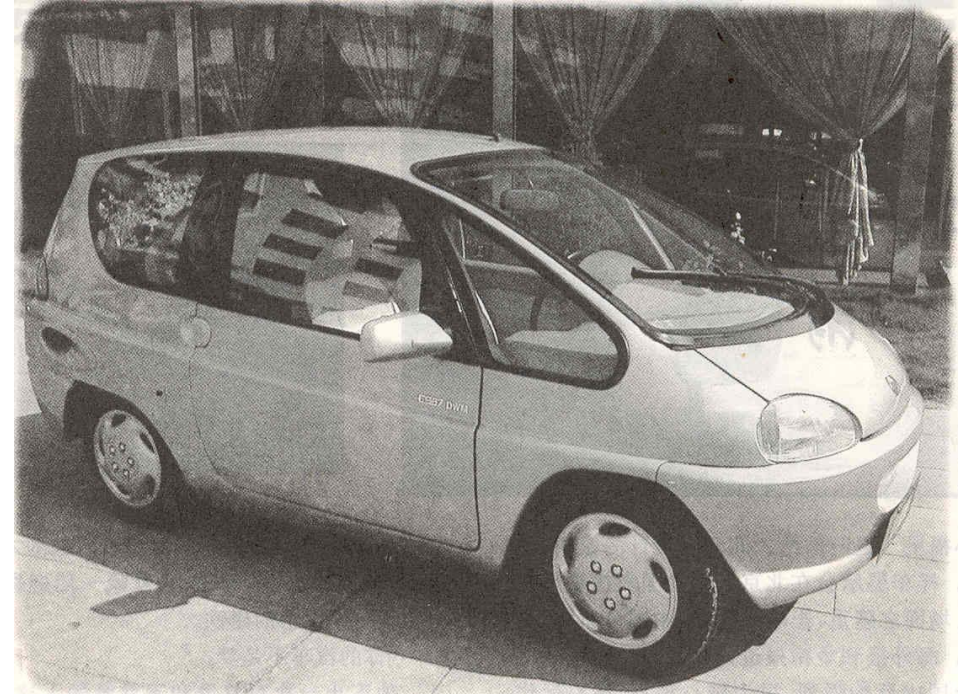
### Shenzhen City

Tint Dragonfly Joint Venture Company  
Xinhua Industrial Ltd. Corporation

A three-door hatchback, a five-door hatchback and a four-door sedan were planned. Only the prototype of the three-door hatchback was built. The prototype, designed by Mr. Tak Lee from Tint Hong Kong, was shown at the Wuxian Trade Exhibition in Shanghai, October 1994.

### Xiao Fuxing C987 DWM

The three-door four-seat prototype was driven by a 730cc rear-engine. Retail price was expected at 38.000 yuan, for an upgraded version 55.000 yuan.





## GUANGDONG PROVINCE

### Shenzhen City

#### Shenzhen City Zhonghua Auto Industry Corporation ((not to be confused with Zhonghua from Brilliance, Shenyang)

Originally developed in Beijing, under the supervision of the Jing-Jin-Ji Corporation, the Zhonghua ('China') was taken into production in 1985 in Shenzhen, a fast growing border city near the frontier with Hong Kong. The Zhonghua BS 111 was based upon a tube chassis, the body was made of glassfibre-reinforced plastic. Because of this production technique it was very simple to make a wide range of models: 2-door, 4-door, hatchback, saloon, pick-up. Dong'an and Daihatsu engines were used, and later also Chinese made Xiali engines. The project however, never really took off. The director, Mr. Tang Jinsheng, failed to get government permission to sell the Zhonghua nation-wide. The central safety authorities had a lot of problems with the car, it was, according to Beijing, 100 per cent unsafe. He did get local permission from the city of Shenzhen, but this meant the cars couldn't legally drive outside the city limit. No wonder it all ended in 1989. Mr. Tang, likely disappointed, went to the US on an invitation by General Motors who was interested in Tang's knowledge about using plastics for cars. He became quite a famous scientist in the US, specialized in composite materials. He returned to China in 1992. In 1995 serial production made an unexpected restart in a Beijing facility.





ZHONGHUA/PLASTICAR BS111/ BS111F/ BS111V/ BS111A1/ BS111A2

The first models were two-door five seat pickups. A few cars were sent to Bangladesh and sold under the name Plasticar. By September 1986 500 were made. The car was exhibited at a Beijing Auto Show in 1986. Most of the parts were made elsewhere in China (except for the Daihatsu engine) and assembled in Shenzhen.

ZHONGHUA	BS111 (BS111B)	BS111F (BS111A)
price	50.000 yuan	
seats	5	
length	4100mm	
width	1550mm	
height	1495mm	
wheelbase	2640mm	
curb weight	600kg	
max. speed	90km/h	145km/h
engine	DA462 (Dong'an)	Daihatsu
cylinder capacity	797cc	993cc
output	26kW/5500rpm	38kW/5600rpm
gearbox	4 manual	



The second series, from 1987 was based on the Daihatsu Charade 1. Four models are known: a long and a shorter double cab pickup, a hatchback and a sedan.



ZHONGHUA	BS111V	BS111A1	BS111A2
seats	5		
length	4260mm	4410mm	4250mm
width	1670mm	1640mm	1600mm
height	1480mm	1460mm	1500mm
wheelbase	2470mm	2480mm	2530mm
curb weight	870kg	900kg	760kg
max. speed	145km/h	145km/h	90km/h
engine	Daihatsu	Daihatsu	DA462 (Dong'an)
cylinder capacity	993cc	993cc	797cc
output	38kW/500rpm	38kW/5600rpm	26kW/5500rpm







The third series, from 1988 was based on the Daihatsu Charade 2. The Charade was well-known in China as Xiali. There were two versions: a sedan and a double cab pickup. The bodies were quite similar, the pickup was only missing the trunk. The third series models were longer than the first two: 4610mm x 1640mm x 1460mm.













## GUANGDONG PROVINCE

### Shenzhen City

#### Guangdong Yunshan Auto Works (广东云山汽车厂)

This bus works, earlier named P.L.A. Factory no. 7431, is still existing, it made a 4-door 4-seat car which seems to be based on a Daihatsu Charade hatchback first generation, but reshaped in to a three-volume sedan.



#### Baiyun BY5010XLD/ BY5010XXY

Two versions: a car and a closed-van version were in production at the end of the 1990s.



BAIYUN	BY5010XXH	
platform	HFJ1010 (Ha'erbin)	
length	3820mm	
width	1660mm	
height	1390mm	
wheelbase	2320mm	
curb weight	750kg	
max. speed	140km/h	
engine	CB23 (Japanese)	376QB
cylinder capacity	1020cc	997cc
output	43kW/5800rpm	
gearbox	4 manual	
tyres	165R13	











## GUANGDONG PROVINCE

### Xinhui City

#### Xinhui Auto Works

The Xinhui Works was a sub-factory of the Shaanxi Aircraft Co. Together with the Xinhui Agricultural Machinery Works the car factory was started in 1992. They made Hanjiang minivans and Zihao cars.



### ZIHAO XHC5011X

In 1995 87 units of the Zihao XHC5012 were produced, in 1996 133 units of the XHC5011X. This model was in fact a locally assembled KIA Pride sedan.





## GUANGXI REGION

### Liuzhou City

#### Liuzhou Machinery Works (柳州机械厂)

Later Liuzhou Machinery Works became part of the Wuling Auto Group Corporation. Wuling is nowadays China's biggest mini-van maker, belongs since 2002 to the Shanghai-GM Group and makes Baojun cars.

In June 1987 the Guangxi Glass&Steel Machinery Works (广西玻璃钢厂) developed a car with help of the Changchun Automobile Research Institute. The Disai LJ720 (LJ5010K) passed type approval in 1988 and production started in 1989 at the Liuzhou Machinery Works. This factory already made 276Q engines, so the engine choice was easy. Last production year was 1995 and the factory made 2790 complete cars all together.



#### DISAI LJ720/ LJ5010K/ LJ5010XA/ LJ5010XKH

The bodies of the Disai mini cars were made of glass-fibre reinforced plastic (composites), held together by a steel skeleton. Claimed top speed was 95km/h, claimed fuel consumption only 5.5 liters per 100 km. The design was based on Daihatsu Charade, the engine a license-built 2-cylinder Daihatsu type. The first models were all estate cars, named Disai LJ720, later renamed Disai LJ5010XA. A saloon car appeared later but it is uncertain if it was ever produced. The Disai LJ5010K was a small-sized wagon, most were sold to taxi companies. Disai, which is best translated as Enlightened Racer, received only provincial permission to make and sell cars, which means no Disai was ever sold outside Guangxi. This to protect the national car industry.

DISAI	LJ720/ LJ5010K/	LJ5010XA/ LJ5010XKH
seats	5	
length	3800mm	
width	1590mm	
height	1420mm	
wheelbase	2340mm	
max. speed	95km/h	
engine	276Q (Liuzhou)	376QB
cylinder capacity	644cc	993cc
output	20.6kW/5500rpm	34.6kW/5500rpm
gearbox	4 manual	

















## GUANGXI REGION

### Liuzhou City

#### Liuzhou Mini Vehicle Works (柳州机械厂)

Later Wuling Auto Group Corporation.

History goes back to 1958 when the Liuzhou Power Plant Machinery Works was erected, they were renamed the Liuzhou Tractor Works in 1966. In 1982 the first mini-vehicle, based on the Mitsubishi L100 came off the line. In 1984 the factory was renamed Liuzhou Mini Vehicle Works. In 1987 trial assembly of the Citroën Visa took place, followed in 1990 by production. In 1988 the joint venture (together with a Hong Kong company) Wuling Auto Company was erected. In 2001 Wuling merged with the Shanghai Auto Industry Corporation and in 2002 with GM to become the most successful Shanghai-GM Wuling Corporation.



#### WULING LZ7100/ LZ110MC/ LZW7100

In December 1987 Wuling trial produced the LZ7100, two prototypes based on the Citroën Visa. Production started in Approval 1990 as LZ110MC, followed in March 1991 by the provincial approval of the car. Sales took place from 1991-1995, and a total of 850 cars were sold.

The Visa came packed in crates from Europe and was assembled in China. Citroën sold the molds and presses together with parts to assemble the first 200 Visas. Production of the Visa in Europe ended in 1988. Wuling paid 1 million dollar for the Visas. The crates contained all parts to make the car *except* the engine. Wuling therefore used a 1.0 liter 3-cylinder Daihatsu engine. The engine was rated at 35.3kw, good for a 130km/h top speed.

The production was halted after the central government forbid it, Wuling only had a license to produce minivans and minibuses, not for cars.

One of the first cars has been preserved and is to see in the Liuzhou Industry Museum, together with a Disai LJ5010.





WULING	LZ7100/ LZ110MC
platform	Citroën Visa
seats	5
length	3725mm
width	1526/ 1555mm
height	1410mm
wheelbase	2420mm
curb weight	820kg
max. speed	130km/h
engine	376Q (Daihatsu)
cylinder capacity	993cc
output	35kW/5500rpm

Right: the first two prototypes came of the line, December 1987.

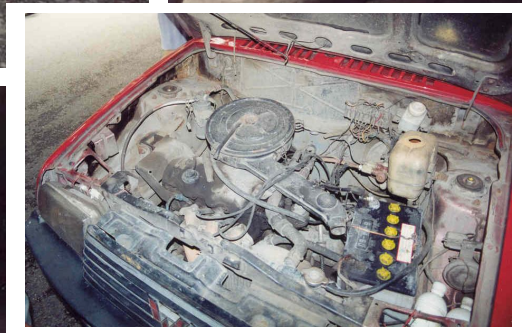
Under: the last cars stocked after sales was forbidden in 1995.













WULING 'HYUNDAI ACCENT/ EXCEL'

Like Tongbao in Anhui, Wuling assembled a number of Hyundai's in 1995. They were equipped with 1.3-litre or 1.5-litre engines.





## GUIZHOU PROVINCE

### Anshun City

#### China Guizhou Aviation Industry Group Yunma Aircraft Works (云马飞机制造厂)

Part of the enormous aviation industry, the Yunma factory made –besides of aircrafts and parts- mainly buses and refitted trucks. A small Toyota Starlet copy was made in the mid-1990s. The relationship between Yunma and Yunque (both were products of the China Guizhou Aviation Industry Group) is not very clear. Yunque made Subaru licensed cars. Only the post box number in Anshun differed. Some Yunma also got a GHK (Yunque) registration.



#### YUNMA/ HUAXING YM6390/ GHK7080

Also a Toyota Starlet copy. Technical information: engine 0.8-litre, length 3.9m. In 1992 eight were made, in 1995 190.

YUNMA	GHK7080
length	3880mm
width	1550mm
height	1390mm
wheelbase	2410mmmm
curb weight	810kg
engine	JL462Q
cylinder capacity	797cc
output	26kW/5500rpm



華星牌輕型客貨兩用車 YM6390













## HAINAN PROVINCE

### Haikou City

Mr. Wang Jinwen from Haikou has developed his own car (1996).

### DONGYING

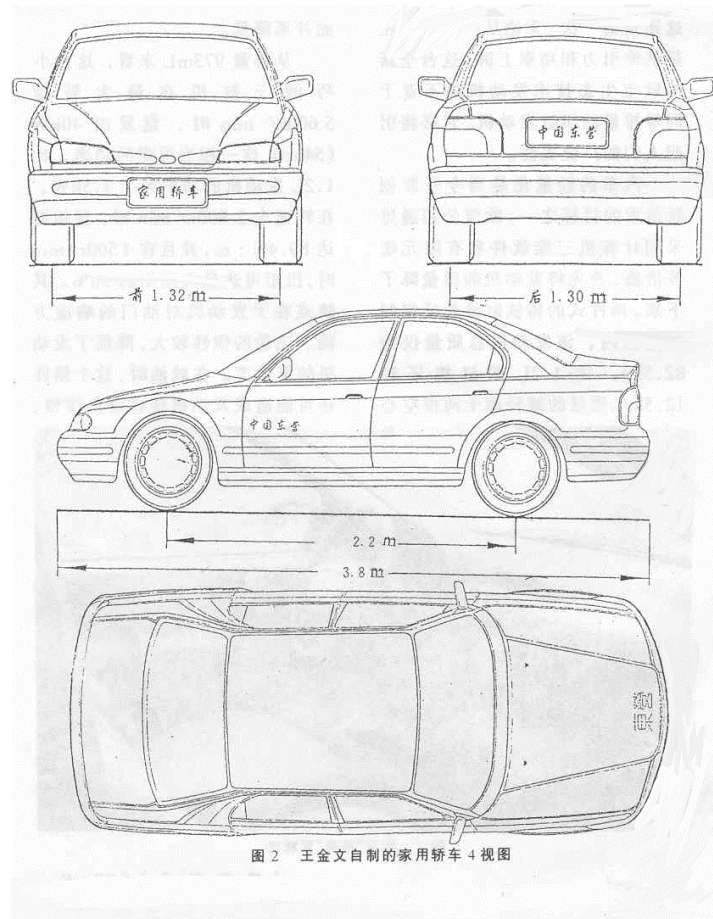


图2 王金文自制的家用轿车4视图

DONGYING	
price	20,000 yuan
seats	5
length	3800mm
height	1408mm
wheelbase	2200mm
curb weight	1100kg
max. speed	95km/h
engine	F8A



图1 王金文和他自制的家用轿车



## HAINAN PROVINCE

### Haikou City

#### Hainan Auto Works (海南省汽车制造厂)

Predecessor of Haima (Hainan-Mazda).

### HAINAN HX7080

The HX7080 is probably one of the Huaxing models, like the Yunma from Guizhou and the Xima from PLA Beijing.





## HAINAN PROVINCE

### Haikou City

#### Hainan Industrial New Technology Research Institute

This institute designed an electric vehicle in 1996.

### XIAO JINGUI MC2/ MAOTE 001 EV

The Institute showed an electric vehicle at a Beijing Electrical Vehicle Show. In 1995 the minicar was named Xiao Jingui MC2, at the show it was named Maote 001 EV.



XIAO JINGUI	MC2
seats	3
length	2500mm
width	1300mm
height	1400mm
max. speed	80km/h
range	120km
engine	10kW/ 220V





## HEBEI PROVINCE

### Baoding City

People's Liberation Army (Jiefangjun) No. 9506 Works (中国人民解放军第9506工厂)

Before named: PLA No. 87491 Works, since 1994: Baoding Tianma Auto Works, since 2002: Baoding Tianma Automobile Co. Ltd.



The PLA 9506 Works started automobile production in 1987, producing 4x4 vehicles in different versions. In 1994 the army was bought out and the name of the factory changed into Baoding Tianma Auto Works. In August 2012 it was China High Tech Corporation (CHTC) who bought Tianma.

### TIANMA KZ5011MPV and STATIONWAGON

We couldn't find any details about these vehicles and the sedans which follow on the next page. The station wagon could be the KZ6430X, using a 376Q engine.







TIANMA SEDANS

No details available.





HEBEI PROVINCE

Gaobeidian City



Hebei Xinkai Automobile Co. Ltd. (河北新凯汽车制造有限公司)

Xinkai was founded in 1984. It made SUV's and pickups from the start, including a military version of the Beijing BJ212. In 2002 the Xinkai Automobile Group Ltd. Co. was established, which is still active at present, producing SUV's and pickups, besides luxury versions of the Mercedes Benz Vito and Viano.

XINKAI HXK6360

Minicar based on the Suzuki Alto, developed in 1993.



*The name Xinkai HXK6360 was now and then in use for 1996 versions of the Honda Accord, probably then illegally so named to avoid import taxes. Once a name in the Chinese system, forever a name..*





## HEBEI PROVINCE

### Shijiazhuang City

#### Shijiazhuang Auto Manufacturing Co. Ltd. (石家庄汽车制造有限责任公司)

Before 1994: Shijiazhuang Auto Works, after 2001 Shijiazhuang Tiantong Auto Manufacturing Co. Ltd., also named Shijiazhuang Tianye Auto Manufacturing Co. Ltd.



Shijiazhuang Auto Works started as Hebei Auto Repair Works in 1953. It produced one of the many 4-ton trucks in China in the 1970s, this was the Dongfeng DF140. This truck was further developed in the 1980s as SQ141/145. Shijiazhuang also made Beijing BJ130 copies. In 1994 the Works became the Shijiazhuang Auto Manufacturing Co. Ltd., in 2002 the Shijiazhuang Tiantong Auto Manufacturing Co. Ltd. as part of the Tiantong Group. In the 1990s this factory made 2WD and 4WD cross country vehicles, chassis, light buses, pick-ups, and station wagons (for instance Cherokee and Nissan copies), in the 2000s buses and parts.

#### TIANTONG-XIANGYANG SQ6400-1

Hatchback with two-cylinder engine, developed in the late 1990s.

TIANTONG-XIANGYANG	SQ6400-1
length	3400mm
width	1450mm
height	1430mm
max. speed	100km/h
engine	276Q
output	21kW





ZHENG TIAN SQ6400, later TIANTONG-ZHENG TIAN SQ6400

A sedan, developed in 1996. Sold as Zhengtian.

ZHENG TIAN	SQ6400
price	62.800 yuan (incl. airconditioning)
length	4025mm
width	1640mm
height	1415mm
max. speed	120km/h
engine	TN376QB (Tianjin)
output	35kW/ 5500rpm

征天牌 SQ6400 轻型客车

ZHENG TIAN

总经理、法人代表:邵宝昌

价廉物美 耗油低 温馨典雅——征天车

石家庄汽车制造有限责任公司  
SHIJIAZHUANG AUTOMAKING LIMITED-LIABILITY, CO

地址:河北省石家庄市正定大街41号 电话:总机 8047480, 8047159, 8043946, 8043947, 8043948 转 20, 21 (销售公司) 营销电话:(0311) 8648738 传真:(0311) 8648324 邮编:050041 电报:3302









## XIANGYANG SQ1010X

The pickup version of the sedan, introduced in August 1997.

XIANGYANG	SQ1010X
seats	2
length	4200mm
width	1640mm
height	1750mm
wheelbase	2550mm
curb weight	970kg
max. speed	105- 120km/h
engine	TN376QB (Tianjin)
output	35kW/5500rpm
gearbox	4 manual
tyres	6.00x12





## HEILONGJIANG PROVINCE

### Harbin City

#### Harbin Aircraft Company Co. Ltd. (石家庄汽车制造有限责任公司)

Company is erected in 1952, named State Operated Weijian Machinery Works, then owned by the Ministry of Aviation Industry. Present name: Changan Harbin Hafei Automobile Industry Group Co. Ltd., owned by Changan since 2009.

China Aviation Industry Corporation owns a large engine factory named Dong'an in Manchuria (Dongbei). Its main product was the 787 cc DA462 engine (Suzuki license), making more than 100.000 units per year. In the Harbin factory production of the Songhuajiang WJ110 mini-truck (license Suzuki) started in 1980. The four-seater sedan Songhuajiang (the name is from the local river) HFJ7080 was one of the mini-cars that used the DA462 engine. In 1998 this factory started production of the Songhuajiang HFJ6330, a licensed Korean Daewoo Tico, which was also in production in Mengcheng district, Anhui Province, as the Anchi MC6330. Present products are named Hafei.

#### SONGHUAJIANG HFJ7080

Minicar based on the Suzuki mini-trucks, with the same platform and engine. In 1992 four, in 1993 23 units were made, in 1994 only eight.





## HENAN PROVINCE

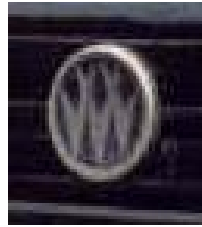
### Kaifeng City

#### Kaifeng Auto Repair & Assembly Works (开封汽车修配厂)

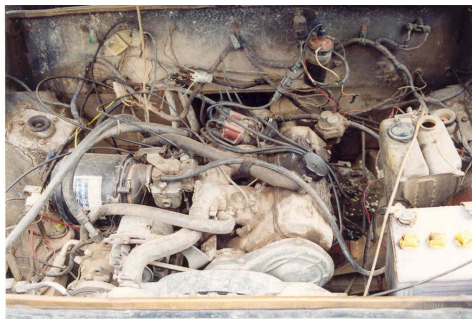
This manufacturer entered the automotive business in 1972 with the introduction of the KF10 4-ton truck. In the 1990s the factory made mainly buses and some minivans.

#### SANYAN KFX6320

The KFX6320 is based on the KF1010S double-cab minipickup. It is a quite nice looking 4-door saloon. We have no information about technical details. Length must have been about 3200mm, the engine a Suzuki-style 2-cylinder.









## HENAN PROVINCE

### Luoyang City

#### First Tractor Works- Auto Sub-Works (中国第一拖拉机工程机械公司)

In the early 1950s China's main tractor factory was built with strong Russian help. Caterpillar tractors of the Dongfanghong ('The East Is Red') brand have been made since then. In 1965 a small heavy truck sub-factory started production, making Berliet based military trucks. Dongfanghong used two logo's for its cars, the double-ring and a circled V.

In 1991 two small cars were introduced: a 797cc 5-seater saloon and estate car. The Donghanghong LT6390 was built on the Haerbin WJ1010 chassis. The estate car was known as Dongfanghong LT5010JF.



The Yituo ('First Tractor') LT5022 saloon and LT5021 estate car were also made since 1991 by this famous old tractor factory. The Yituo and smaller Dongfanghong were introduced together.



#### *DONGFANGHONG LT6390/ LT5010JF*

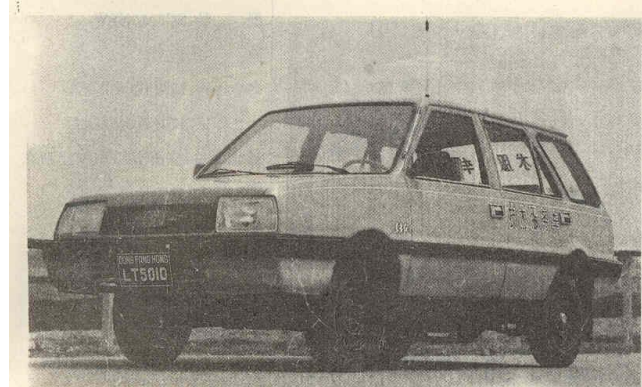
The LT6390 existed as sedan and as estate car (which also could be called a hatchback). The estate car was in two versions: commercial (LT5010JF) and public (LT6390). The LT6390 was built on the Ha'erbin WJ1010 chassis. The sizes of the saloon are unknown, the length of the estate car was 3920mm (wheelbase 2330mm).



东方红牌 LT6390 轻型客车



东方红牌 LT5010JF 型技术服务车



DONGFANGHONG	LT6390/LT5010JF
price	43.000 yuan
platform	WJ1010 (Ha'erbin)
seats	5
length	3920mm
width	1600mm
height	1450mm
wheelbase	2330mm
curb weight	950kg
max. speed	100km/h
engine	DA462 (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual
tyres	6.00x12



## YITUO LT5021/LT5022

The LT5022 saloon was clearly inspired by the Polski Fiat (Polonez), a very popular car in China in the 1980s. In fact the car was based on the Polonez hatchback, First Tractor refit the car into a sedan and estate and used Santana elements for the front end. The engine was a 1520cc 4-cylinder overhead camshaft type made by the Beijing Internal Combustion Engine Factory, delivering 64bhp. Luoyang sold the cars for Y50,000-60,000, which was very cheap in comparison with the original Polski Fiat.



YITUO	LT5021/LT5022	FSO POLONEZ
price	50.000- 60.000 yuan	220.000- 240.000 yuan
seats	5	5
length	4445mm	4272mm (hatchback)
width	1650mm	1646mm
height	1420mm	1420mm
wheelbase	2509mm	2509mm
curb weight	1140kg	1140kg
max. speed	115km/h	140km/h
engine	BN475Q (Beinei)	FSO 1.5-litre
cylinder capacity	1520cc	1481cc
output	48kW/4800rpm	55kW/5400rpm
gearbox	4 manual	4 manual
tyres	165SR13	170SR13



To the right: the original FSO Polonez





## HENAN PROVINCE

### Luoyang City

#### Luoyang Bus Works (洛阳市客车厂)

Luoyang Bus Works has its roots in a bus repair works from 1951. It started its production activities in 1982, producing Huacheng and Luoyang buses. In 1992 the factory introduced the LYK5010XXH van and the LYK6420 sedan. The LYK6420 was a kind of mini-Santana. Production was very low, in 1998 5 units were made.



#### AOSHEN LYK6420/ LYK5010XXH

There is not much known about the Aoshen minicars. Contemporary advertisement shows two completely different cars.





## HENAN PROVINCE

### Luoyang City

People's Liberation Army (Jiefangjun) No. 5408 Works (中国人民解放军第5408工厂) (later renamed Luoyang Lingkong Auto Works, merged in 1999 into Yutong Group. Present name is Luoyang CIMC Lingyu Automobile Corp.)

This army factory in Luoyang started truck production in 1970. Vehicles were named Tianma and Lingkong. In the 1980s a series of cross country vehicles followed. In the 1990s, lots of P.L.A. factories changed their production from military into civilian consumption goods. Due to the end of the Cold War, the Chinese army also diminished. A way to make money from other sources was car production.

In 1991 the factory entered the minicar production. Based on a JL1010 platform, the cars were made of a lot of Xiali parts.





## LINGKONG KJ6380/ KJ5010

797cc minicar using a DA462 4-cylinder petrol engine, developing 25.7 kW. There was a 5-door hatchback and a 5-door sedan. 10 were made in 1991. Lingkong means 'High up in the air'. The vehicle was also sold as the Tianma KJ5010. The Lingkong had a very ugly body in Daihatsu styling, it had a length of 3800mm and used small 12 inch wheels. In 1993 some Lingkong cars were used as taxis.



LINGKONG	KJ6380
price	44.000 yuan
platform	JL1010 (Jilin)
seats	4
length	3800mm
width	1510mm
height	1480mm
wheelbase	2460mm
curb weight	920kg
max. speed	100km/h
engine	DA462 (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual
tyres	6.00x12





## HENAN PROVINCE

### Meng County

#### Jiazhuo Bus Works (焦作市客车厂)

Under-powered mini cars, of the Changjian JZK6420-type, using a Chinese 2-cylinder engine, were very popular as cheap taxis in the 1990s in Central China, as in the city of Xi'an. The cars were made of glass-fibre reinforced plastic in very small series, which allowed the factory to make many different body styles; at least eleven different models are known. Some vehicles used the designation Changjian (which means 'Large Sword') JZK1010S. Yearly production was around 4000 cars, prices about 50.000 yuan. The factory also made some minibuses.



#### CHANGJIAN JZK1010S/ JZK6420/ JZK5011XGA

Production started in 1991. In 1993 the factory registered the production of 4000 units of the JZK6420, in 1994 2726 units of the JZK1010S. The JZK5011XGA was a police version.







“长剑牌”小轿车 JZK6420 微型客车  
“Chang Jian brand” mini bus









厂景  
Scenery of factory









## HENAN PROVINCE

### Xinxiang City

#### Xinxiang General Bus Works (新乡市客车总厂)

Xinxiang Bus Works produced medium sized buses (23–41 seaters) from the 1970s, at the rate of 100 – 250 units per year.

XINXIANG	XKC6370
price	51.500 yuan
platform	HFJ1010 (Ha'erbin)
seats	5
length	3700mm
width	1560mm
height	1410mm
wheelbase	2320mm
curb weight	880kg
max. speed	100km/h
engine	DA462Q (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual
tyres	6.00x12



#### XINXIANG XKC6370

The Xinxiang XKC6370 sedan was sold for Y51.500, at the bottom of the Chinese market. It was a 797 cc 5-seater, 5-door hatchback, with a length of 3700 mm. Only a few of these Chinese-powered (Dong'an engine) XKC6370 cars were made.



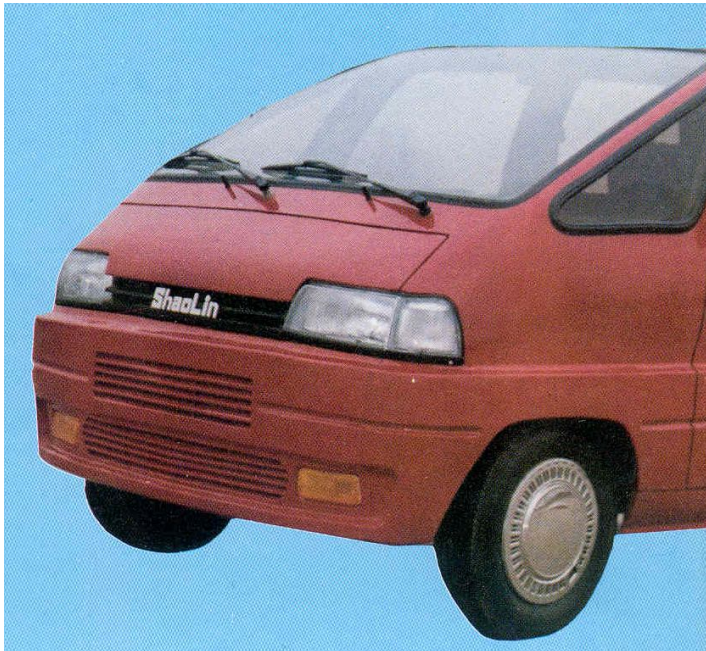
## HENAN PROVINCE



### Zhengzhou City

Zhengzhou Shaolin Auto Works  
(郑州市少林汽车厂)

Shaolin started bus production in 1983 with the SL620 minibus. In the 1990s the manufacturer became part of the Nanjing Auto Industrial Group. Production of buses continued with a yearly production of about 5000 vehicles. Two mini mpv's were made in the 1990s, the Shaolin SLG6320 based on a 1010-platform and the SLG6350. Both in small numbers, the SLG6320 in 1994: 563 units, 1995: 883 units, 1996: 651 units. The SLG6350 in 1997: 74 units and the SLG6351 in 1998: 11 units.



SLG6320 小轻客车

### SHAOLIN SLG6320

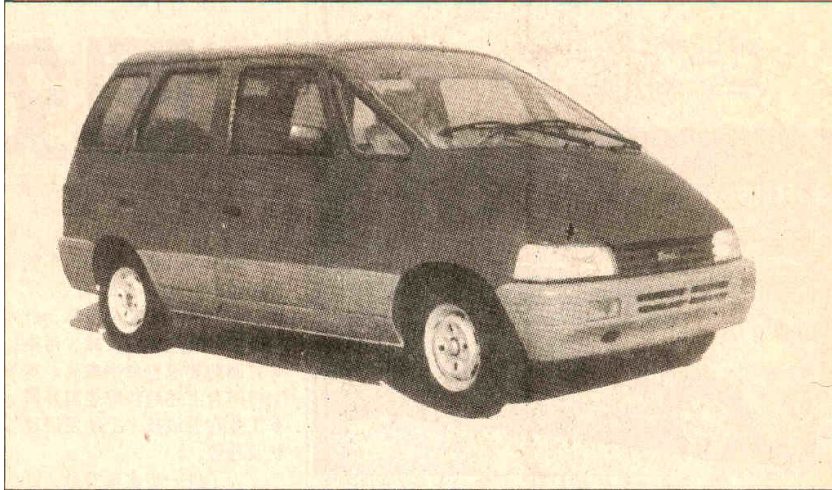
Made from 1993-1996, the SLG6320 was a 5-seat mpv, with a choice between two engines: a 462Q 4-cylinder and a 376Q 3-cylinder. A bit more than 2000 vehicles were made.

SHAOLIN	SLG6320	
platform	1010	
seats	5	
length	3200mm	
width	1650mm	
height	1590mm	
wheelbase	2330mm	
curb weight	960kg	
max. speed	100km/h	
engine	JL462Q (Jiangling)	376Q-1
cylinder capacity	797cc	993cc
output	26kW/5500rpm	35kW/5500rpm



## SHAOLIN SLG6350/ SLG6351

The SLG6350 was a further development of the SLG6320. But the car was very unsuccessful and less than 100 were made.



SLG6350型小客车

SHAOLIN	SLG6350
price	51.800 yuan
seats	5
length	3500mm
width	1650mm
height	1650mm
wheelbase	2200mm
curb weight	945kg
max. speed	100km/h
engine	JL465Q1 (Jiangling)
cylinder capacity	970cc
output	31.5kW/5500rpm
tyres	6.00x12



郑州市少林汽车厂主要产品简介



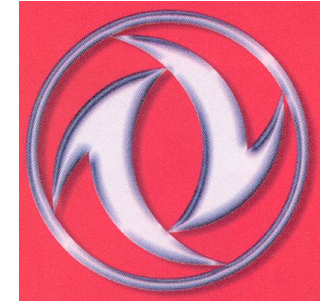


## HUBEI PROVINCE

### Shiyan City

#### Dongfeng Auto Corporation

The Dongfeng Corporation is established as the Second Auto Works from 1970. It is one of the biggest truck factories in the world. The first Dongfeng truck appeared in 1973. In 1993 a small hatchback named Xiao Wangzi was trial produced in a sub-factory in Baolan near Shiyan. The first units were used as taxis in the city of Shiyan. In 1999 the project was moved to Rongcheng City, Shandong Province.



#### DONGFENG LITTLE PRINCE EQ7080/ EQ7100

The Little Prince (Xiao Wangzi) was a five-door front-wheel driven hatchback with composite body produced in several batches from 1994-1999. Dongfeng planned to develop an engine of its own, but used 800cc Alto four-cylinder and 1000cc Xiali three-cylinder engines to start with. For test series a pre-series of 77 units was used as taxicabs. The car was shown at the Beijing Auto Show 1998.

DONGFENG	EQ7080	EQ7100
seats	5	
length	3465mm	
width	1475mm	
height	1395mm	
curb weight	760kg	
max. speed	127km/h	132km/h
engine	Suzuki Alto 462Q	Tianjin Xiali 376Q
cylinder capacity	797cc	993cc
output	29kW/5500rpm	38kW/5600rpm
gearbox	4 manual	













## DONGFENG NAMELESS PROTOTYPES



Two nameless prototypes. One is approximately made at the end of the 1980s, it is based on a model from Zhonghua-Shenzhen. The other is from about 2006 and is a test model based on the Dongfeng-Citroën Elysee.



## DONGFENG EQ7160EV

An interesting model was the EQ7160EV made by the Dongfeng Electric Vehicle Co. Ltd., designed in March 2003.

DONGFENG	EQ7160EV
seats	5
length	4094mm
width	1682mm
height	1474mm
wheelbase	2540mm
curb weight	1212kg
max. speed	110km/h
engine	electric





## HUBEI PROVINCE

### Shiyan City

Dongfeng Auto Corporation  
Wuhan Shenlong Group  
Baotou Shenlong Auto Refit Works

Citroën and Dongfeng started production of the Citroën ZX in 1992 in Wuhan. In 1998 a saloon version of the Fukang, named the Fukang 988 (factory code N23) was designed for China by Heuliez. Appearing the same year, based on the same platform were a pickup and a box van, developed by the Chinese partner. To be exactly, these models were a double cab pickup, a box van with or without windows and a single cab pickup with fiberglass cover. A station car, slightly different from the French ZX station car was trial produced. Production ended after some years when the French partner in the joint venture protested and didn't want to include these vehicles in the joint sales program. Production figures were very low and totalled probably less than 1.000.

### *DONGFENG N15 EQ6410*

The box car was available with or without windows. The N15 was based on the Dongfeng EQ1010FJ3 platform.

DONGFENG	N15 EQ6410
platform	EQ1010FJ3
seats	2
length	4100mm
width	1680mm
height	1763mm
wheelbase	2540mm
curb weight	1080kg
max. speed	135km/h
engine	TU3F2/K (Citroën)
cylinder capacity	1360cc
output	49kW/5400rpm
gearbox	5 manual









*DONGFENG FUKANG BREAK*

The station car only appeared as prototype. It was quite similar to the French stationcar, but it was wearing the Dongfeng logo.



*DONGFENG EQ1010F/ EQ1010H*

There were several different versions of the pickup. Single cab, double cab, with various covers.











武汉街头的富康皮卡



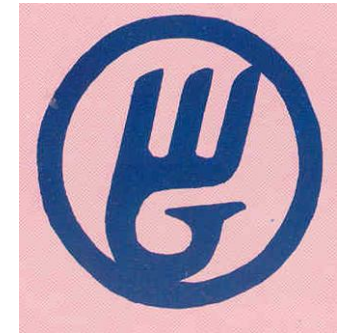


## HUBEI PROVINCE

### Wuhan City

Wuhan Wugong Auto Refit Works (武汉武工汽车改装厂)  
Hubei Shenjian Auto Industry Corp. (湖北神箭汽车工业有限公司)

Initially this factory was named Huangban Automobiles Body Works.  
This very small factory built trucks, dumpers, small pick-ups and station wagons. A small 4-seat motor car and estate car called Wugong WGG6430 together with an mpv WGG6360 were built.



### WUGONG WGG6360

The small Wugong was a nice looking mpv.



WUGONG	WGG6360
price	48.000 yuan
seats	5
length	3580mm
width	1540mm
height	1410mm
wheelbase	2300mm
curb weight	835kg
max. speed	100km/h
engine	DA462Q (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	5 manual
tyres	155/80SR12



## WUGONG WGG6430

Under the code WGG6430 a sedan and a stationwagon were made from 1992.



WUGONG	WGG6430A
price	55.000- 65.000 yuan
seats	5
length	4320mm
width	1650mm
height	2400mm
wheelbase	2400mm
curb weight	965 kg
max. speed	105-130km/h
engine	QL465
cylinder capacity	998cc
output	32kW/5000rpm
gearbox	5 manual
tyres	155/80SR12, 165/70SR13









HUBEI PROVINCE

Xiangfan City

State-Operated Jianghua Auto Corporation

Factory existed since 1965, producing buses and agricultural trucks.



JUNMA EXQ6330J

A Daewoo Tico copy.



EXQ6330J 微型客车





## HUBEI PROVINCE

### Yuan'an City

#### Wanshan Special Vehicle Works

From 1979 on, Wanshan was active as a 10-19 seats bus works. Nowadays Wanshan builds heavy civilian and military trucks like rocket launchers, even in use in North Korea.

### WANSHAN WS6320

At a 1994 Bus Show Wanshan showed a mini mpv of 3.2 meter length.





## HUNAN PROVINCE

### Xiangtan City

#### State Operated Jiangnan Machinery Works

This army ordnance works was erected in 1952 by the Beifan (North) Corporation. Car production started in 1988 with the limited production of the mini-car Jiangnan HN710, later renamed JNJ7050. Jiangnan means 'South of the River'. The engine was a single cylinder with a displacement of 531cc. The design was remarkably influenced by the contemporary French 'sans permis' ('without driver's license') models. Production in 1991 was 100 units.



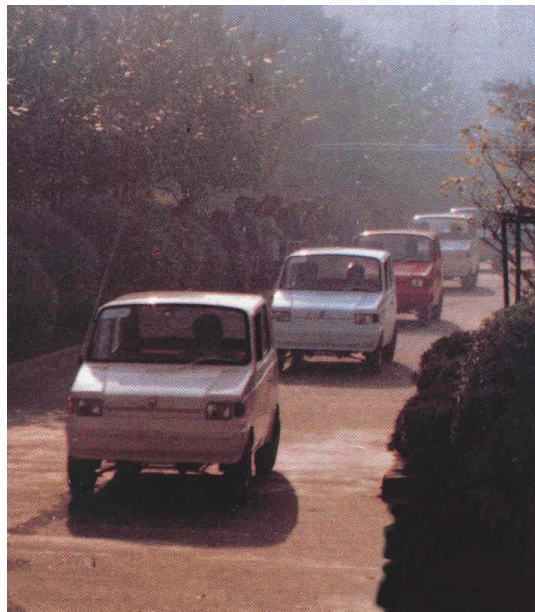
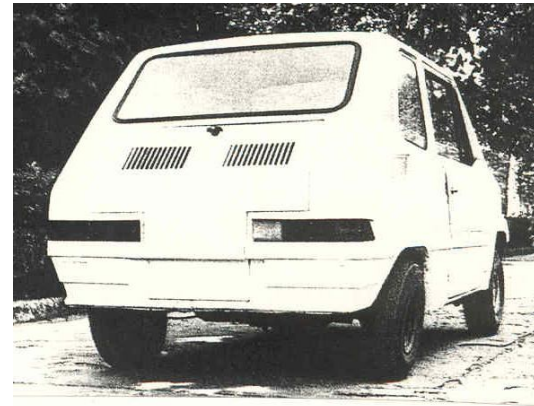
In that year Suzuki Alto (model 1985-1990) license production replaced these mini-cars. This four-door car was named Jiangnan JNJ7080 and was powered by the Jiangling 796cc 3-cylinder engine. In 1994 the yearly Alto production was 2500 units. Two other products, both from 1995, followed: a bigger Jiangnan JNJ7110 with a length of 3729 mm and a smaller Jiangnan JNJ7050A 2-door 4-seater 'mono-space' with a length of 2730mm. Jiangnan also produced an electrical golf-car, named JNJ-EV. February 2003, three private entrepreneurs (total capital of over 35 million yuan) entered into the Jiangnan Plant. In June 2004 the 1.8 lt Jiangnan Fengguang was introduced. The car was shown at the Guangzhou Auto Show in November 2004, together with the new Chuanqi. Both cars never made it in mass production. Jiangnan merged with Tongtian in Jilin City in 2005. Production of all Jiangnan vehicles ended at the end of 2006. Early 2007, Jiangnan was bought by Zotye of Zhejiang province. Zotye continued the production of the Alto model, which was in 2014 still in production.



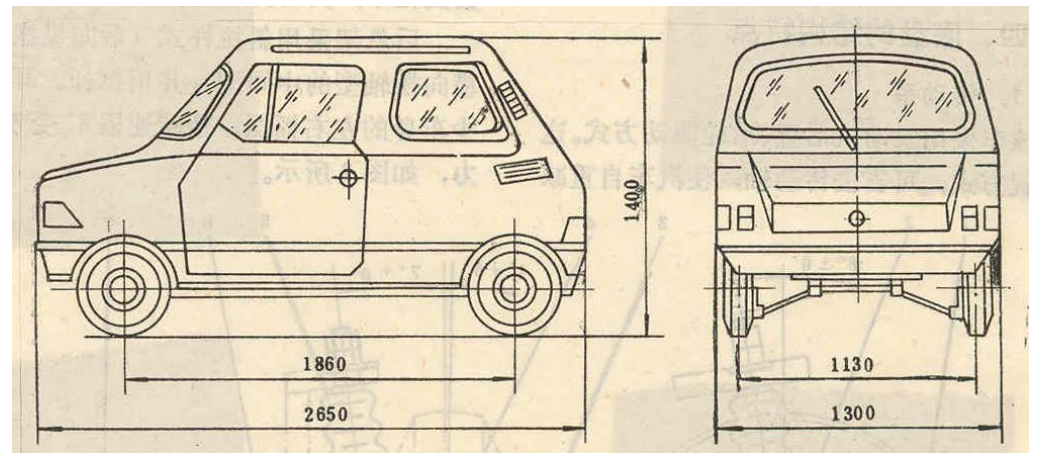
JIANGNAN HN710/ HN711/ JNJ710/ JNJ7050

A 500cc micro car with 8 inch wheels, introduced in 1987.

JIANGNAN	HN710/ HN711/ JNJ710/ JNJ7050
seats	3- 4
length	2460- 2650mm
width	1300- 1380mm
height	1400mm
wheelbase	1860mm
curb weight	300- 450kg
max. speed	55- 65km/h
engine	190F
cylinder capacity	531cc
output	10kW/3600rpm
tyres	5.70x8









### JIANGNAN JNJ7050

A monovolume based on the hatchback.

### JIANGNAN JNJ7110

A bigger car introduced in July 1995. Photo not available. Length 3729mm, width 1608mm, height 1420mm. (note: these are the sizes of the Opel Corsa). Maximum speed 140km/h, gross vehicle weight 1340kg. In 2003 the 1.1-litre version of the Alto was also named JNJ7110.



### JIANGNAN JNJ7080

The license built Suzuki Alto, in production since 1991. In 2014 still in production. A version with a new front end was shown in 2008, but production of the old model continued.



图 3 JNJ7080 微型轿车





## HUNAN PROVINCE

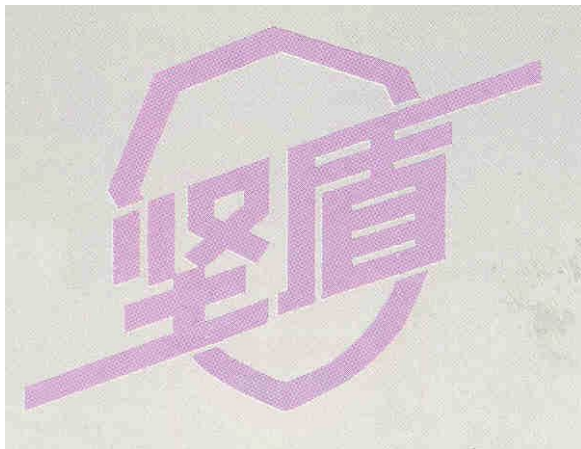
### Zhuzhou City

#### Zhuzhou Auto Works

Zhuzhou Auto Works made a 2 ton crew cab truck in the 1980s and Toyota-style SUV's in the 1990s. A small station wagon was announced in 1990.

### JIANDUN

A small station wagon, shown besides a range of Toyota-style cross country vehicles, produced around 1994.





## JIANGSU PROVINCE

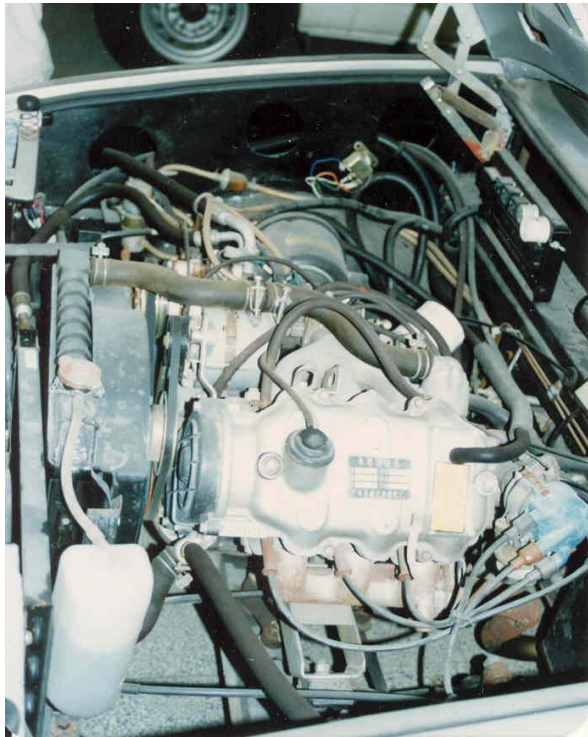
### Kunshan City

#### Kunshan Mini Auto Works

The Qiguan ('Wonder') sedan was a fibreglass-reinforced plastic-bodied small motor car. At least two different versions were made.

### QIGUAN

The Qiguan had a length of 4.2 metre and a 3-cylinder 376Q-1 engine.









JIANGSU PROVINCE

Nanjing City

Nanjing Yuejin Auto Group Corporation Special Auto Works

Very few information is left of the car initiatives of the Yuejin Group, an important light truck manufacturer.

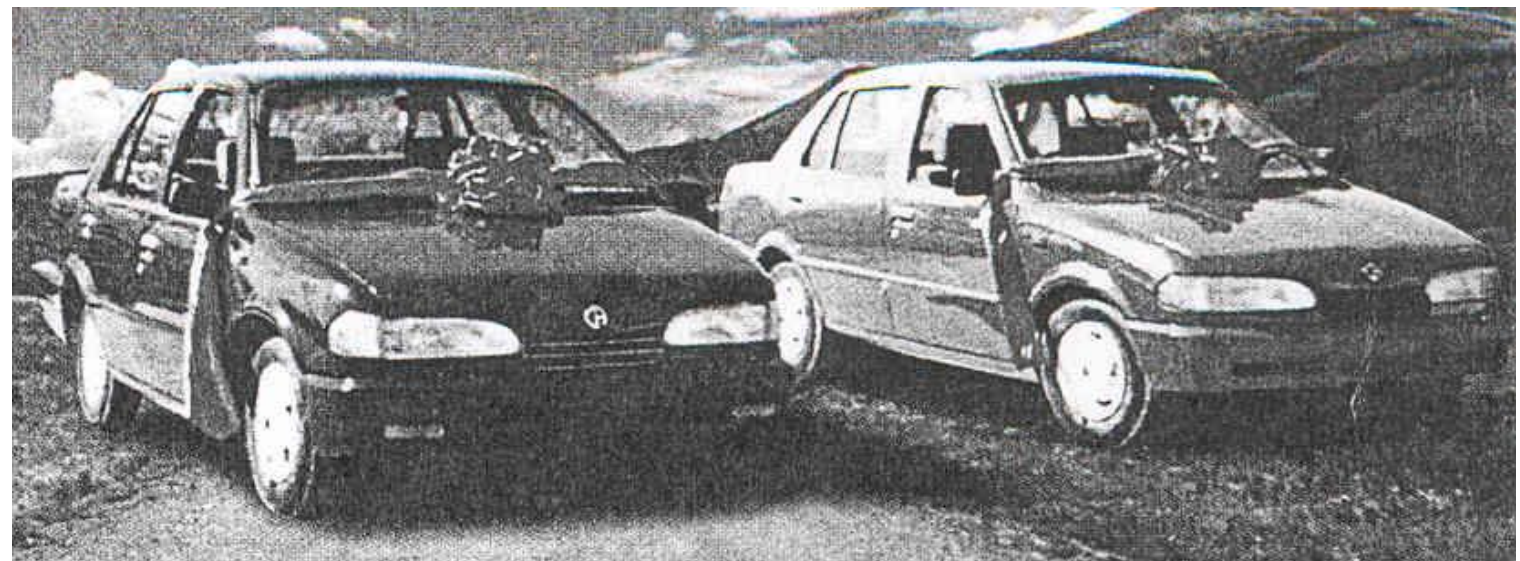
XIAO SONGSHU

The Xiao Songshu (Little Squirrel) was for sale for 50.000 yuan.



跃进汽车集团公司专用车厂

XIAO SONGSHU	
price	50.000 yuan
length	4100mm
width	1550mm
height	1450mm
wheelbase	2365mm
curb weight	950kg
max. speed	100km/h
engine	JL462Q (Jiangling)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual
tyres	4.50x12





## JIANGSU PROVINCE

### Shuyang District

#### Jiangsu Shuyang Bus Works

This small bus factory produced Suzuki-based mini-vans and pick-ups since 1987.

### JIUZHOU SYC1014

Four-door, four-seater mini saloon powered by a 797cc Jiangling engine.



SYC1014 微型汽车，可选装日产发动机和空调机



JIUZHOU	SYC1014
price	48.000 yuan
platform	HH1012 (Huaihai)
seats	4
length	4100mm
width	1550mm
height	1450mm
wheelbase	2365mm
curb weight	950kg
max. speed	100km/h
engine	JL465Q (Jiangling)
cylinder capacity	970cc
output	26kW/5500rpm
gearbox	4 manual
tyres	4.50x12





JIANGSU PROVINCE

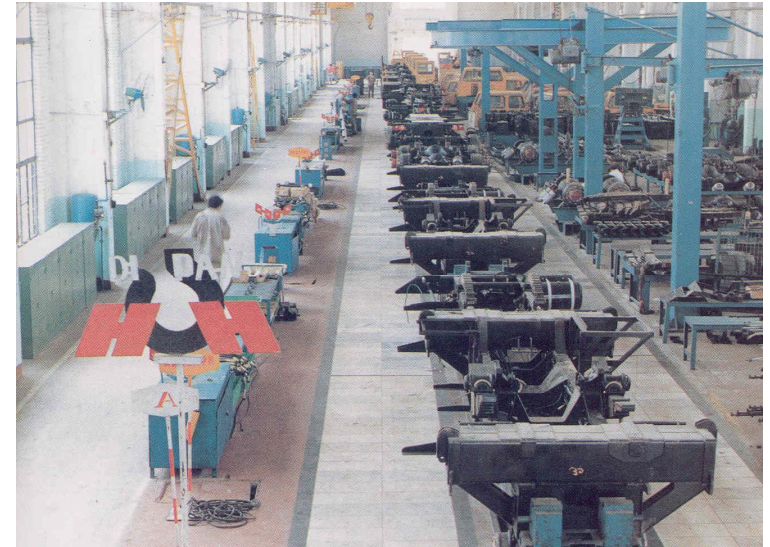
Xuzhou City

Xuzhou Engineering Machinery Group Corporation (徐州工程机械集团公司)

Big machinery works. Produced also buses and mini cars.

XUGONG

Mini hatchback, advertised in 1995.





## JIANGSU PROVINCE

### Yangzhou City

Jiangyang Shipping Group Corporation Mini Auto Works, also named Hanjiang Minicar Works (邗江县微型汽车厂)

In 1991 about 1500 Dama ('Large Horse') Suzuki-based mini-cars, pick-ups, vans and mini-buses were built. Among them were 250 units of a 4070mm long car named Dama HWC1010, which was powered by a 4-cylinder 797cc engine made by the Dong'an Engine Works.



HWC1010A 微型汽車

大马牌 HWC1010S 微型载货汽车



### DAMA HWC1010A/ HWC1010S

The HWC1010A version seems to be a pickup version according the railing which is visible at the right top picture. The HWC1010 is a 5 seats sedan.

DAMA	HWC1010S
price	46.500 yuan
platform	WJ110 (Ha'erbin)
seats	5
length	4070mm
width	1545mm
height	1430mm
wheelbase	2320mm
curb weight	950kg
max. speed	85km/h
engine	DA462 (Dong'an)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual



## JIANGXI PROVINCE

### Fuzhou City

#### Jiangxi Fuqi Auto Works (江西富奇汽车厂)

The Fuzhou Auto Works was erected in 1969. This works started automobile production with Fuqi cross country vehicles, Ganjiang 6x6 trucks and Jinggangshan dumpers. From the 1990s Fuqi made HiLux pickups and buses.



#### FUQI FQ6400

The Fuqi FQ 6400 was a plastic-bodied motor car made in 4-doors saloon and 5-doors hatchback version. The body was inspired by the Daihatsu Charade. In 1995 369 were produced.







To the right: a bigger Fuqi, based on a BJ121 chassis.





## JIANGXI PROVINCE

### Yifeng City

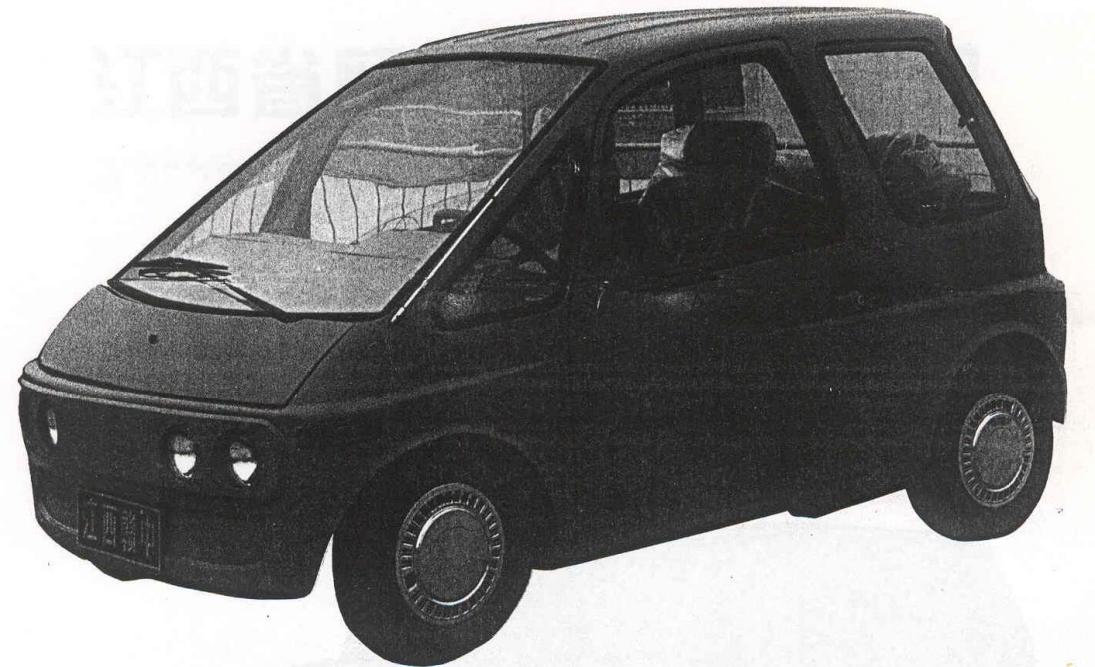
#### Jiangxi Ganzhong Auto Co., Ltd.

The Ganzhong Corporation was a very small auto factory producing four-wheel drive vehicles of the Cherokee class.

### GANZHONG 6300

The Ganzhong 6300 was a small car made of polyester with a length of 3m.

GANZHONG	6300
seats	4
length	3000mm
width	1400mm
height	1650mm
wheelbase	2100mm
curb weight	910kg
max. speed	120km/h
engine	276 or 462
output	35kW



6300 微型車



## JILIN PROVINCE

### Jilin City

#### State Operated Jiangbei Machinery Works

The first car shown by this manufacturer was a Polski-Fiat 126P copy in 1986, named Jiangbei JJ710. In 1987 the Jiangbei works started with the production of a plastic copy of the Japanese Subaru Rex. This mini-car, named Shenjian ('Magical Arrow') JJ720 (later renamed JJ7050/ JJ7060), was produced in small quantities of 50-150 units per year. It was also sold as Meilu. The selling price was only Y40.000. (\$ 5000). In 1992 this factory was one of the Chinese factories that started the 796 cc Suzuki Alto production. It was sold as the Shenjian JJ7080, but also as the Beifan Alto, as the works belongs to the Beifan Corporation (China North Industries), one of China's main ordnance industries. In the late 1990s Opel Corsa and KIA Sephia showed up under the JJ-designation as Meilu models. These cars were 'assembled' by a company in Shenzhen. In 2003 this works was continued by the Tongtian company.



#### JIANGBEI JJ710

Polski-Fiat 126P copy, made in 1986. The 126P was very popular in China. It was the first car that was really available for private owners. The project was abandoned and the production was probably zero.

#### JIANGBEI JJ7080

Suzuki Alto was license produced from 1992.





SHENJIAN/ MEILU JJ720/ JJ7050/ JJ7060/ JJ7090/ JJ7091



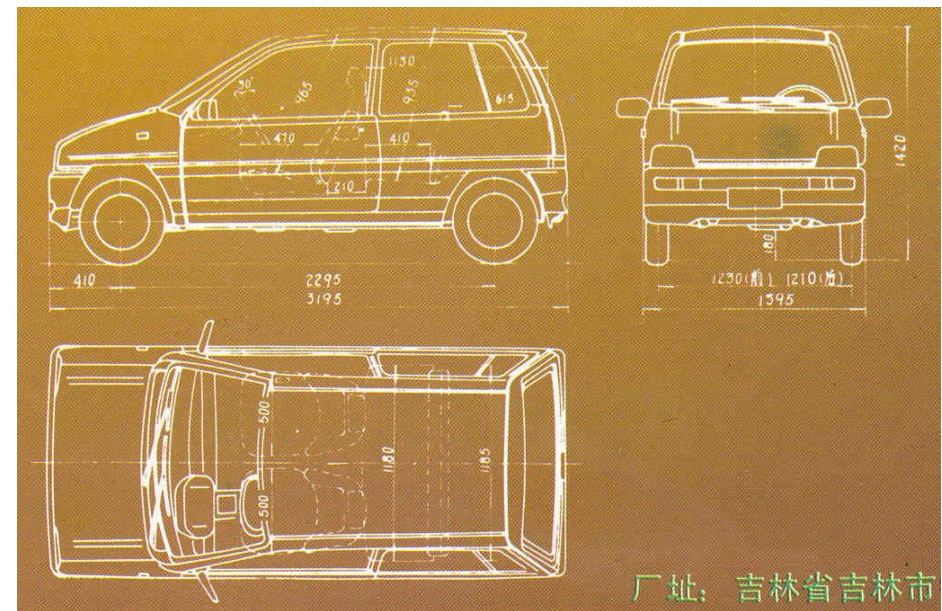
神箭牌JJ720型超微型客货两用汽车

Based on the Subaru Rex or Jumbo, designed in 1987. The car had a better future than the Fiat 126P copy. Two engines were available: a Liuzhou LZ276QA two-cylinder and a Daihatsu three-cylinder.

SHENJIAN/ MEILU	JJ720/ JJ7060	JJ7090/ JJ7091
seats	4	4
length	3195mm	3195mm
width	1395mm	1395mm
height	1420mm	1420mm
wheelbase	2295mm	2295mm
curb weight		630kg
max. speed	95km/h	125km/h
engine	LZ276QA	ED10 (Daihatsu)
cylinder capacity	644cc	846cc
output	21kW/5300rpm	30kW/5500rpm
gearbox	4 manual	4 manual
tyres	5.00-12	5.00-12



图 5 JJ7090 微型轿车



厂址: 吉林省吉林市







### MEILU JJ7090

The license JJ7090 was also used by a Shenzhen company to sell Brazilian made Opel Corsa's.



### MEILU JJ7150

The KIA Sephia GTX was sold as Meilu JJ7150.



### MEILU JJ7130

The Meilu name and JJ-designation was sold in 2002 to a new Shanghai company called JMStar.





## JILIN PROVINCE

### Jilin City

#### First Auto Works Jilin Small Vehicle Works

This mini auto factory started in 1980 to produce mini-vans, mini-buses and mini pick-ups, based on Suzuki models. In 1987 a license-made Suzuki Alto (first generation) was introduced as Jilin JL730, but it never was mass-produced.

### JILIN JL730

The first generation Alto should have had a good chance on success, but the project was cancelled.



JL730型微型轿车 (4座)



## LIAONING PROVINCE

### Kaiyan City

#### Tieling Hongda Special Auto Works

This plant was specialised in moulding of fibreglass-reinforced plastic castings for motor cars. It assembled mini-cars as well. The Tielong THD7080 used a Suzuki F8A engine. Its length was 3955 mm, its wheelbase 2320 mm.

#### TIELONG THD7080

The THD7080 has a strong resemblance with the Songhuajiang HFJ7080. In 1998 ten were made.

TIELONG	THD7080
seats	5
length	3995mm
width	1550mm
height	1380mm
wheelbase	2320mm
curb weight	880kg
max. speed	100km/h
engine	F8A (Suzuki)
cylinder capacity	797cc
gearbox	4 manual
tyres	6.00-12

#### TIELONG SY622F/ SY622SL MONOVOLUME



In 1994 Tielong also has shown a small monovolume.









## SHAANXI PROVINCE

### Jingyang County

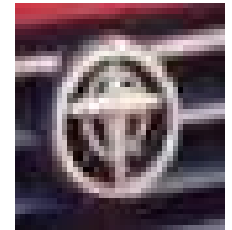
#### Jinyang Qinxing Auto Works

also Shaanxi Qinxing Auto Corporation: (陕西秦星汽车有限公司)

The Qinxing QX6401 was a 4-meter long motor car, it was a 'mini' Shanghai-Volkswagen Santana.

### QINXING QX6401

The buyer of the QX6401 had a choice between two engines (0.8-litre and 1.0-litre) from two different manufacturers. There was a sedan and an estate wagon version.



QINXING	QX6401 (800cc)	QX6401 (1000cc)
price	58.000 yuan	
platform	SFJ1010	SFJ1010
seats	5	5
length	4200mm	4200mm
width	1650mm	1650mm
height	1430mm	1430mm
wheelbase	2360mm	2360mm
curb weight	860kg	860kg
max. speed	102 km/h	
engine	DA462 (Dong'an) JL462Q (Chang'an)	DA465Q (Dong'an) JL465Q1 (Chang'an)
cylinder capacity	797cc	970 cc
output	26kW/5000rpm	33kW/5000rpm
gearbox	4 manual	
tyres	155SR70-13	







## SHAANXI PROVINCE

### Xi'an City

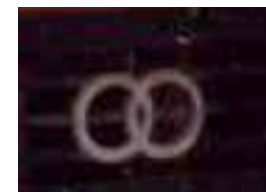
#### State-Operated Qinchuan Machinery Works Automobile Sub-Factory (陕西秦星汽车有限公司)

This Army factory belongs to the Beifan (China North) Corporation. Its first automotive product was the Qinchuan SX720, later called QCJ7050. This was a very small Daihatsu-powered mini-car (547cc/ 27.6bhp). It delivered a maximum speed of 90km/h. A total number of approximately 500 were made. In 1992 the factory introduced their license-produced Suzuki Alto, the Qinchuan QCJ7080, also sold as Beifan Alto and Xi'an Alto. Other motor cars, made in 1997-1998 were the QCJ7081 hatchback and the QCJ7082 saloon. The Zhonghua QCJ7090 was registered as made by this factory, but production took place in the Zhonghua factory in Beijing. The Fuxing QCJ7085, designed with the cooperation of the Beifan Vehicle Research Institute was trial-produced in the Qinchuan factory in 1998, as QCJ7088. The Qinchuan Flyer (QCJ7081 again) was the latest in this range. It was launched in 2001. The BYD Co. Ltd., a Shenzhen based portable power supplier, acquired 77% stake of Qinchuan in January 2003 and the company was renamed BYD Auto.

#### BEIFAN/ QINCHUAN SX720/ SX7050/ QCJ7050

The first SX720 was made in October 1988.  
About five hundred were made.

BEIFAN/ QINCHUAN	SX720/ QCJ7050	
seats	4	
length	3200mm	
width	1400mm	
height	1450mm	
wheelbase	2000mm	
curb weight	540- 680kg	
max. speed	90km/h	
engine	272Q	AB20 (Daihatsu)
cylinder capacity	570cc	547cc
output	18kW/ 5500rpm	21kW/ 5500rpm
gearbox	4 manual	
tyres	5.00x10	





First prototype (registration Shaanxi01-test 5026).



Taxis in Xi'an, 1992.





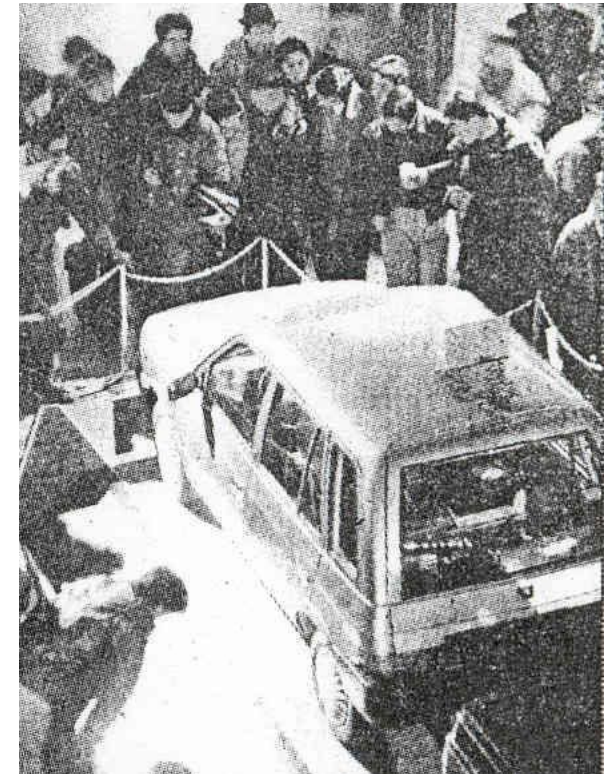




**BEIFAN QCJ7081**



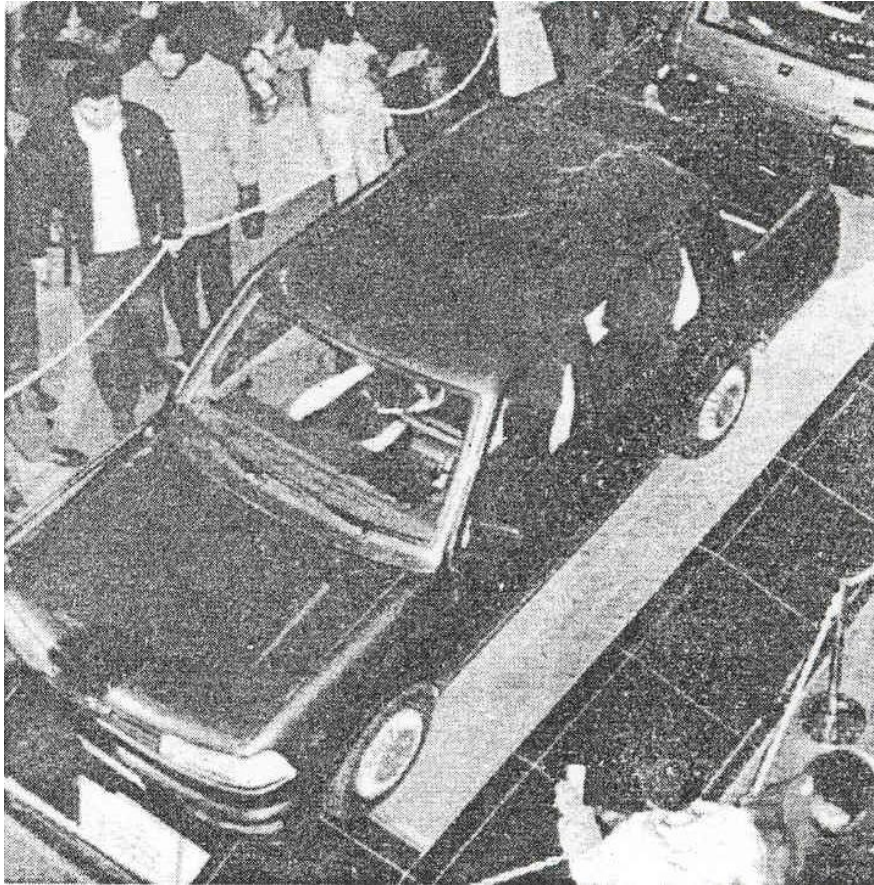
A local development based on the Xi'an Alto. Production started in August 1995.



BEIFAN	QCJ7081
price	41.000 yuan
seats	4
length	3400mm
width	1470mm
height	1410mm
wheelbase	2145mm
curb weight	800kg
max. speed	100km/h
engine	JC462Q
cylinder capacity	796cc
output	26kW/5500rpm
gearbox	4 manual
tyres	5.65-12 (145/R12)







### CREWCAB PICKUP

A pickup version of the hatchback QCJ7081, shown at the same show as the QCJ7081 above, in December 1994.

### BEIFAN QCJ7080A

We have the technical details of a QCJ7080A five-seater. It is unclear if this is the crewcab pickup on the photo here to the left.

BEIFAN	QCJ7080A
price	58.000 yuan
seats	5
length	4115mm
width	1620mm
height	1410mm
wheelbase	2400mm
curb weight	1010kg
max. speed	102-115km/h
engine	DA465Q (Dong'an)
cylinder capacity	797cc
output	34kW/5500rpm
gearbox	4 manual
tyres	4.50-12



BEIFAN/ QINCHUAN QCJ7082

Prototype of a sedan, developed in 1998.



BEIFAN/ QINCHUAN	QCJ7082
seats	4
length	3600mm
width	1500mm
height	1450mm
wheelbase	2410mm
curb weight	680kg
max. speed	135km/h
engine	F8B (Suzuki)
cylinder capacity	796cc
output	26kW/5500rpm
tyres	145/50 R12

XI'AN/ QINCHUAN ALTO QCJ7080

Qinchuan version of the Alto, made from 1992-2001.





### QINCHUAN XIAO FUXING QCJ7088

The production version of the Xiao Fuxing QCJ7085 (Lucky Star), which is already described in this book under Beijing Municipality, China North Vehicle Research Institute. Production started in 1998. The QCJ7088 was a bit bigger than the original prototypes. There are two sources with different technical details (sizes). We give them both.

QINCHUAN	XIAO FUXING QCJ7088	
price	80.000 yuan	
platform	Alto	
seats	4	5
length	3630mm	3780mm
width	1480mm	1650mm
height	1430mm	1430mm
wheelbase	2335mm	2400mm
curb weight	710kg	850kg
max. speed	120km/h	110km/h
engine	368Q	465Q
cylinder capacity	796cc	970cc
output	26kW/5500rpm	31.5kW/5500rpm
gearbox	4 manual	
tyres	145/70 R12	



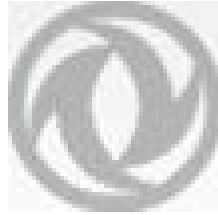
▲ QCJ7088 秦川 - 小福星微型轿车  
▲ QCJ 7088 Qinchuan LUCKY - STAR mini car



## SHANDONG PROVINCE

### Rongcheng City

Dongfeng Rongcheng Auto Co. Ltd.



Dongfeng started the pre-serie production of the Xiao Wangzi (Little Prince) near its headquarters in Shiyan, Hubei Province (see there) but moved the factory to Rongcheng in June 1999. The whole project has always been mysterious, cars nearly not appearing at shows or in Dongfeng brochures, production in very low quantities. It seems that the Dongfeng Rongcheng products were made in the same period as the Dongfeng Xinxing products, described here after. Dongfeng Rongcheng halted around 2008.



### *DONGFENG LITTLE PRINCE EQ7080BP/ EQ7081BP/ EQ7100BP/ EQ7101BP*

The new Little Prince was introduced as hatchback and as sedan in June 1999. Production of the five-door hatchback is quite uncertain, as only factory photos are known. The four-door sedan was made in low quantities till 2008. The composite body was made with help of Hyundai or inspired by Hyundai.





DONGFENG	EQ7080BP
price	50.000 yuan
seats	5
length	3620mm
width	1550mm
height	1385mm
wheelbase	2350mm
curb weight	700kg
max. speed	125km/h
engine	F8C
cylinder capacity	796cc
output	30kW/5500rpm
gearbox	4 manual





DONGFENG	EQ7081BP	EQ7101BP	
price	66.000 yuan	61.800 yuan	68.000 yuan
seats	5		
length	3880mm		
width	1550mm		
height	1385mm		
wheelbase	2350mm		
curb weight	720kg	740kg	750kg
max. speed	135km/h	135km/h	135km/h
engine	G4HA	TJ376Q	G4HC
cylinder capacity	798cc	993cc	999cc
output	40kW/6000rpm	39kW/5600rpm	44kW/5500rpm
gearbox	5 manual	4 manual	5 manual
tyres	165/65R13		155/70 R12





## DONGFENG BAOLAI XIDENG EQ6400PL

One of the ugliest kombi's in the world was introduced by Dongfeng in 2002. It is probably made in very low quantities till 2006.



DONGFENG	EQ6400PL	
price	49.800yuan	69.800 yuan
seats	5	
length	4080mm	
width	1640mm	
height	1550-1600mm	
wheelbase	2440mm	
curb weight	960kg	
max. speed	110km/h	
engine	TJ376QE	8A-FE (Toyota)
cylinder capacity	993cc	1342cc
output	39kW	63kW
tyres	165/70R13	

Even uglier was the EQ7240BP coupe to the right, made by the same corporation and shown at the Beijing 2006 company.



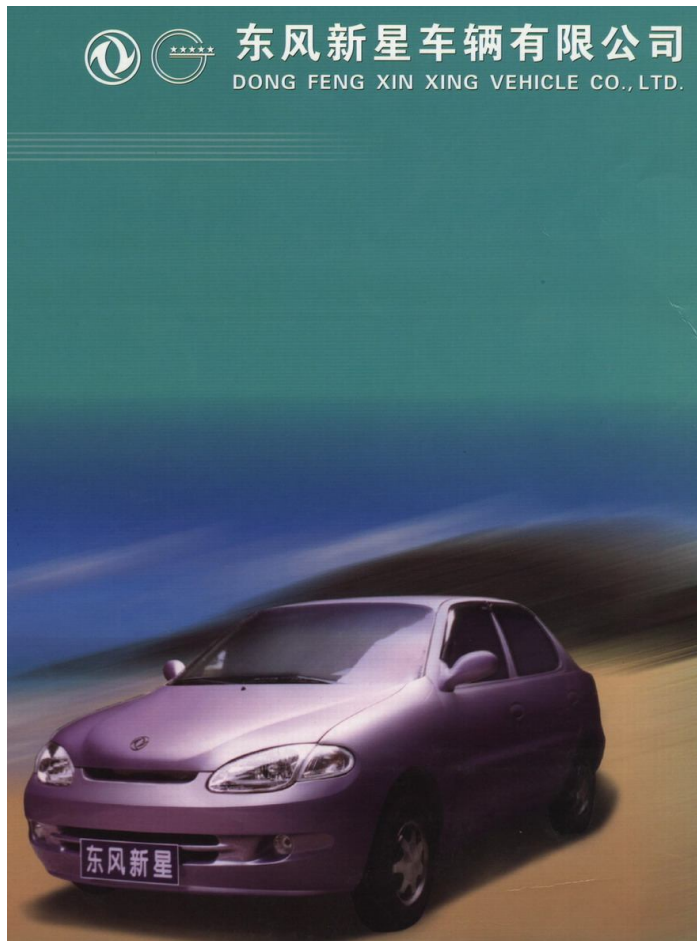


## SHANDONG PROVINCE

### Rongcheng City

#### Dongfeng New Star (Xinxing) Vehicle Co. Ltd.

In 2003 Dongfeng started a joint-venture with a company named New Star in Rongcheng, to develop new models of the Little Prince (Xiao Wangzi). The Loulian sedan was exhibited at the Wuhan Auto Show 2003.



#### LOULIAN EQ7101

The Loulian was nearly the same vehicle as the Xiao Wangzi EQ7101BP from Dongfeng Rongcheng. It was only one year in the program, then it was replaced by the Xinxing EQ7101AF.





## XINXING (NEW STAR) EQ7101AF/ EQ7101AF1

Xinxing updated the Xiao Wangzi/ Loulian in 2004, again unveiled at the Wuhan Show. The car was only made as sedan.



DONGFENG	EQ7101AF		
seats	5		
length	3940mm		
width	1585mm		
height	1390mm		
wheelbase	2350mm		
curb weight	750kg	875kg	785kg
max. speed	140km/h	140km/h	140km/h
engine	G4HC (Hyundai)	DA468Q (Dong'an)	DA465Q- 16MB/D (Dong'an)
cylinder capacity	999cc	1075cc	1078cc
output	44kW/5700rpm	48kW/6000rpm	48kW/6000rpm
gearbox	5 manual		
tyres	165/70R13		



SHANDONG PROVINCE

Weihai City, Wendeng District

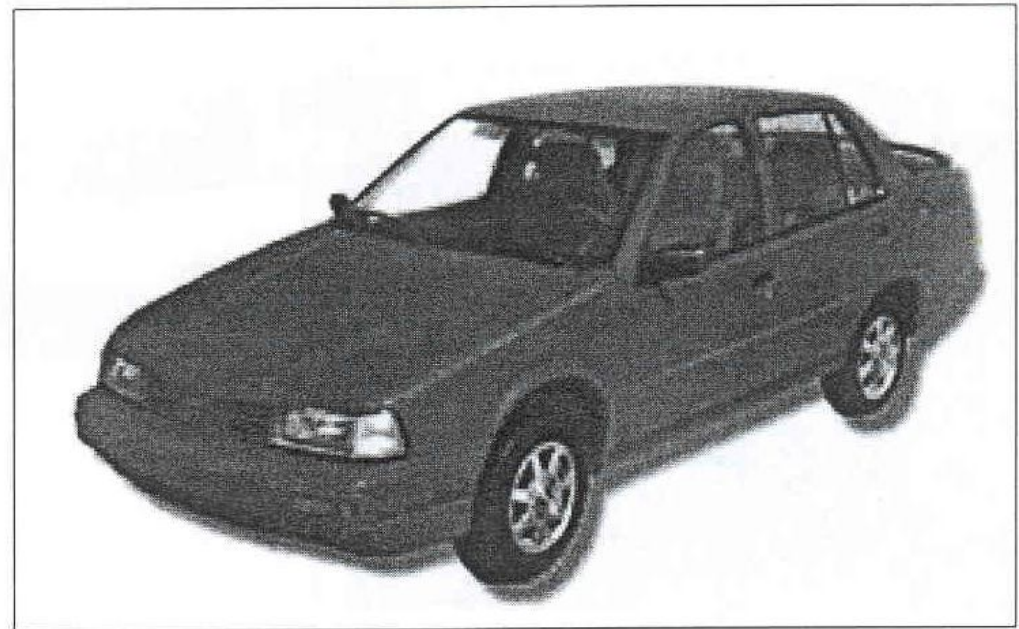
Shandong Heibao Group Corporation  
Sometimes referred to as Shandong Lubin Auto Works

Heibao started minitruck production in 1990. In 1999 there was a small car in the program.  
Heibao is still producing agricultural vehicles.

LUBIN JLB5010/ SLB7100A

We have no information about the car. In 1995 200 units have been made.

山東黑豹集團公司





## SHANXI PROVINCE

### Changzhi City

#### Shanxi Huaihai Machinery Works( 山西淮海机械厂)

Shanxi Huaihai was erected in 1938. From State Factory 342 it became the Huaihai Machinery Works, producing HH462Q and HH386Q engines in the 1990s. It was part of Norinco (China North Industries).

#### SHENJIAN SHH5010X

The design of the car was awarded in 1997 with the Shanxi Science Progress Award. The car was sold as a 'command vehicle'. In 1995 nine were made, in 1997 three.





## SICHUAN PROVINCE

### Chengdu City

#### Chengdu Tianyu Joint Corporation

Tianyu was founded in 1987. The Yemingzhu YMZ5010X was their first car, introduced in 1989. Basically all the cars that Chengdu Tianyu produced were bought by the local government in Chengdu, the capital of Sichuan. Some were used to ferry government officers around but most were designated for taxi service. The YMZ5010X was actually the very first 'modern' taxi in Chengdu, until then the fleet consisted only of crappy minivans and dangerous three-wheelers.

#### YEMINGZHU YMZ5010X

The Yemingzhu ('Pearl') YMX5010X saloon was powered by a small 4-cylinder 800 cc engine, made by Jiangling. The engine was driving the rear wheels. There was a pick-up version called the YMX1010. The body of the YMZ5010X was made of plastic composite and the vehicle was therefore very light, empty weight was only 820kg.







YEMINGZHU	YMZ5010X
seats	5
length	4240mm
width	1580mm
height	1380mm
wheelbase	2320mm
curb weight	820kg
max. speed	102km/h
engine	JL462Q (Jiangling)
cylinder capacity	797cc
output	26kW/5500rpm
gearbox	4 manual





## YEMINGZHU CNG

A somewhat bigger 4-door saloon was introduced in 1997, using a 869 cc YMZ463Q-A home-made 4-cylinder engine developing 52hp, delivering a maximum speed of 138km/h. The engine used natural gas (CNG) as fuel.





### YEMINGZHU CTJ-3 CTJ6330

The Yemingzhu CTJ-3 'off-road jeep' debuted in 1994 and was made in extremely small numbers until 1998, in those long four years only 180 examples were produced. The CTJ-3 was based on the locally made Suzuki Alto. Chengdu Tianyu changed a small city car into a serious off-roader with increased road clearance, tough looking extra-wide bumpers, side steps, a bull bar, a heavy-duty roof rack and a spare wheel on the back. The 0.8 liter three-cylinder remained unchanged. Price for all that pretty: 80.000 yuan. Due to its high price the Yemingzhu CTJ-3 sadly never became a great success. Looking back now we can say Chengdu Tianyu was far ahead of its time, in both design and pricing strategy.





## SICHUAN PROVINCE

### Mianyang City

Sichuan Yema Auto Industries Co., Ltd.  
(四川(野马)汽车工业股份有限公司)

Sichuan Chengdu Light Vehicle General Works founded the Sichuan Auto Industries Group in 1994. Chengdu Light Vehicle started production of Yema cross country vehicles in 1986.

### YEMA SQJ6400

The Yema SQJ6400 was based on a Chang'an Alto platform, but used the 997 cc Xiali 376QB engine. Price was Y63.000 for the hatchback. Introduction was in 1995.





## SICHUAN PROVINCE

### Neijiang City

People's Liberation Army (Jiefangjun) No. 3420 Works (中国人民解放军第3420工厂) and Neijiang Electrical Vehicle Works (内江电动车厂)

These two works developed together an electrical mini car.

### ZHONGSHAN

Electric mini car.

由3420厂与内江电动轿车厂研制的“中山牌”电动轿车日前问世。图为该车外型一瞥。（沈松林）





## SICHUAN PROVINCE

### Peng'an County

Sichuan Jiabao Automobile Co., Ltd. (四川嘉宝汽车公司)

Established in 1951. In the 1990s producing automobile body components, mostly for Alto-producing companies as Changan, Changan-Suzuki, Jiangnan, Qinchuan. In 2000 the company advertised a minicar.

### JIABAO SJB6400/ SJB6401

There is not much known about the Jiabao hatchback.





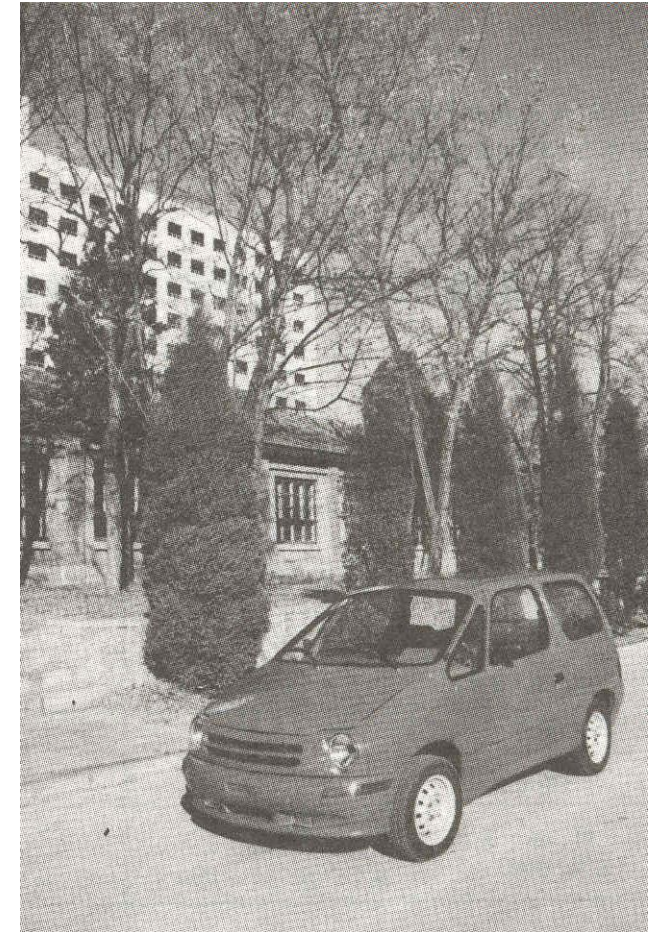
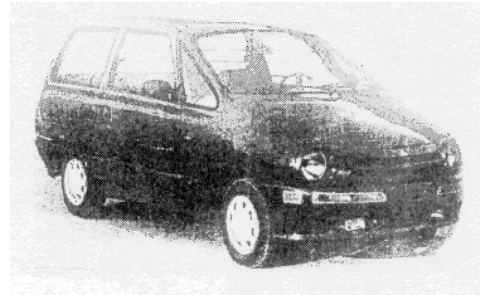
## TIANJIN MUNICIPALITY

Tianjin Bus Works (天津客车制造厂), since 1993 named Tianjin Sanfeng Minibus Co. Ltd.

Before 1950 named the Tianjin Tram Repair and Manufacturing Factory. Produced buses since the 1956 and a 10 seats minibus named Tianjin TJ620 since 1965. In the 1980s-1990s the factory produced Sanfeng minibuses. In 1995 a small car in mpv style based on the Xiali was made. Tianjin Sanfeng merged in 2002 with the Tianjin Special Purpose Vehicles Work under the new name Tianjin Meiya. Tianjin Meiya was bought in 2013 by Hawtai Motor.

### SANFENG TJ6360

A small three-door estate car, based on a Xiali platform and equipped with the 843 cc engine, length 3.60m, made in 1995. Sanfeng means Three Peaks.





## TIANJIN MUNICIPALITY

Privately designed minicar.

### HUDI 250

Developed in 1993. Prototype had the license plate Tianjin01-test0267. Following an early career in social work, he has worked in the tourist industry from 1982 to 2004. In 1966 he began researching automotive developments in the People's Republic of China, travelling extensively in China, and developing his specialism in Chinese automobiles.



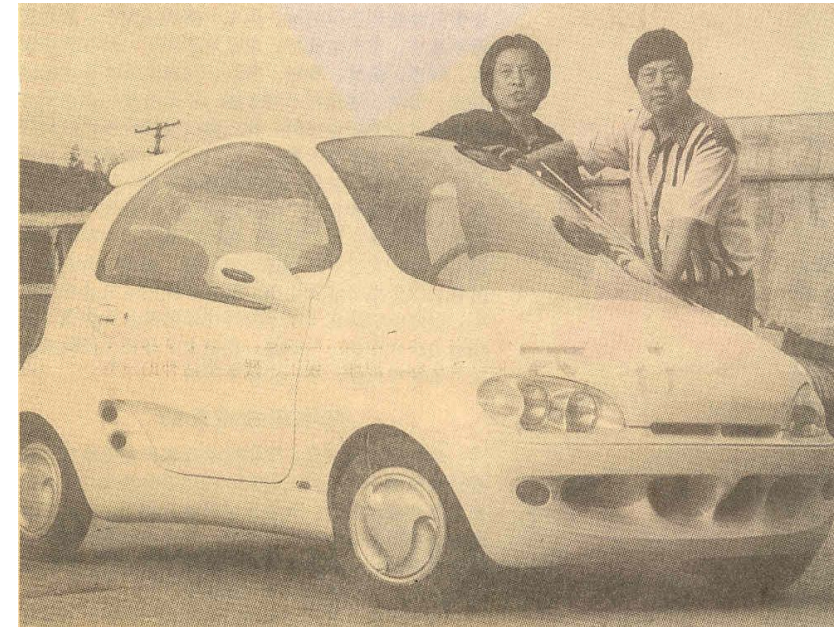
HUDI	250
seats	3
length	2310mm
width	1272mm
height	1360mm
wheelbase	1500mm
curb weight	465kg
max. speed	73km/h
engine	170F
cylinder capacity	249cc
output	13.4kW/8250rpm



ZHEJIANG PROVINCE

Hangzhou City

Privately designed three-seat car from 1997. The car was developed from 1994-1997.



HUANYING





## CHINA MOTOR VEHICLE DOCUMENTATION CENTRE

The centre was established in the Netherlands in 1973. Its aim is to collect all kinds of information on the Chinese automobile industry, present and historical. The centre has a large library of Chinese automobile reference material, and owns a large photo-collection of Chinese cars, collected since 1978 and updated every year since then. The centre publishes several times per year in European car magazines. The centre was the Chinese correspondent of the German yearbook Autokatalog from 1978 till 2001 and produced the Chinese entries of the Beaulieu Auto Encyclopaediae that was published in 2000. The Society of Automotive Historians has awarded the Beaulieu Auto Encyclopaediae with the Cugnot Award. Since 2005 the Centre cooperates with the Swiss Katalog der Automobil Revue.

Mr. Erik van Ingen Schenau is the director of the centre. He was born in the Netherlands in 1947.

## CHINA MOTOR VEHICLE DOCUMENTATION CENTRE

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F 66560 ORTAFFA  
FRANCE  
tel +33 468 21 4998  
fax +33 468 21 4998  
email: [erik@chinesecars.net](mailto:erik@chinesecars.net)  
website : <http://www.chinesecars.net>





## Where to find which

Designation	Name	City	Province
AAQ6370-6380	Anda'er	Anqing	Anhui
BCS6330	Changsheng		Beijing
BF7082	Beifan		Beijing
BHL6350	Hualiu		Beijing
BS111	Zhonghua		Beijing
BS111	Zhonghua/Plasticar	Shenzhen	Guangdong
BY5010	Baiyun	Shenzhen	Guangdong
CHB6401-6411-7090	Soloman		Beijing
CHS5011	Soloman		Beijing
CTJ6330	Yemingzhu	Chengdu	Sichuan
EQ1010-6410	Dongfeng	Shiyan	Hubei
EQ6400	Dongfeng Baolai Xidong	Rongcheng	Chengdu
EQ7080-7100	Dongfeng Little Prince	Shiyan	Hubei
EQ7080-7081-7100-7101	Dongfeng Little Prince	Rongcheng	Shandong
EQ7101	Loulian	Rongcheng	Shandong
EQ7101	Xinxing	Rongcheng	Shandong
EXQ6330	Junma	Xiangfang	Hubei
FQ6400	Fuji	Fuzhou	Jiangxi
GHK7080	Yunma/Huaxing	Anshun	Guizhou
GTQ5010-6440	Guangtong	Shaoguan	Guangdong
HFJ7080	Songhuajiang	Harbin	Heilongjiang
HH6340-6350	Feihu	Hefei	Anhui
HN710-711	Jiangnan	Xiangtan	Hunan
HWC1010	Dama	Yangzhou	Jiangsu
HX7080	Hainan	Haikou	Hainan
HXK6360	Xinkai	Gaobeidian	Hebei
JF1010	Lingyang		Chongqing
JJ710-7080	Jiangbei	Jilin	Jilin
JJ720-7050-7060-7090-7091	Shenjian/Meilu	Jilin	Jilin
JJ7090-7150	Meilu	Jilin	Jilin
JL730	Jilin	Jilin	Jilin
JLB5010	Lubin	Weihai	Shandong
JLJ1010	Lingyang		Chongqing
JNJ710-7050-7080-7110	Jiangnan	Xiangtan	Hunan
JZK1010-5011-6420	Changjian	Meng County	Henan
KFX6320	Sanyan	Kaifeng	Henan
KJ5010-6380	Lingkong	Luoyang	Henan



KZ5011	Tianma	Baoding	Hebei
LJ720-5010	Disai	Liuzhou	Guangxi
LQC1010	Xiyate	Langxi	Anhui
LT5010--6390	Dongfanghong	Luoyang	Henan
LT5021-5022	Yituo	Luoyang	Henan
LYK5010-6420	Aoshen	Luoyang	Henan
LZ110-7100	Wuling	Liuzhou	Guangxi
LZW7100	Wuling	Liuzhou	Guangxi
QCJ7050/7082	Beifan/Qinchuan	Xi'an	Shaanxi
QCJ7080/7081	Beifan	Xi'an	Shaanxi
QCJ7080	Xi'an/Qinchuan Alto	Xi'an	Shaanxi
QCJ7085	Xiao Fuxing		Beijing
QCJ7088	Xiao Fuxing	Xi'an	Shaanxi
QCJ7090	Soloman		Beijing
QX6401	Qinxing	Jingyang	Shaanxi
SC720-721	Yimin		Chongqing
SHH5010	Shenjian	Changzhi	Shanxi
SJB6400-6401	Jiabao	Peng'an	Sichuan
SLB7100	Lubin	Weihai	Shandong
SLG6320-6350-6351	Shaolin	Zhengzhou	Henan
SQ1010-6400	Tiantong-Xiangyang	Shijiazhuang	Hebei
SQJ6400	Yema	Mianyang	Sichuan
SX720-7050	Beifan/Qinchuan	Xi'an	Shaanxi
SY622	Tielong	Kaiyan	Liaoning
SYC1014	Jiuzhou	Shuyang	Jiangsu
THD7080	Tielong	Kaiyan	Liaoning
TJ6360	Sanfeng		Tianjin
WGG6360-6430	Wugong	Wuhan	Hubei
WHJ1010-6440	Wei'er	Wuhu	Anhui
WHW5010-6400	Tongbao	Wuhu	Anhui
WL5010	Zhonglian		Beijing
WS6320	Wanshan	Yuan'an	Hubei
XHC5011	Zhihao	Xinhui	Guangdong
XKC6370	Xinxiang	Xinxiang	Henan
XM5020	Xima		Beijing
YM6390	Yunma/Huaxing	Anshun	Guizhou
YM7060	Yimin		Chongqing
YMZ5010	Yemingzhu	Chengdu	Sichuan



## The Chinese designation system.

1. the letters. All systems start with two or three letters. These letters indicate the producing factory or company.
2. the numbers. Since the start of Chinese automobile production, in 1956, there have been three successive systems.

2a. In 1956, the designation was composed of two letters and two numbers.  
Like CA 10, the famous Jiefang truck.

10 = trucks  
30 = cross country vehicles  
40 = dumpers  
50 = special vehicles  
70 = motorcars

2b. In 1958, a system with two letters and three numbers was introduced.  
Like BJ 212, the Beijing cross-country vehicle.

100 = trucks;  
payload: 110 = less than 0.6 ton, 120 = 0.6- 1.5 ton, 130 = 1.5- 3 ton, 140 = 3- 5 ton, 150 = 5- 9 ton, 160 = 9 – 12 ton.  
200 = cross country vehicles;  
payload: 210 = less than 0.6 ton, 220 = 0.6- 1 ton, 230 = 1- 2 ton, 240 = 2- 4 ton, 250 = 4- 7 ton, 260 = 7- 12 ton, 270 = 12- 15 ton  
300 = dumpers;  
payload: 330 = less than 2.5 ton, 340 = 2.5- 4.5 ton, 350 = 4.5- 7.5 ton, 360 = 7.5- 15 ton, 370 = 15- 30 ton, 380 = 30- 50 ton, 390 = more than 50 ton  
400 = (truck) tractors  
500 = special vehicles  
600 = buses;  
seats: 610 = less than 8 seats, 620 = 8- 15 seats, 630 = 15- 22 seats, 640 = 22- 30 seats, 650 = 30- 40 seats, 660 = more than 40 seats  
700 = motorcars;  
cylinder capacity: 710 = less than 0.4 litre, 720 = 0.4- 0.7 litre, 730 = 0.7- 1.3 litre, 740 = 1.3- 2 litre, 750 = 2- 3 litre, 760 = 3- 4.5 litre, 770 = 4.5- 6 litre (\*1)  
800 = electrically powered vehicles  
900 = trailers

2c. In 1989, a system with two letters and four numbers was introduced. This is the present system.  
The first number gives the kind of vehicle:

1000= trucks  
2000= cross-country vehicles



3000= dumper trucks  
4000= tractor trucks  
5000= special vehicles  
6000= buses  
7000= motorcars  
8000= electrically powered vehicles  
9000= trailers

The second and third number always belong together.

For the 1000, 2000, 3000, 4000, 5000 series:

The second and third number indicate the gross vehicle weight (GVW) (vehicle weight+ permitted load). So BJ 2020 is a cross-country vehicle with a GVW of 2 ton or 2000 kg. And the CA 3261 is a dumper truck with a GVW of 26 ton.

For the 6000 series:

The second and third number indicate the length of the bus.

Buses under 10 metres long: The second number indicates metres, the third number decimetres. So the CA 6440 is a minibus with a length of 4400 mm (4.4 m).

Buses longer than 10 metres: The second number indicates decametres, the third metres. This was done to prevent the need for a fifth number.

So XML 6118 is a bus of 11 metres. (\*2)

For the 7000 series:

The second and third number indicate the engine capacity in litres. So JNJ 7080 means motorcar, 0.8-litre or 800 cc.

The factory or company is free to use the fourth number to indicate the model. Some have their own system, like Shanghai-VW: 0= Santana, 1= Santana Variant, 2= Santana 2000, 3= Passat, 4= Polo, and 5= Gol.

Others give each following version a new number, others prefer to use letters behind the designation. Like TJ 7131, or QCJ 7080 B.

(\*1) alas! Observant readers have noticed: that according to this system the 2.2-litre SH760 is a motorcar, 3- 4.5 litre. How can this be correct? We don't know. It should be: SH750, but it has never been.

(\*2) a lot of motorcars are indicated as buses. Registration of motorcars is restricted and sometimes refused. In order to be able to produce motorcars, a lot of factories or companies register their motorcars as buses, which is possible, due to a loophole in the Chinese law.

So the MC6330 is a motorcar, length 3.3 metres, and the TJ6330G a minibus of the same length.



## The Chinese number plates

There have been, since the 1950s, several license plate systems.

### 1a. The early system

First a number, then a small star followed by 5 numbers. Blue plates with white figures.

1 = Beijing, Tianjin

2 = Changchun

3 = Shanghai

7 = Sichuan

### 1b. The number system, since 1960.

Two numbers to indicate the province or municipality, followed by 5 numbers

01 = Beijing

02 = Hebei

03 = Nei Menggu

04 = Shanxi

05 = Liaoning

06 = Jilin

07 = Heilongjiang

08 = Shanghai

09 = Jiangsu

10 = Zhejiang

11 = Anhui

12 = Jiangxi

13 = Fujian

14 = Shandong

15 = Guangdong (+Hainan)

16 = Guangxi

17 = Hubei

18 = Hunan

19 = Henan

20 = Sichuan (+Chongqing)

21 = Yunnan

22 = Guizhou

23 = Xizang

24 = Shaanxi

25 = Gansu

26 = Qinghai

27 = Xinjiang

28 = Ningxia

29 = Tianjin

30 = reserved for Taiwan

31 = Beijing

32 = Hebei

33 = Nei Menggu

34 = Shanxi

35 = Liaoning

36 = Jilin

37 = Heilongjiang

38 = Shanghai

39 = Jiangsu

40 = Zhejiang

41 = Anhui

42 = Jiangxi

43 = Fujian

44 = Shandong

45 = Guangdong (+Hainan)

46 = Guangxi

47 = Hubei

48 = Hunan

49 = Henan

50 = Sichuan (+Chongqing)

51 = Yunnan

52 = Guizhou

53 = Xizang

54 = Shaanxi

55 = Gansu

56 = Qinghai

57 = Xinjiang

58 = Ningxia

59 = Tianjin

60 = reserved for Taiwan

61 = Beijing

62 = Hebei

63 = Nei Menggu

64 = Shanxi

65 = Liaoning

66 = Jilin

67 = Heilongjiang

68 = Shanghai

69 = Jiangsu

70 = Zhejiang

71 = Anhui

72 = Jiangxi

73 = Fujian

74 = Shandong

75 = Guangdong (+Hainan)

76 = Guangxi

77 = Hubei

78 = Hunan

79 = Henan

80 = Sichuan (+Chongqing)

81 = Yunnan

82 = Guizhou

83 = Xizang

84 = Shaanxi

85 = Gansu

86 = Qinghai

87 = Xinjiang

88 = Ningxia

89 = Tianjin

90 = reserved for Taiwan

Colours: motorcars = blue plates with white figures, trucks and buses = yellow plates, black figures. Foreigners had black plates with white figures.



1c. The double character system, from 1987

Name of province or municipality in two Chinese characters, followed by 2 small numbers + 5 numbers or 2 small numbers + 1 letter + 4 numbers.

Colours: green plates with white figures = motorcars, blue plates with white figures = government cars, red plates with white figures = buses, trucks.

1d. The single character system, since 1995.

Name of province or municipality, indicated with one character, followed by letter + 5 numbers or 2 letters + 4 numbers.

Colours: blue plates with white figures = motorcars, yellow plates with black figures = buses, trucks.

The next characters are in use for the provinces:

Jing = Beijing

Jin = Tianjin

Hu = Shanghai

Yu = Chongqing

Ji = Hebei

Yu = Henan

Yun = Yunnan

Liao = Liaoning

Hei = Heilongjiang

Xiang = Hunan

Wan = Anhui

Lu = Shandong

Xin = Xinjiang

Su = Jiangsu

Zhe = Zhejiang

Gan = Jiangxi

E = Hubei

Gui = Guangxi

Gan = Gansu

Jin = Shanxi

Meng = Neimenggu

Shaan = Shaanxi

Ji = Jilin

Min = Fujian

Gui = Guizhou

Yue = Guangdong

Qing = Qinghai

Zang = Xizang

Chuan = Sichuan

Ning = Ningxia

Qiong = Hainan

1e. In 2003, during a short period, a new system was used in Beijing.

Name of province or municipality, indicated with one character, followed by letter + 3 letters + 3 numbers or followed by letter + 3 numbers + 3 numbers.

Colours: white plates with black figures = motorcars.

It was a very democratic system: every car owner was allowed to make his own combination.

After choices like "FBI 123", "LSD 001" or "123 456" the system was abandoned.

In 2005, this system was also adapted in Zhejiang province.

### 3. the military systems

White plates, first a character or letters in red, then numbers in black.

Some characters indicate the force: for instance Wu = Airforce, Wei = navy.

Others the military region: Jia = Beijing, Bing = Guangzhou, You = Fuzhou etc.

The letters GA means Gong'an (security police), WJ = military police.

