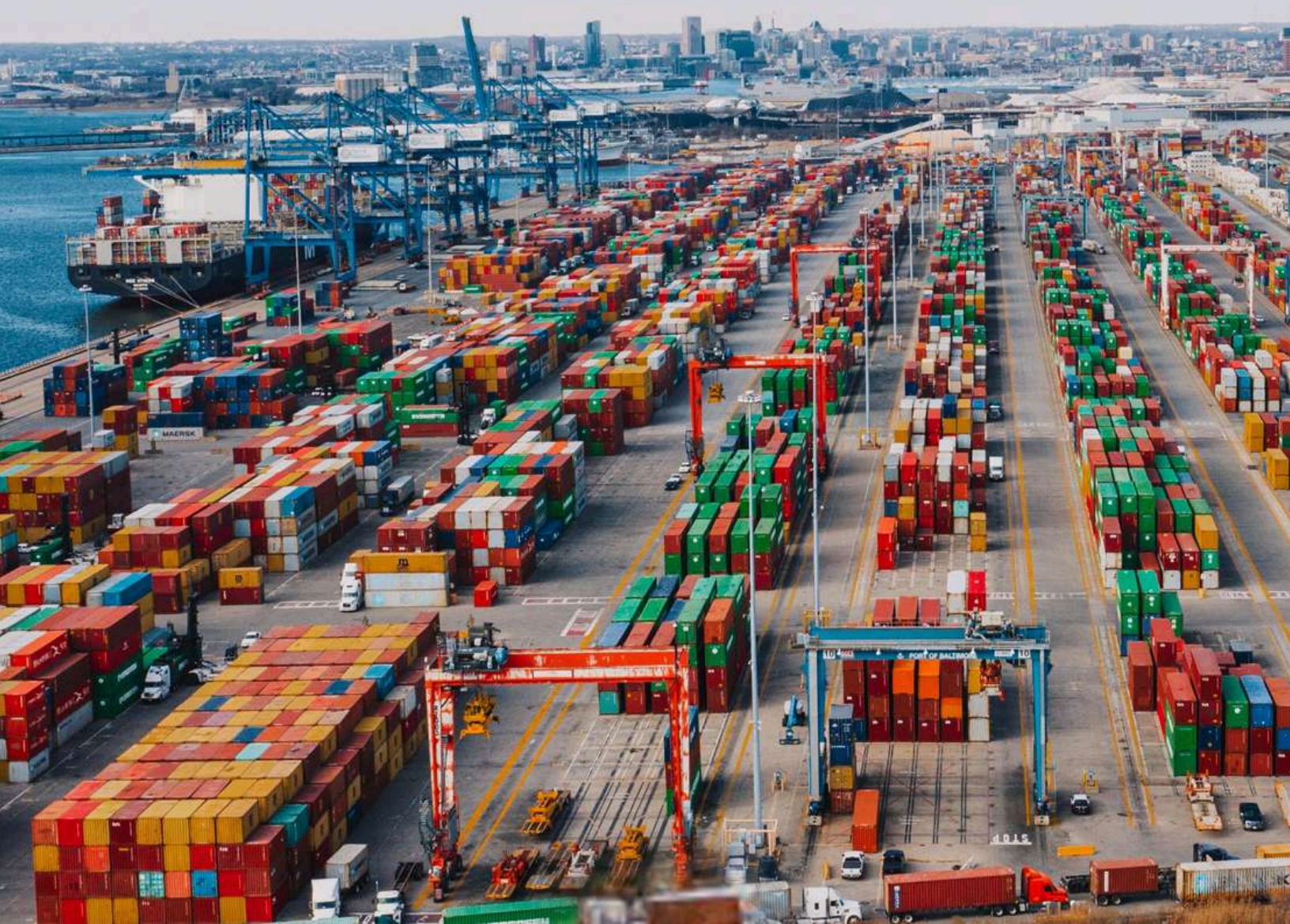




American Chassis Depot

# 20'/40'/45' COMBO TANDEM *CONTAINER CHASSIS*



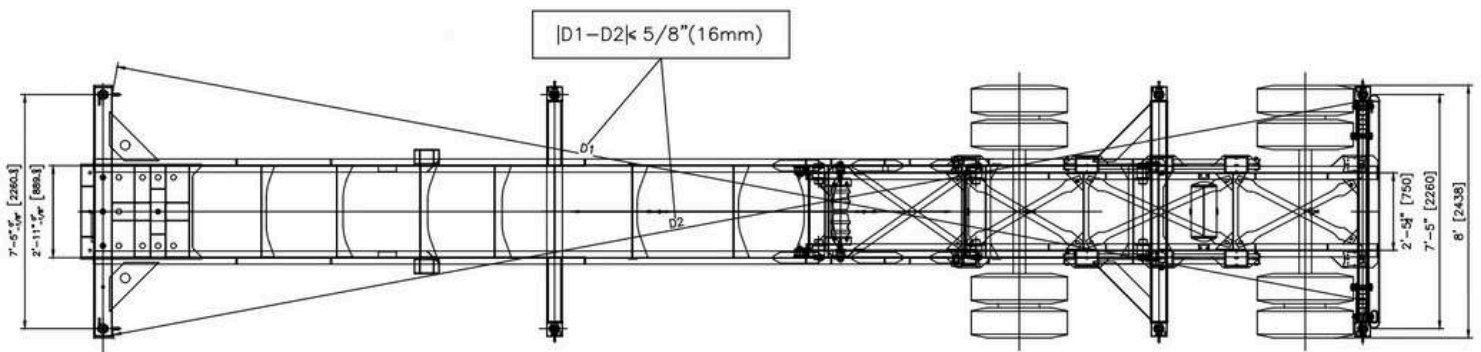
4811 N McCarty St Suite C, Houston, TX 77013



## TECHNICAL SPECIFICATIONS

<b>Material</b>	High strength low alloy steel with yield strength not less than 50,000 psi are used for hot rolled I-beam and fabricated parts.
<b>Overall Length</b>	The overall length is 46'-2 1/8" extended and 31'-3 1/8" retracted
<b>Overall Width</b>	The overall width over bolster is 96"
<b>King Pin Location</b>	17 1/2" from the rear face of the front bolster
<b>Tandem Location</b>	20 1/2" from the rear face of rear bolster to the center of the rear axle
<b>Fifth Wheel Height</b>	46 3/4" with the chassis level
<b>Rear Bolster Height</b>	48 3/8" from ground to top of the rear bolster @ unladen
<b>Landing Gear location</b>	118 3/8" from the rear face of the front bolster
<b>Tare Weight (Tolerance ±2%)</b>	The chassis complete weight is approximately 9,360 lbs.
<b>Gross Vehicle Weight Rating</b>	The chassis GVWR is approximately 79,000 lbs for 40' and 45' container, and 77,000 lbs for 20' container
<b>Materials</b>	High strength 100Kpsi materials

The chassis is designed for use in stevedoring and transporting of one (1) 20ft loaded, (1) 40ft loaded and (1) 45ft loaded or two (2) 20ft empty ISO cargo containers having a max. gross weight of 72,800 lb in both highway and TOFC service. Legal maximum container weight is determined by regulations. The chassis meets all DOT, AAR, TOFC, FMVSS, SAE, TTMA, ANSI, ISO requirements and standards in effect at time of manufacture to operate in United States.







## STEEL FRAME & COMPONENTS

**1. Main Beam** - 16"x5" fabricated I-beam with 100Kpsi materials flanges, 6 11/32" high for GN rail.

**2. Slider Beam** - Fabricated 14 3/4" x 5" I-beam, 2-pin locking system.

**3. Cross Member** - 3/16" thick fabricated channel type.

**4. Upper Coupler Assembly** - A) The pick up plate should be 1/4" thick and fully welded all around to the main rails and front bolster.

B) The King Pin is of 2" diameter square type S.A.E. standard J700B and certified per AAR. Forged steel alloy heat-treated to surface hardness of Brinell 380 to 420.

C) 2" diameter water drain hole. D) 1/4" thick channel type kingpin supporters. Supplier: Jost 2" AAR certificated.

**5. Front Bolster** - 6 5/8" wide x 7 3/8" high, 1/4" thick tube section.

**6. Center Bolster** - 5" wide x 3/8" thick top plate with 5" wide x 4 1/4" deep x 1/4" thick "U" type bottom channel.

**7. Front Locking Pin** - The front locking mechanism will be the Buffers 1417 or Schulz equivalent type.

**8. Rear Bolster** - Fabricated 6" wide x 3/8" thick top plate with 5" wide x 4 5/8" deep x 3/8" thick tube type .

**9. Twist Lock** - Buffers 3733R twist lock or equivalent for all bolsters.

Buffer 1690 twist locks or equivalent for front bolster.

**10. Rear Bumper** - The bumper step should be designed so that the legally mandated reflective tape is mounted in a recessed area, to prevent reflective tape damage. The step guard is 4" x 4" square bar supported by H type posts.

**11. Landing Gear** - Lifting capacity 50,000 lbs. Two speed manual operation type. Square leg. 10" square low profile sand shoes. Crank on roadside.

**12. Landing Gear Support Bracket** - 1/4" thick high tensile steel "deep" channel type bracket with four 1/4" thick ribs on both side and 1/4" thick skirt between bracket and the bottom flange of main rail. One 4"X5.4 lbs/ft. hot rolled channel brace is installed horizontally between two legs.

**13. Suspension** - 61" axle spread tridem suspension with single leaf high arch spring (11,000 lb. capacity each). Hutchen/AXN.

**14. Axles** - 5" round axles with 22,500 lb capacity, 71-1/2" track, 28 spline, 5.5 "automatic slack adjusters. 16-1/2" x 7" quick change brakes.

**15. Bearings** - A) Cone: HM218248 and HM212049 inner and outer cone. B) Cup: HM218210 and HM212011 inner and outer cup. Pre-adjusted bearings and oil-filled bearings are not acceptable. Approved bearing suppliers are SKF, TYSON, GENERAL, BOWER AND TIMKEN. Bearing cups and cones must be the same manufacturer.

**16. Seal** - A) Stemco Guardian oil seal 307-0743 or equivalent. B) Mobil SHC220.

**17. Hub and Drums** - 10 stud hub piloted hubs with outboard mounting composite lightweight brake drum. Color Black.

**18. Wheel** - 8.25 x 22.5 hub-piloted wheels.

**19. Tire** - 255/70R22.5 tubeless type, 16 ply.

**20. Brake System** - A) Sealco valve system and Wabco 2S-1M system. B) Two tanks system. (Capacity 2850 cu-in). C) 3/8" air tubing. D) Brake chamber: 30/30 double diaphragm. E) Gladhands: Phillips 12-0081/12-0061/12-010.

**21. Electrical System** - A) 12 volt LED lighting system with wiring harness, for ABS system. B) 4" Stop/Turn lamp. C) 2" clearance lamp with flange mounting. Supplier: Grote

**22. Steel Fasteners** - Except where noted differently on drawings, all steel nuts and bolts will be zinc plated. Bolts shall be Grade 5 and nuts shall be lock nuts. Fasteners for lights including ground wires, reflectors and electrical plug shall be stainless steel or Aluminum. License plate fasteners should be stainless blind rivets, 1/4" in diameter.

**23. Mud Flaps** - 24" x 24 " black rubber anti-sail mud flap.

**24. Painting** - Metal preparation: Commercial abrasive blast of all metal surfaces to achieve clean bare steel per SA-2.5 or SSPC-SP-10. Paint with zinc shop primer to thickness of 10microns prior to welding.

Surface will be coated with marine paint of 75% Zinc-rich primer and urethane topcoat.

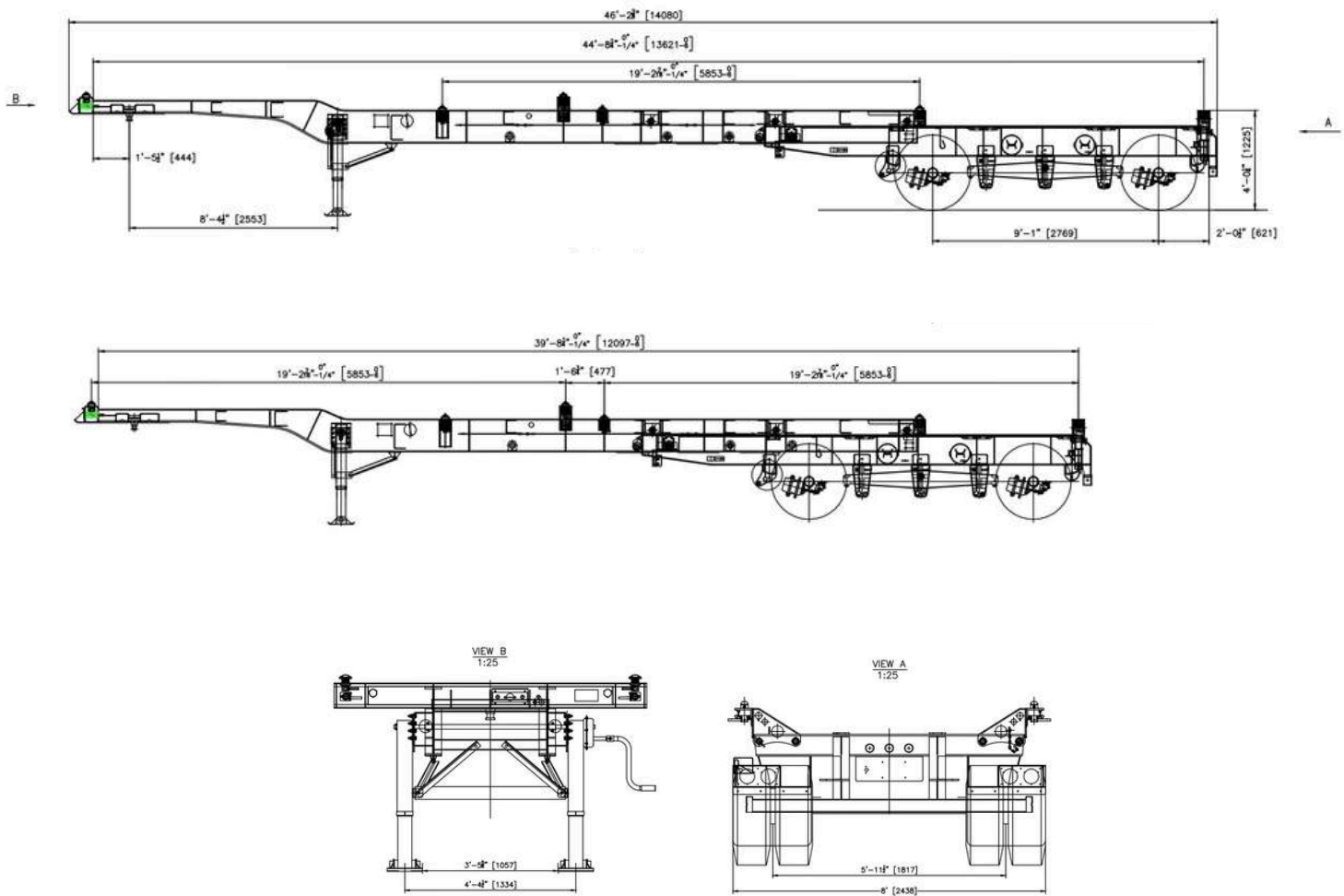
A) Primer: Zinc rich primer (Approx 50u). B) Top coating: urethane (approx 75u)

**25. Conspicuity tape** - Installed per Federal regulations.



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