



American Chassis Depot

40 GN LIGHTWEIGHT 4 AXLES *CONTAINER CHASSIS*



4811 N McCarty St Suite C, Houston, TX 77013

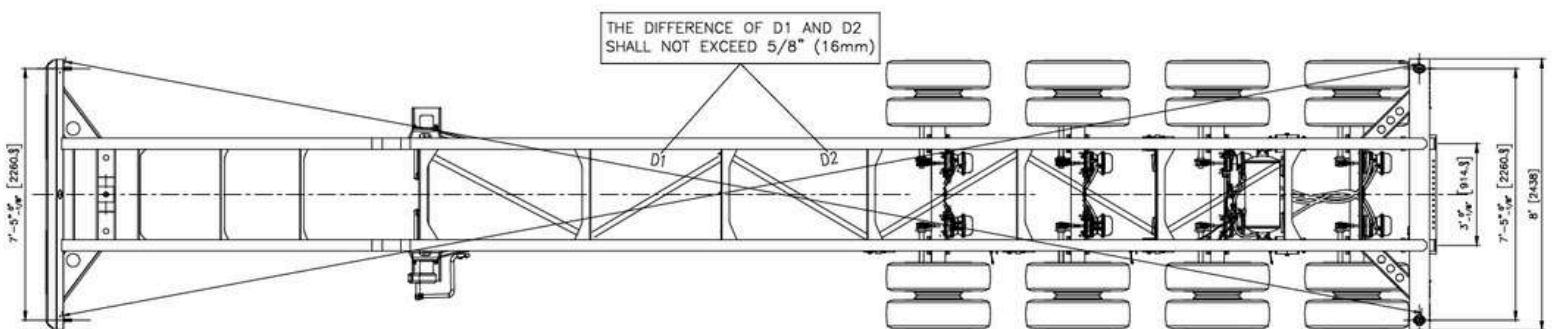


TECHNICAL SPECIFICATIONS

Material	High strength low alloy steel with yield strength not less than 80,000 psi are used for hot rolled I-beam and fabricated parts
Overall Length	The overall length is 40'-6" (exclusive of rear bumpers)
Overall Width	The overall width over bolster is 96".
King Pin Location	15" from the rear face of the front bolster
Tandem Location	50" from the rear face of rear bolster to the center of the equalizer
Fifth Wheel Height	48" with the chassis level
Rear Bolster Height	48" from ground to top of the rear bolster unladen
Landing Gear location	128" from the rear face of the front bolster (113" from the center of kingpin)
Tare Weight	The chassis complete weight is approximately 7,250 lbs
Gross Vehicle Weight Rating	The chassis GVWR is approximately 75,000 lbs.

The chassis is designed for use in stevedoring and transporting of 40 ft ISO cargo container having a max. gross weight of 75,000 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 - 4" wide fabricated main beams by 100 kpsi steel, 5/16" flanges with 3/16" web.

2. Gooseneck Beam - Variable section fabricated beams consisting of 4" wide x 5/16" thick flanges and 3/16" web by 100 kpsi yield high tensile steel.

3. Cross Member - 1/8" and 3/16" thick channel with integral gussets on the top.

4. Upper Coupler Assembly - A) The pick up plate should be 5/16" 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 front and rear supporter, 1/4" thick side support to be welded on both sides of kingpin. Supplier: Jost.

5. Front Bolster - 6" wide x 7-1/4" high, 3/16" thick open section. It's rear web shall be tapered forward at the top 45 degrees to provide a container gather in a stevedoring operation. Front bolster provides full recessing of lights, and air and electrical connectors. The drain holes will be 1 1/2" There is a flat triangular steel reinforcement plate welded on each side between the main rail and front bolster to reinforce the bolster. Reinforcement plate is 3/16"x18.5"x15".

6. Rear Bolster - 7" wide x 5/16" thick top plate will be welded together with 6-5/16" wide x 6-3/8" deep x 3/16" thick "U" type bottom channel w/ light protectors ("eyebrows"). The triangular reinforcement gusset is to be 3/16"x 18"x18" with a 1-1/4" turned down lip. Internal gussets are provided at the 36" locations where the main rails intersect the rear bolster. The drain holes will be 1 1/2".

7. Front Locking Pin - The front locking mechanism will be the Buffers 1213 or Schulz equivalent type.

8. Twist Lock - Schulz F77ANS twist locks or equivalent.

9. Suspension - Under mounting hangers and 363-00 single-leaf spring (11,000 lb. capacity each). Located 50" on center from rear of frame.

10. ICC Bumper - Steel type rear bumper welded to the bottom of the rear bolster and rear of main rails, the vertical beam is "H" section type with 1/4" thick steel flange and 3/16" thick web. The step guard is 1/8"x4"x4" square. The bumper step is designed so that the legally mandated reflective tape is mounted in a recessed area, to prevent reflective tape damage.

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 - Landing gear boxes are fabricated of 1/4" thick grade 80 steel and fabricated to the main frame. 3/16" thick angle brace to support the landing gear. 4" channel cross brace at 5.4 lbs/ft.

13. Axles - 5" round axles with 22,500 lb capacity, 71-1/2" track, 28 spline, 5.5 "automatic slack adjusters. 16-1/2"x7" quick change brakes. PSI ready.

14. Brake System - A) Sealco valve system and Wabco 4S-2M 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.

15. Seal - A) Stemco or equivalent. B) Shell lubricant or equivalent.

16. Hub And Drums - 10 stud hub piloted hubs with light weight outboard drum. Color Black.

17. Tire - 295/75R22.5 tubeless type, 14 ply.

18. Wheel - 8.25x22.5 hub-piloted aluminum disc wheels.

19. 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. Bearing cups and cones must be the same manufacturer.

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

21. Mud Flaps - 24"x30" black rubber anti-sail mud flap.

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.

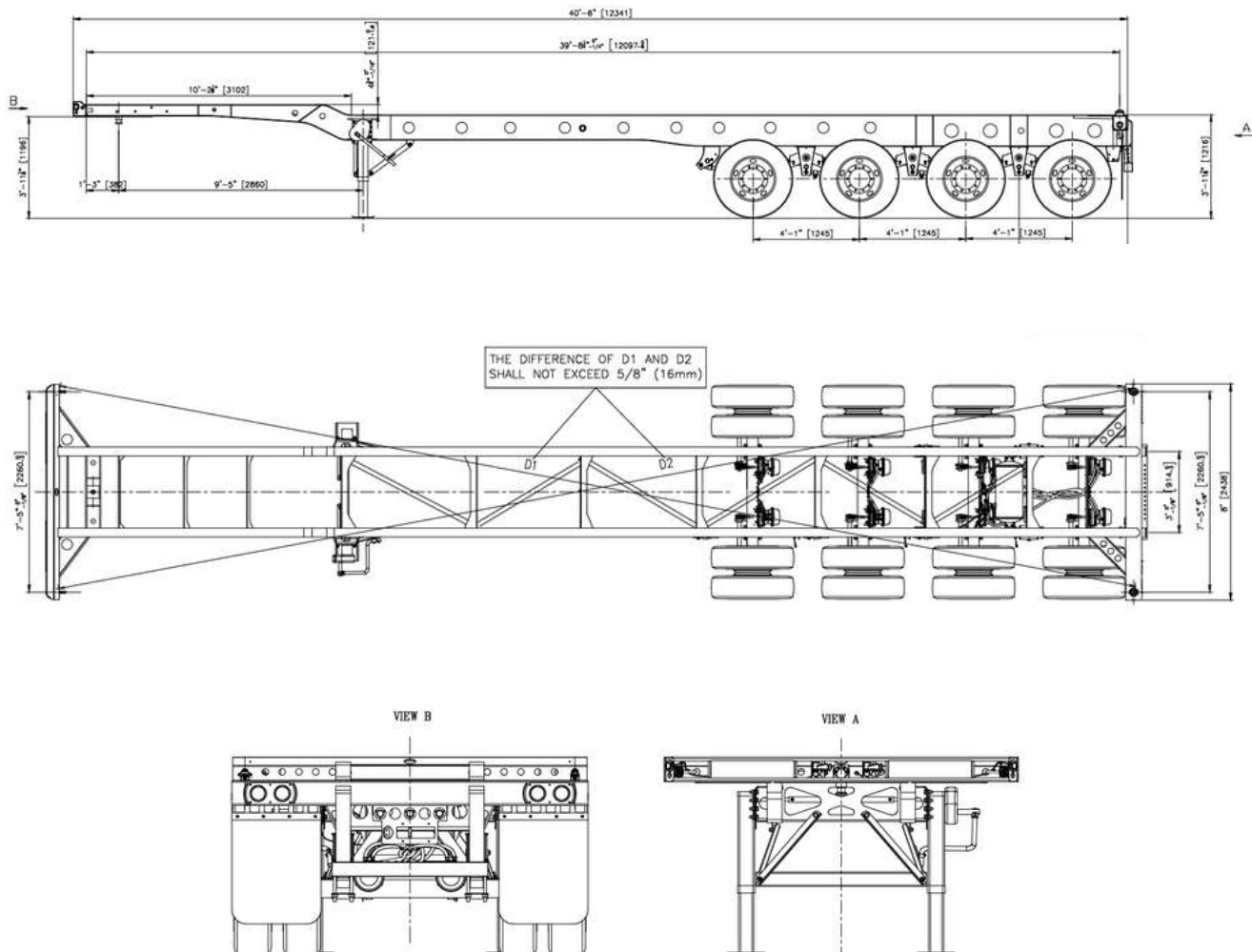
23. Painting - Metal preparation: Commercial abrasive blast of all metal surfaces to achieve clean bare steel per SA-2.5 or SSPC-SP-10. Paint with zinc shop primer to thickness of 10microns prior to welding. Surface will be coated with marine paint of 75% Zinc-rich primer and urethane topcoat. A) Primer: Zinc rich primer (Approx 50u). B) Top coating: urethane (approx 75u).

24. Conspicuity Tape - Installed per Federal regulations.



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