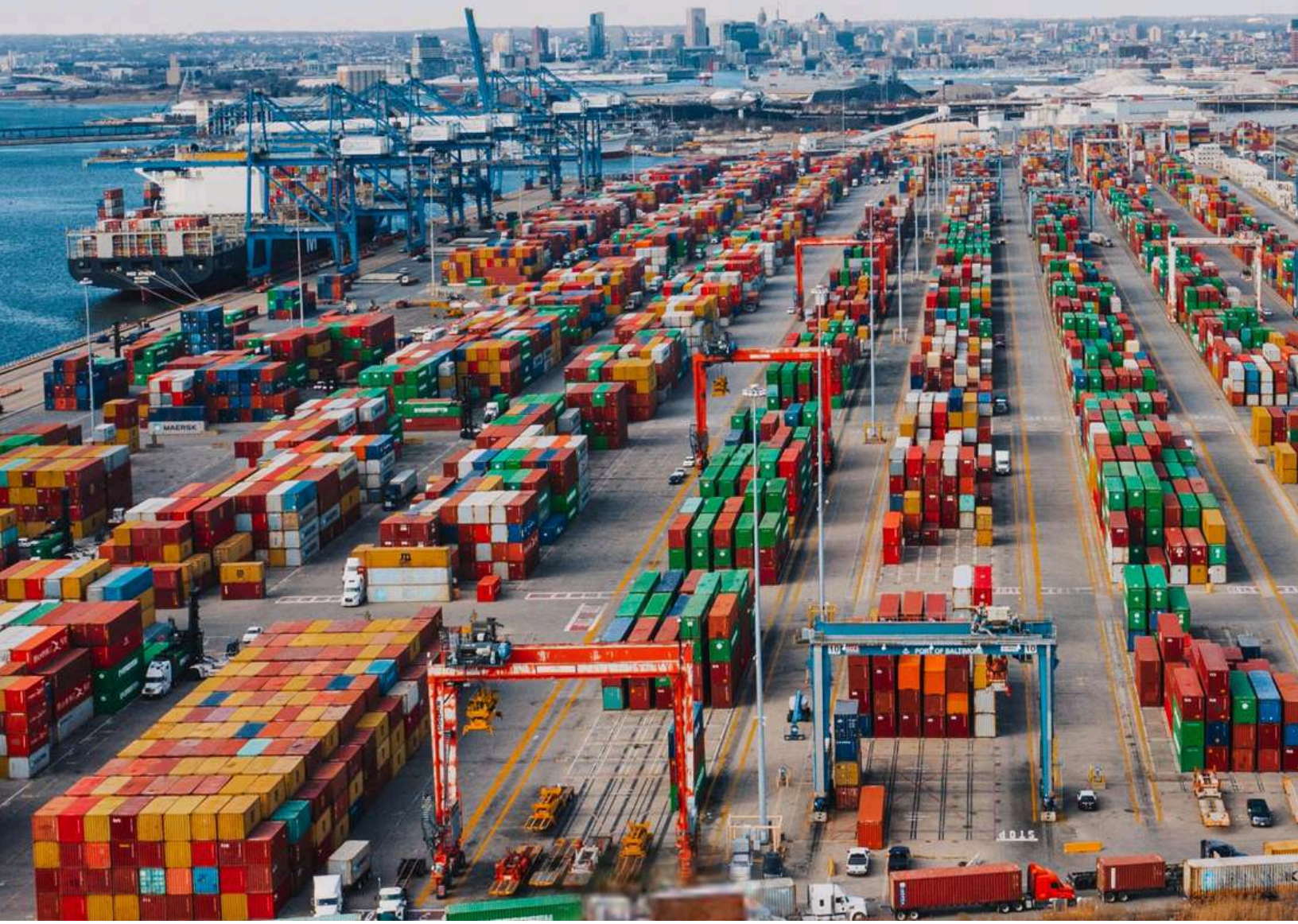
American Chassis Depot

20' FLUSHBACK

CONTAINER CHASSIS



4811 N McCarty St Suite C, Houston, TX 77013

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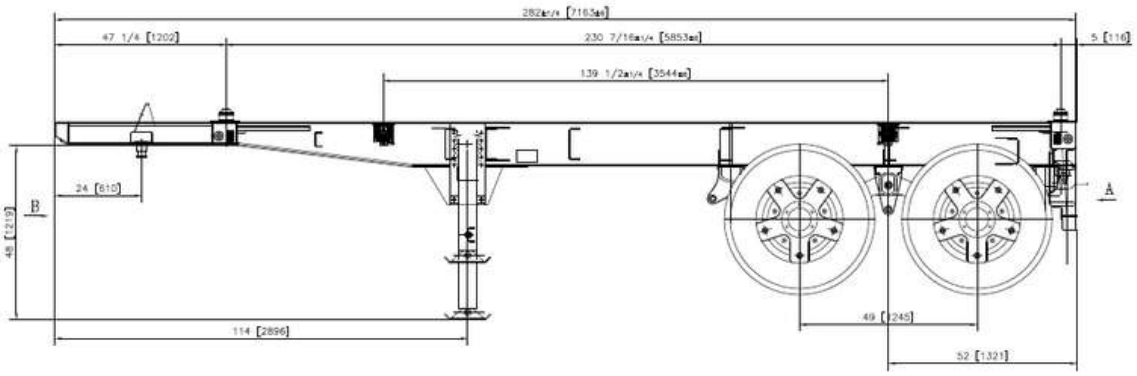
TECHNICAL SPECIFICATIONS

Material	High strength low alloy steel with yield strength not less than 50,000 psi psi are used for hot rolled I-beam and fabricated parts.
Overall Length	The overall length is 23'6"
Overall Width	The overall width over bolster is 96"
King Pin Location	24" from the front extremity
Tandem Location	52" 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	90" from the kingpin
Tare Weight (Tolerance ±2%)	The chassis complete weight is approximately 6,600 lbs.
Gross Vehicle Weight Rating	The chassis GVWR is approximately 67,200 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 - 12" deep x 4" wide x 19 lbs./ft (28.3kg/m) hot rolled I-section or fabricated main beams, ASTM-A572 Grade 50.
2. Gooseneck Beam - 6−1/2″ deep fabricated I-beam consisting of 6" wide ×1/2" thick flanges and 5/16″ web and 1/2m thick x 5" wide reinforcement strap.
3. Cross Member - 3/16″ thick x 3"wide x 9" height channel type with 3/16″ triangular steel gussets.
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) 5/16″ thick angle plate to reinforce the kingpin, other angle plates welding together on the fifth wheel plate is 1/4″ thick Supplier: Jost
5. Front Bolster - 8" wide ×3/8″ thick high tensile steel top plate with 6−7/8″ wide x 6" deep x 5/16" thick high tensile steel "U" type bottom channel. Front bolster will have a flat triangular steel reinforcement plate welded on each side between the main rail and bolster to reinforce the bolster. Reinforcement plate is to be a minimum of 1/4"×18"×18"×18" inches.
6. Rear Bolster - 8" wide x3/8″ thick high tensile steel top plate will be welded together with 6−7/8″ wide x 7" deep ×5/16h thick high tensile steel "U" type bottom channel. Vertical full-height stiffeners (2) will be incorporated into the rear bolster where the bolster joins each mainframe rail.
7. Twist Lock - Schulz F77ANS twist locks or equivalent.
8. Landing Gear - Lifting capacity 50,000 lbs. Two speed manual operation type. Square leg. 10" square low profile sand shoes. Crank on roadside.
9. ICC 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′ ′×4″ square. The vertical beam is "T" section type with 5" wide x 3/8″ thick steel flange and 1/4" thick web.
10. 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″×5.4 lbs/ft. hot rolled channel brace is installed horizontally between two legs.
11. Suspension - Under mounting hangers and 3 leaf high arch spring (11,000 lb. capacity each). Located 52" on center from rear of frame.
12. Axles - 5" round axles with 22,500 lb capacity, 71−1/2″ track, 28 spline, 5.5 "automatic slack adjusters. 16−1/2″×7″ quick change brakes.
13. 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.
14. Seal - a) Stemco Guardian or equivalent b) Mobilith SCH220 lubricant
15. Hub And Drums - 10 stud hub piloted hubs with outboard mounting double mental light weight drums. Color Black.
16. Wheel - L8.25×22.5 hub-piloted wheels.
17. Tire - 11R22.5 tubeless type, 14 ply.
18. Brake System - c) 3/8″ air tubing a) Sealco valve system and Wabco 2S-IM system b) Two tanks system. (Capacity 1400 cu-in) d) Brake chamber: 30/30 double diaphragm e) Gladhands: Phillips 12-0081/12-0061
19. 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
20. 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.
21. Mud Flaps - 24"×24" black rubber anti-sail mud flap.
22. 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 (approx75u)
23. Conspicuity Tape - Installed per Federal regulations.

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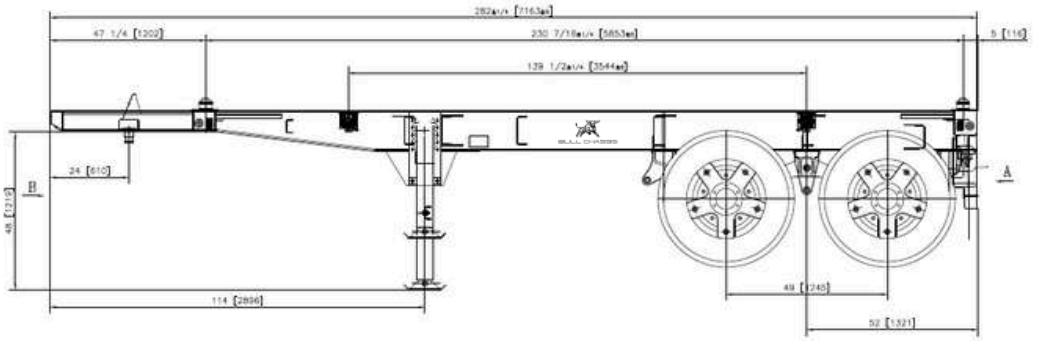

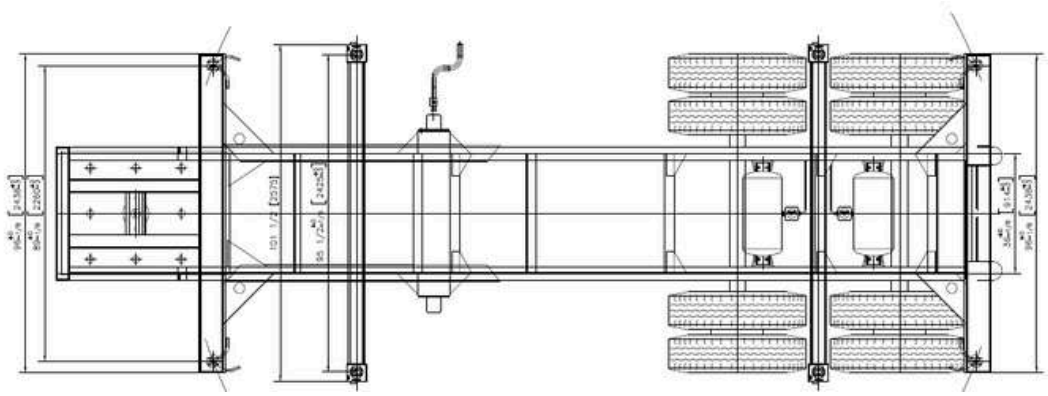

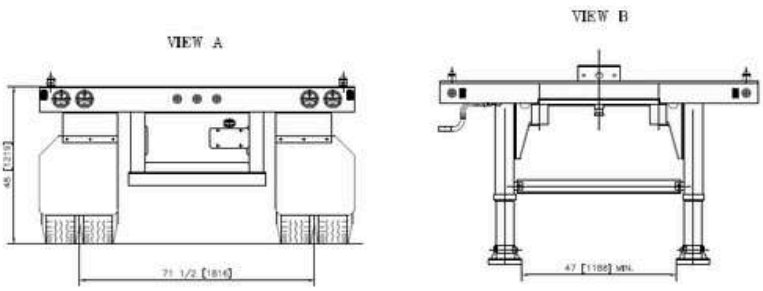

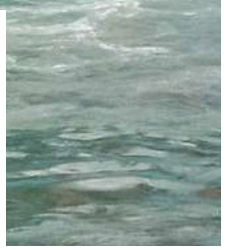

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With years of experience in the field, our team is committed to helping you find the perfect chassis solution for your specific needs.

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