



A034720-A034739
VIN: 19390-19409

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40' GOOSENECK Standard Tandem with MTIS

Technical Description

GENERAL: The chassis is designed for repeated use in stevedoring and transporting of a 40' I.S.O. type cargo container. Meets all AAR, FMVSS, ISO, ABS, SAE, and TTMA specifications in effect at time of manufacture and applicable to operation in the United States.

MATERIALS: The chassis frame and main fabricated parts are of high strength low alloy steel ASTM A572 Grade 50, having a minimum yield point of 50,000 PSI.

DIMENSIONS:

- OVERALL LENGTH: 40'-13"
- OVERALL WIDTH: 96"
- KING PIN LOCATION: 30" (from rear face of front bolster)
- TANDEM LOCATION: 54" (from rear of chassis)
- 5TH WHEEL HEIGHT: 48" $\pm$ 1"
- REAR BOLSTER HEIGHT: 48" $\pm$ 1"
- LANDING GEAR LOCATION: 10'-7" (from rear face of front bolster)
- ESTIMATE WEIGHT: 6,600 lbs $\pm$ 2%
- GVWR: 67,200lbs

FRAME:

1. UPPER COUPLER: 5/16" pick up plate with 2" diameter spool type SAF HOLLAND king pin KP-AAR-L-E supported by 1/4" thick channels.
2. MAIN RAILS: 12" in depth 19 lbs/ft hot rolled structural steel, ASTM-A572 Grade 50 "I" beams.
3. GOOSENECK RAILS: 5" deep fabricated I-Beam.
4. CROSS MEMBERS: 3/16" x (4" deep at the gooseneck section and 9" deep at the main section) A572 Grade 50 material formed channels.
5. FRONT BOLSTER: 6" wide x 8" high, 1/4" thick fabricated channel with 45 degrees tapered rear web to provide a container gatherer in a stevedoring operation and Buffers pin locks. Triangular type gusset reinforcements welded between bolster and front main rails.
6. REAR BOLSTER: A572 grade 50, 1/4" thick 7" x 6-3/4" formed "U"-channel with 3/8" x 8" wide top plate. Buffers twist locks #1102-1257 L/R welded at each end of the

bolster. Triangular type gusset reinforcements with 1-5/8" leg welded between main rails and outside rear bolster.

7. ICC BUMPER: The horizontal step guide 4"x4"x 10ga square tubing with a recessed area for conspicuity tape. Supported by 3/8" flanges and 1/4" web. Vertical plates extended 2" beyond rear bolster to serve as dock bumpers.

LANDING GEAR: Jost A400.T1.17 landing gear sets, each with 10" x 10" low profile sand shoes. Landing gear mounted on 1/4" thick "deep" mounting brackets and supported with 3/16" thick "skirt" type gusset reinforcements. In addition, one (1) 4" x 5.4 lb./ft. rolled channel brace horizontally installed between the legs. Meets or exceeds all AAR and TTMA specifications.

SUSPENSION: Hutch or AXN 9700 series under mount spring suspension with fabricated hangers are welded to the frame on 36" spring centers, with 2-leaf 324-01 high arch springs (TRA-2752).

AXLES: AXN dressed 5" round 22,500 capacity 71.5" track tapered spindle axles, N series Stemco bearings, Stemco Guardian seals, standard hard pack grease. 10 stud AXN Hub & Drums.

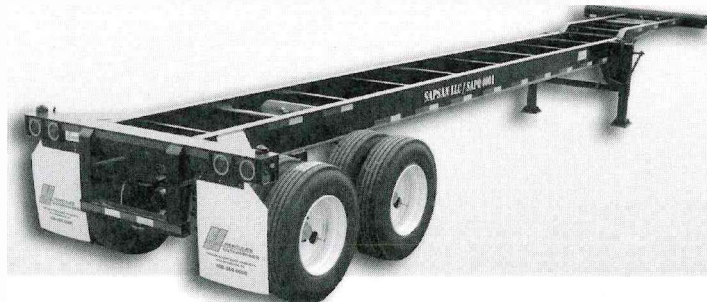
BRAKE SYSTEM: Meritor/Wabco 2S-1M anti-lock brake system, type 30/30 brake chambers with parking brakes 28-spline 5.5" auto slacks per U.S.D.O.T./FMVSS 121.

TIRE & WHEELS: White 8.25 x 22.5 hub piloted steel rims; WestLake or Arisum OEM 11R22.5 tires for 10 stud ferrous hubs.

TIRE INFLATION: Chassis are equipped with an automatic tire inflation system also known as MTIS or PSI system.

ELECTRICAL: Phillips or Sealco modular harness. Peterson Bullet terminals 3/4" marker lights and PL3 plugs 4" 7-LED taillights from Peterson.

FINISHING: Chassis are prepared for paint by commercial abrasive blast. Primed with zinc-rich primer and coated with BLACK topcoat with White corners. DOT approved Conspicuity tape, standard Decals as per client spec (specs and artwork to be sent by customer). Hercules Mudflaps and Trucklite document holder.



DISCLAIMER

Specifications are believed to be correct, but may contain errors and/or omissions. Photographs are the representative of the subject equipment but may not be identical. Equipment availability, prices and specifications are subject to change without notice.

DRAWING:

