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## 20-40-45' TRI-AXLE GOOSENECK CONTAINER CHASSIS

### GENERAL PARAMETERS

Tare Weight	Approximately 9,750 lbs
GVWR	60,000 lbs when in the 20ft position, 75,000 lbs when in the 40ft position, 75,000 lbs when in the 45' position
Bracing	Lateral bracing
Twist Lock & Slide Pins	Meets ISO standards
Conspicuity	Meets DOT requirements
Main Beams	Wide flange I-beam 12 in deep, 19 lb/ft, hot rolled steel, ASTM A572-50
Upper Coupler Assembly	Pick up plate is 5/16 in. thick and extends appx 18 in behind the kingpin and is reinforced fore and aft by 1/4 in formed channels
Front Bolster	1/4 in thick channel 9 in high x 6 in deep with 10 gauge stiffeners
ICC Bumper	4 in x 4 in x 3/16 in tube step bumper. Main beam and bumper struts are extended 2 in to protect real bolster. No rubber dock bumpers.
Mud Flaps	Plastic anti-sail
Electrical System	12 volt, 7-way split pin receptacle plug; modular wiring harness
Overall Length	(20ft position) 30' 6 in closed/ (40ft position) 40' 6 in/ (45ft position) 45' 6 in
Overall Width	96 in over bolsters (102 in over tires)
Main Frame Width	40 in
Maximum Rear Height	48 in
Gooseneck Beams	5 in deep I-Beam fabricated with 5/8 in x 4 in flanges and 1/4 in x 4 in web
Light Attachment, Type	Flange mounted, LED

### LANDING GEAR

Landing Gear	Two speed AAR approved, square leg. 55,000 lb lift capacity and 160,000 static load capacity
Landing Gear Foot Group	10 in. by 10 in. low profile sandshoe
Crank Handle Location	Road side handle

### BRAKES

Drum	Outboard mounted
Brake Lining Options, System Type	Standard, 2S1M

### WHEELS

Rims	8 1/4 X 22.5 hub piloted tubeless, white
Tires	11R/22.5
Hub Type, Material	Hub piloted for disc wheels, steel

### AXLES

Axle Quantity	3 Axles
Axle Centers	60 3/4 in
Tri-Axle Location	85 3/4 in
Kingpin Location	24 in from rear face of front bolster

### SUSPENSION

Suspension Type	Spring-ride
Springs	Three leaves

### FINISH

Metal Preparation	Clean, dry steel and NACE No. 3 /SSPC-SP-6 "Commercial Blast Cleaning"
Primer	70% Zinc Rich Primer
Topcoat	Urethane Topcoat