

Specification for **HERCULES ENTERPRISES** 40 Foot Gooseneck Type ISO Container Chassis



1. 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.

2. 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.

3. DIMENSIONS:

OVERALL LENGTH:	40'-10" (12446mm)
OVERALL WIDTH:	96" (2438mm)
KING PIN LOCATION:	30" (762mm) (from rear face of front bolster)
TANDEM LOCATION:	54" (1372mm) (from rear of chassis)
5TH WHEEL HEIGHT:	48" (1219 mm)
REAR BOLSTER HEIGHT:	48" (1219 mm)
LANDING GEAR LOCATION:	10'-7" (3226mm) (from rear face of front bolster)
ESTIMATE WEIGHT:	6600lbs (2993kg)

4. FRAME:

4.1 UPPER COUPLER:

5/16" pick up plate with 2" diameter spool type king pin per SAE standard J700B supported by 1/4" thick channels.

4.2 MAIN RAILS:

12" in depth 19 lbs/ft hot rolled structural steel, ASTM-A572 Grade 50 "I" beams.

4.3 GOOSENECK RAILS:

5" deep hot rolled "I" beam (16.8lb/ft), ASTM A572 Grade 65 material.

4.4 CROSS MEMBERS:

3/16" x (4" deep at the gooseneck section and 9" deep at the main rail section) A572 Grade 50 material formed channels.

4.5 FRONT BOLSTER:

3/16" x 6" x 6" ASTM/A500B square tube with 5/16" outer bolster channels with "Hercules" style container locking pins and container guides. 1/4" triangular type gusset reinforcements welded between bolster and front main rails.

4.6 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 welded at each end of the bolster. 1/4" triangular type gusset reinforcements with 1-5/8" leg welded between main rails and outside rear bolster.

4.7 ICC BUMPER:

The horizontal step guide 4"x4"x3/16" square tubing. Supported by 3/8" flanges and 1/4" web. Vertical plates extended 2" beyond rear bolster to serve as dock bumpers.

5. LANDING GEAR:

Just 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) 3" x 4.1 lb./ft. rolled channel brace horizontally installed between the legs. Meets or exceeds all AAR and TTMA specifications.

6. SUSPENSION:

Hutch 9700 series under mount spring hangers are welded to the frame on 36" spring centers, with Standen 356-00 three leaf springs (11,000lbs capacity each).

7. RUNNING GEAR:

Meritor TN4670Q, 5" round 22,500 capacity axles. 16.5"x7" quick change brakes with non-asbestos linings. Bearings are lubricated with Shell-Retinax grease. The following cones and cups are used: inner cone # HM 2128248, inner cup #HM 218210, outer cone #HM 212049, outer cup #HM 212011. Rockwell or Haldex automatic type slack adjusters, either "clearance sensing or "stroke" sensing (never intermixed on the same trailer). Five spoke cast wheel and cast drum Dayton, 7.5" x 20" two piece rims. 10:00-20 14 ply tube type tires.

8. BRAKE SYSTEM:

Meritor/Wabco 2S-1M anti-lock brake system, TSE type 30/30 spring brake chambers with parking brakes per U.S.D.O.T./FMVSS 121.

9. ELECTRICAL SYSTEMFRAME:

12 Volt lighting system per U.S.D.O.T. / FMVSS 108, Maxi Seal wiring harness with plug type connectors, Pollak 7 way electrical plug with rubber boot and Trucklite lights (rear 40222R, clearance 10205). License light is Grote 60121-3.

10. FINISHING:

Chassis are prepared for paint by commercial abrasive blast. Painted in full accord with the specification and under the guidance and direction of Valspar. Painted with zinc primer #EEG0015 and urethane black top coat #KAA0087 (high gloss two coat hard finish paint system). All chassis has Trucklite # 97960 registration holders and new conspicuity tape.



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