

20/40 Metro Tandem Specification

1. Model: 2040CT21DS01

This chassis is designed for transporting a 20' or a 40' ISO container

This chassis meets all DOT, AAR, ANSI, TOFC, FMVSS, SAE and TTMA specifications.

2. General

Overall Length:	29' -10"retracted or 40'-10" extended
Overall Width:	96"
Fifth Wheel Height:	48 ± 1"
Kingpin Location:	24" (From the rear face of the front bolster)
Landing gear Location:	100" (From centerline of kingpin)
Axle Spread:	49"
Tandem Location:	54" (From Rear face of Rear bolster to center of suspension)
Tare Weight:	7,500 lbs (3,402 kgs) ± 2%
Payload:	52,910 lbs (24,000 kgs) in 20' position; 67,200 lbs (30,480 kgs) in 40' position
GVWR:	60,500 lbs (27,442 kgs) in 20' position; 75,000 lbs (34,020 kgs) in 40' position
GAWR:	20,000 lbs (9,072 kgs)

3. Steel Structure & Components

Main beam:	Fabricated I-beam with high strength flanges.
Cross member:	Fabricated 3/16" thick channel with profiled bar type diagonal brace.
Upper Coupler:	5/16" pick up plate with JOST 2" diameter square type king pin per SAE standard.
Front Bolster:	8" wide x 10" high x 1/4" thick open section, with 2-3/8" chamfer in full length for gathering container in operation. 7-way receptacle and glad hands are located in the center of front bolster. Casted corner caps.
Front Locking pin:	Buffers 1213
Center Bolster:	8" wide x 6" deep x 1/4" thick tube section.
Center twist Lock:	Buffers 3843R
Rear Bolster:	8" wide x 3/8" thick top plate with 7" wide x 6-5/8" deep x 1/4" thick "U" type bottom channel.
Rear twist Lock:	Buffers 1257
Rear Bumper:	4" x 4" square tube step with taper "H" section vertical member. Bar is welded to uprights and main beam.
Extension Beam:	Fabricated 7-5/8" tall x 5-1/4" wide I-beam with high strength flanges.
Locking system:	Air operated locking pins, Activated by 24/24 spring brakes on bothsides of the trailer through third gladhandon front sill
Landing Gear:	AXN 60,000 lbs capacity, 2-speed 19" travel with low "T" shoes. Crank handle is located on the driver's side of the chassis.
Suspension:	AXN mechanical tandem suspension with high-arch 3-leaf spring (354-00)
Axes:	AXN 5" round axles with 22500lb capacity; 71.5" track, 16.5"x7" brake. Stemco bearing/seal, 28 spline, Stemco 5.5" automatic slack adjusters, hub internal vented; 10 HUB piloted hubs with 20K standard AXN cast steel drum, Stemco 340-4370 solid Aluminum Grease/Vented Hub Cap, Reserved PSI interface ; Heat Sensing Labels. Installed with Aluminum wheels
Lubricant:	Chevron Delo SF grease lubricant with metal hubcap
Wheels:	22.5 x 8.25 hub-piloted Aluminum wheels.
Tires:	Westlake 11R22.5-14PR tubeless type.
Brake System:	Sealco 110800 spring brake priority valve system and Wabco 2S/1M ABS system Phillips glad hand 12-0061 and 12-0081, 3/8" blue air tube for control and 3/8" red for supply. HALDEX gold seal T30/30 brake chamber with 2.5" stroke. HOOSIER air tanks. Meets FMVSS 121
Electrical:	Optronics 12-volt LED lighting with modular Phillips sealed wiring harness, Meets DOT and SAE standards. The theft proof design is used for 4" LED lighting. Tire inflation and GPS drop connections. Phillips PTC telematics ready.
Electrical Receptacle	Phillips 16-724 aluminum alloy material with Solid pin
Mud flaps:	24"x30" white PVC mud flaps
Document Holder:	Installed on roadside near crank handle
Conspicuity tape	"3M" brand. Installed per federal regulations
Painting:	Abrasive blast of all metal surfaces – not less than SA-2 to achieve clean bare steel Surface will be coated with electrophoresis primer and true acrylic aliphatic urethane topcoat, color optional , Total thickness not less than 80µm after dry membrane
Marking	Dorsey configuration (includes Decal, layout, VIN, nameplate)
Hubodometer	None
Tire inflation system	PSI Tire inflation system without Thermal-Alert

DORSEY INTERMODAL

5734 Pittsview Highway - Pittsview, AL 36871

4. Layout

