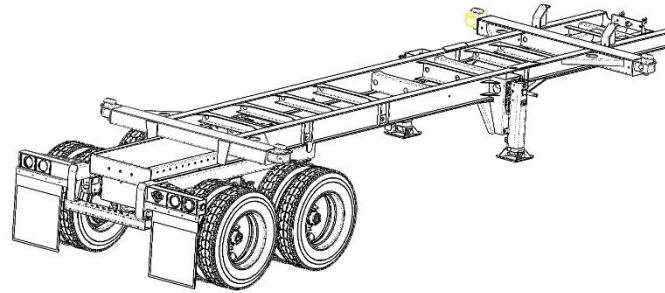




23.5' 23.5' EXTENDABLE 2-AXLE CHASSIS

project: 23.5-C-USA-220-110-00



DIMENSIONS & Weight	
Overall Length	23'-8" / 27'-8" (contracted/extended)
Overall Width	96"
Rear Deck Height	52"±1
Fifth Wheel Height	52"±1
Kingpin Location	18" (From the front of the chassis)
Landing Gear location	90" (From the kingpin center)
Axle Spread	49"
Tare Weight	6700 lbs. ±2%
GVWR	54000 lbs



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STEEL STRUCTURE & COMPONENT	
Main Beam	10" deep x 4" wide fabrication I-beam, 1/2inch thick flange and 1/4inch thick web
Crossmember	1/4-inch-thick x 3" wide x 7" deep channel. 1/4-inch-thick x 3" wide x 4" deep channel with integrated triangular.
Upper Coupler	1/4" inch-thick, 2" diameter water drain holes reinforced by 1/4 inch thick channel type kingpin supports
Bolsters	8" wide x 3/8" thick top plate with 6" wide x 8" deep x 1/4" thick "U" channel.
Slider Frame	Rectangular tubing 6"X4" 5/16 thick, reinforced by fabrication "U" channel frame
Tandem & Suspension	AXN Tandem Suspension.
Rear Bumper	4" x 4" square type step bar. horizontal safety step bar 42" wide with non-skid top surface.
Twist Lock	Buffers 1101-1207-75L and 1101-1207-75R twist locks.
Landing Gear	JOST A400, 2-speed.
Axle	AXN 5" round axles 22500lb capacity 71.5" track.
Wheels	22.5 x 8.25 hub-piloted steel wheels.
Tires	295/75R22.5
Brake System	Sealco 110800 spring brake priority valve, Wabco 2S/1M ABS system, Air lines:3/8" control and supply
Electrical System	12-volt LED lighting system with Phillips harness.
Mud Flaps	Mud Flaps: 24"x24"
Document Holder	Phillips
Conspicuity tape	Conspicuity tape, 2" x 150' continuous roll 2" x 150' roll, 7" (white) x 11" (red) pattern Complies with DOT and FMVSS 108 standards
Painting	Sandblasting to SA-2 ,70% Zinc - Rich primer and true acrylic aliphatic polyurethane topcoat, Coating supplier: PPG
Marking	JANSTEEL configuration
Tire Inflation System	optional

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*Note: All specifications are subject to change without prior notification. All dimensions and weights are approximate. Trailers picture d in this brochure may feature optimal equipment. Axle placement and legal load rating are dependent upon federal, state, and local regulations, GAWR, and tire ratings.