



It's in the details

NEW IN 2017

NEW DRY VAN DESIGN FEATURES

Stoughton has redesigned many dry van components to reduce maintenance, to improve durability, to increase interior space and to be common or standard so they are interchangeable between the Z-Plate and the Aluminum Sheet and Post Dry Van designs. This allows for smaller parts inventory and provides a more streamlined repair and maintenance flow.

TOP RAIL ASSEMBLY

The new Top Rail design allows for the sidewall sheet to extend up behind the lower portion of the top rail to improve water shedding. The Roof Bows are now connected using a T-Bolt & Slot design. By eliminating drilling holes in the Top Rail, water tightness is further improved.



ROOF BOWS

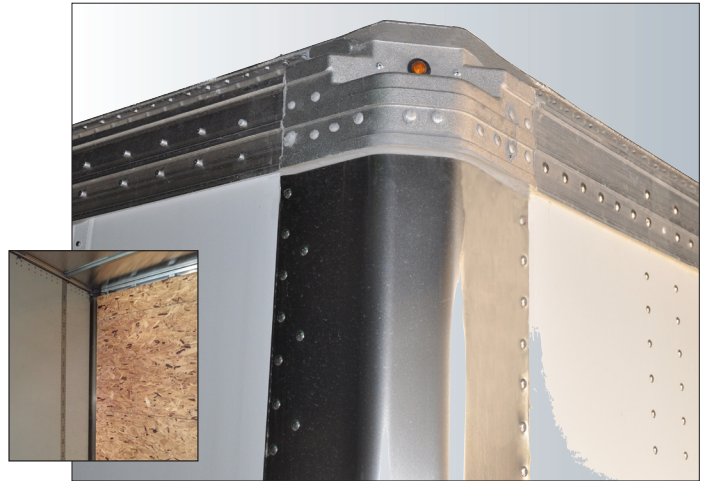
With the T-Bolt & Slot design, Roof Bows are now installed entirely on the inside of the trailer, reducing installation time and the need for exterior scaffolding. The Roof Bow is pushed straight up into position, making the replacement process cleaner. There is no caulk smearing, which occurs on competitive trailers where they have to rotate up over the roof bow flange.



NEW DRY VAN DESIGN FEATURES

FRONT WALL ASSEMBLY

Corner posts and top corner castings are now common to both corners, reducing the number of parts needed. The new design increases the Sheet and Post corner panel thickness to .125" from .050". The casting profile overlaps the Top Rail to provide improved fit and better water shedding. The new corner posts create a square interior corner for a full-width cargo loading footprint.



Z-PLATE LOWER RAIL

Our new Z-Plate Lower Rail design is 3-1/2" taller, allowing rivets to be placed 3-1/2" higher. By moving the rivets away from the scrape zone, we have improved durability. Our new Aluminum Side Rail & Scuff combination has been increased to a full 12" height. The scuff prevents damage to the trailer interiors from forklifts and cargo damage while loading and unloading. Allows conspicuity tape to lay flat on the lower rail.

