



## AV HIGH-CUBE ALUMINUM VAN



Stoughton's 3-1/2" deep upper coupler, the heart of every standard Stoughton trailer, meets AAR certification and utilizes an SAE cross-head design to resist abuse better, limiting downtime. Where many competitors use a 3/16" steel bottom plate, Stoughton trailers have a 1/4" thick bottom plate. The front coupler contains a heavy-duty steel front lip and wrap-around apron, which absorbs hits and scrapes better than most competitive aluminum versions. In addition, we stretch our roof sheet across both the length and the width of the trailer, creating a powerful built-in tension.

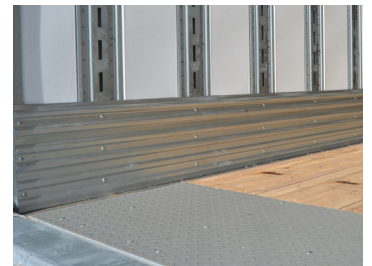


### STANDARD REAR UNDERRIDE GUARD

The new rear underride guard comes standard with no additional cost and weight. It resists compartmental intrusion of an automobile when the location of impact is at 30% to 100% overlap of the width of the car to the guard. It complies with all applicable U.S. and Canadian regulations. The bolt-on design allows for easy repairability.

### BECAUSE EVERY MILE COUNTS

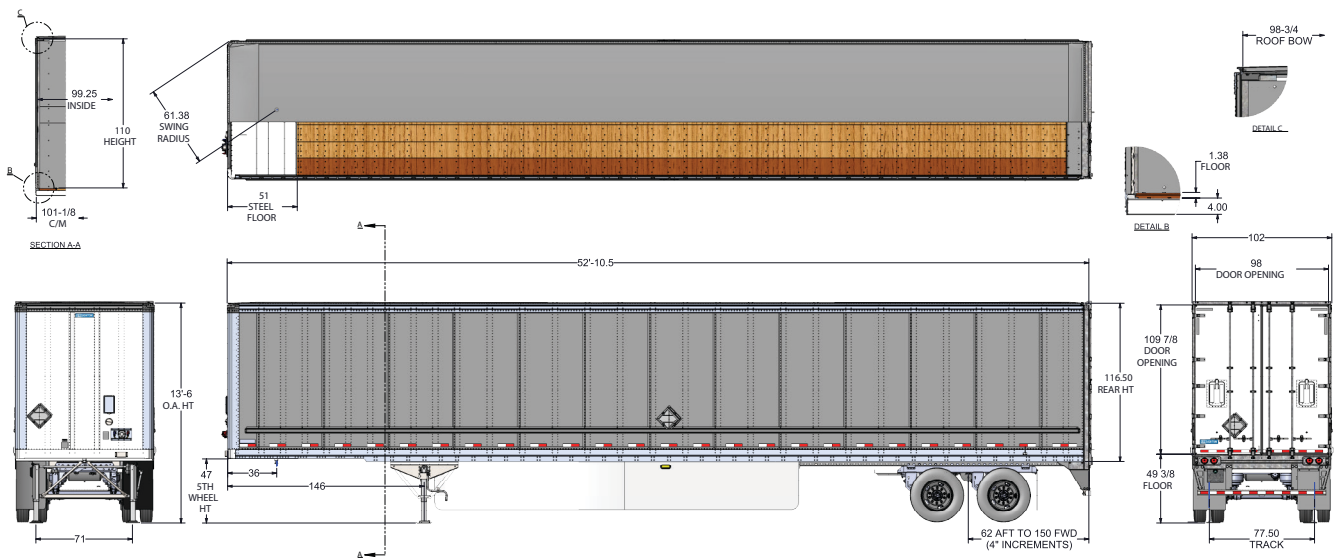
Our Stoughton AV High-Cube Van Trailer, commonly known as sheet and post design, will allow you to haul more freight for more miles at the lowest cost per mile. And, every Stoughton AV trailer is built to the highest quality standards in the industry, providing years of trouble-free operation with minimal maintenance.



### ALUMINUM SCUFF & SCUFF LINER

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 interior from forklift and cargo damage while loading and unloading. This allows conspicuity tape to lay flat on the lower rail.





## STANDARD SPECIFICATIONS – AV HI-CUBE ALUMINUM VAN

### ASSEMBLY NUMBER DESCRIPTIONS

1. **Base Model** – AVW-535T-S-C-AR (Aluminum Van, Hi-Cube, 53-ft., 13'-6" height, tandem, slider, air-ride)
2. **Length** – Refer to drawing
3. **Width** – Refer to drawing
4. **Height** – Refer to drawing
5. **Capacity** – 20,000-lb. beam rating per axle – 27.5-ton payload
6. **Suspension** – Rigid trailing arm style air suspension with EZ-align axle alignment and an external dock lock to minimize dock walk
7. **Axle** – Tapered spindles, bearings - INNER - HM218248/218210. OUTER - HM212049/212011 with Pro-Torq axle nuts
8. **Brakes** – Extended service, quick change, 16-1/2" x 7", non-asbestos, meets requirements of Federal Motor Vehicle Safety Standard No. 121 and filtered air couplers
9. **Hubs** – 10 stud hub piloted with cast iron drums, 11-1/4" bolt circle
10. **Oil Seals** – Stemco Platinum Plus Performance System with Chevron Delo Grease
11. **Wheels** – 5 hand hole, steel, powder coated
12. **Tires** – As requested
13. **Landing Gear** – Two-speed vertical, square legs with replaceable 10" cushion foot, crank on roadside
14. **Suspension Subframe** – 4-pin slider-type with hot rolled 80,000 min. yield wide-slide rails for 62" AFT location to 150" FWD location
15. **Landing Gear Subframe** – Wide inside-type mounting, longitudinal mounting channels spanning five cross members with cross, fore and aft diagonal bracing and cross channel braced
16. **Upper Coupler** – SAE kingpin, cross-head type, AAR rated built into structure, 3-1/2" shallow hi-tensile sandwich unitized with full width upper and lower plated and internal reinforcements
17. **Cross Member** – 80,000 min. yield, pre-undercoated. Shallow area ahead of landing gear uses (3) hat-shaped heavy-duty members. Landing gear, center bay area and area over slider rails use 4" I-Beam, 12" on center
18. **Lower Rail** - Extruded aluminum, 6061-T6
19. **Floor** – 1-3/8" nominal laminated oak from rear sill forward, butted to kingpin subframe (smooth steel 52" for forward area), fastened with (3) staggered screws per board/per cross member. Rear threshold plate with forward edge beveled into floor
20. **Front Wall** – Prepainted .050" aluminum beveled corners, prepainted .050" aluminum front panels, (6) 16 GA. Steel hat-shaped x 2-1/2" deep, equally spaced with heavy-duty lower sill across front and bevel corners
21. **Side Walls** – Galvanized steel posts, 24" on center (16" on center landing gear forward) hat-shaped, 1-3/8" deep x 5" side with double rivet row 2" and 4" alternate centers vertically through .050" aluminum prepainted panels
22. **Upper Rail** – Extruded aluminum, 6061-T6
23. **Roof** – .040" one-piece aluminum sheet pre-tensioned against galvanized steel bows 24" on center, crowned and fastened to top rails with galvanized bolts, stainless steel washers and lock nuts
24. **Rear Frame** – 2" x 4" x 3/16" tubular steel corner posts welded rigid to 1-1/4" heavy-duty shallow header and 11-3/8" lower sill and threshold member
25. **Rear Doors** – 1/2" composite door, dual durometer PVC gaskets, four 2-3/4" wide extruded aluminum hinges and one lock bar per door, loop style door hold backs
26. **Lining** – Exterior grade plywood or dymond ply. 1/4" x 96" high. Installed horizontally
27. **Electrical** – 12-volt system, 7-way socket with stop/tail, direction, license, applicable marker, clearance and conspicuity per DOT/Federal Motor Vehicle Safety Standard No. 108. Combination center marker and turn signal. Return ground on all lights. Truck-Lite LED lights throughout with Truck-Lite harnesses for lifetime solution
28. **Bumper** – Corner bars, cross-channel and light guards welded rigid to rear sill. Bolt on rear impact guard with bolt on anti-skid horizontal member with 4 vertical posts for added safety. Meets DOT Requirements. Two dock bumpers on rear
29. **Mud Flaps** – 24" wide anti-sail
30. **Painting** – Understructure undercoated prepainted white front panels, side panels and doors. Steel body parts grit-blasted, primed with two-part epoxy primer and finished with two-part modified acrylic enamel

