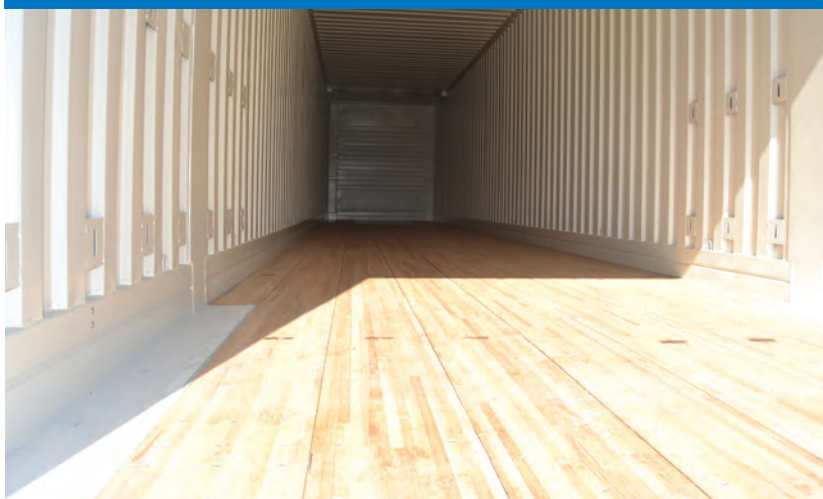


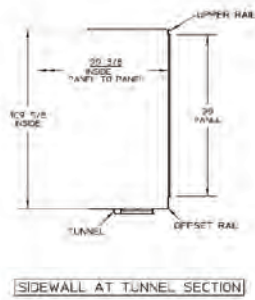
STOUGHTON[®]

It's in the details

53' Hi-Cube Steel Domestic Container

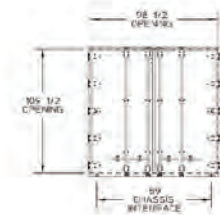
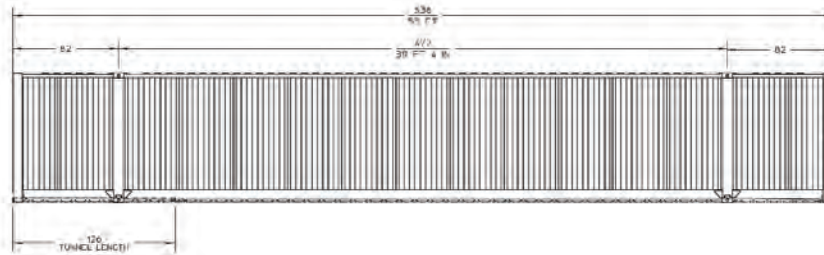
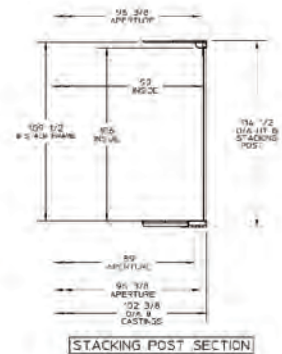
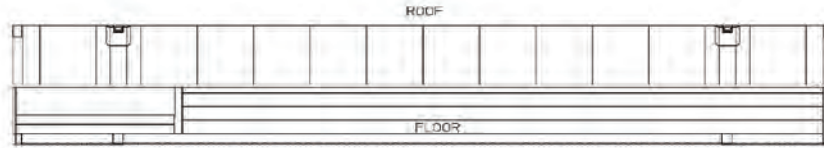


Standard Specifications - 53' Domestic Container



STANDARD 53 FT STEEL CONTAINER
MODEL SDCW

INSIDE WIDTH = 99in
INSIDE HEIGHT = 109 1/2in
INSIDE LENGTH = 630 3/4in
CUBIC CAPACITY = 3,957 cuft



Assy. No. Description

1. **Base Model** – SDCW-53-110 (Steel Corrugated Panel Hi-cube domestic container – Wide Top Pick)
2. **Length** – Refer to drawing
3. **Width** – Refer to drawing
4. **Height** – Refer to drawing
5. **Capacity** – 67,200 lbs maximum gross weight and 3,476 cubic feet
17. **Understructure** – Hi-tensile steel plate tunnel with U-shaped tunnel legs extending from container front to a box beam (Stoughton tunnel box beam Bolster design for reducing damage caused by landing gear contact in lift on/off operations) 2-1/4"x4.35 lbs/ft. 80 ksi minimum yield strength steel I-beam crossmembers on 12" centers from front wall extending to rear intermediate frame position. Crossmembers at the intermediate frames are 2 1/4" formed Zee shapes attached in plane with the forward and rear walls of the castings. Tunnel terminates at a box type member which extends thru to the floor surface. The understructure rear of the rear intermediate frame consists of a graduation of taller to shorter hat shaped members to allow for a taper to the rear sill, thus providing for a consistent door opening and interior height.
18. **Lower Rail** – Hot rolled section between 40 ft. stack positions; offset formed rails outward of 40ft stack position; to allow for IBC handle operation
19. **Floor** – 1-1/8" laminated hardwood, pre undercoated, butted around tunnel, tunnel bolster and lower handling fittings. (3) screws per board/cross member. Rear 72" of floor to be tapered 1" to permit door opening to be 109-1/2" high. Floor must be rated in conjunction with a non-extendable chassis. The rating will be for a 24,000 lb. front axle fork truck load while supported by the chassis.
20. **Front Wall** – Steel corner posts are formed open section shapes with steel top caps. Two piece bottom end rail incorporating opening for tunnel. Header assembled from tube section coupled with upper panel. Frame is a fully welded structure including horizontally corrugated panels (2" overall depth) for wall strength. Apertures in lower front corners are provided for chassis engagement. Front wall is welded to roof, and mechanical connected to side wall sections and tunnel assemblies.
21. **Side Walls** – Welded assembly made with corrugated panels of steel. The welded assembly includes the stack posts. The intermediate frames are completed as the side walls and roof sections are welded together.

Assy. No. Description

22. **Upper Rail** – Hot rolled tubular section used full perimeter except rear frame.
23. **Roof** – Welded assembly made with stamped panels of steel. The welded assembly includes the intermediate headers. The intermediate frames are completed as the side walls and roof sections are welded together. This process includes and provides for 16" x 18" reinforced area around the upper casting.
24. **Rear Frame** – 98-1/2" x 109-1/2" high – two piece hi-tensile steel corner posts with integral door hinge butts. Two piece hi-tensile steel lower rear member and two piece hi-tensile rear header with rain trough and bump pads. Apertures in bottom rear corner post for chassis twistlocks. Rear frame is welded to roof assembly and mechanically connected to side wall sections.
25. **Rear Doors** – 3/4" Steel composite rear doors, pre-gasketed with dual-durometer type gaskets, five galvanized steel hinges with brass bushings and stainless pins. (2) Powerbrace NS-ST locking bars per door. Exterior door skin matched, Locking bars attached are Huck MGP 30 fasteners, hinges attached with containers. Galvanized anti-theft plate on inside of left hand door. Loop type holdbacks with rubber bumpers. Install Secur-A-Lok device on center Right Hand door located approximately 60" above threshold
26. **Lining** – No lining provided on Front, Roof or Sides unless specified
30. **Painting** – Underframe – Preundercoated crossmembers with steel sub-assemblies grit blasted and coated with zinc rich epoxy primer. Body – Interior and exterior of container will be steel grit-blasted. The exterior will be primed with a zinc rich epoxy then top coated with a urethane finish coat. The interior of the unit will be single coated with a FDA approved coating. Exterior side face and lower intermediate castings to be painted a contrasting color. Exterior color choice is customer specified.
31. **Miscellaneous** – Intermediate frames used for (3) high stacking and lifting are located at 39'-4" centers, or 6'-10" from each end of the container. Standard height upper castings with low profile dual aperture type lower castings. Upper castings will provide lifting points at 96-3/8" center to center width. Lower castings will provide dual apertures at 89" and 96-3/8" centers. Container is assembled substantially employing weld as the main connection method; however mechanical connections are used to connect the understructure to the side walls, and the front and rear structures to the vertical portion of the side walls.

