









REFRIGERATED TRAILER

Designed with decades of experience in quality and craftsmanship, Stoughton® introduces a new standard in refrigerated trailers - PureBlue™. We developed PureBlue using proven components, customer input, thorough testing and the same durability and value you have come to expect from Stoughton. The lighter weight PureBlue will deliver more thermal efficiency and safety than competitive trailers on the road today.

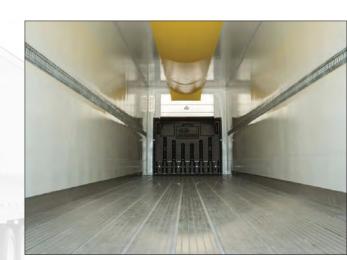
Since downtime is the last thing you need, Stoughton chooses components and processes to keep you up and running, which allows you to maintain consistent temperature and reduce maintenance. Stoughton trailers are built to last, reducing your overall cost of ownership.

PureBlue - It's born to be better.

IT'S IN THE DETAILS

PLATEN FOAMED SIDES & ROOF

The Stoughton insulating process ensures that the trailer is fully insulated in 360 degrees with no voids or uneven areas.



ALUMINUM SCUFF & SCUFF LINER

The 6-inch scuff with integral composite 12-inch scuff liner helps prevent damage while loading and unloading. There are no rivets in the sidewall or scuff that loads can snag and tear out.







TRIPLE WIPER SEAL

Our refrigerated trailer is built with a triple wiper seal door gasket to prevent water intrusion and minimize air loss, protecting the interior of the trailer and your cargo from the elements.





COMPOSITE REAR DOOR

The design of the composite rear door optimizes thermal efficiency and reduces weight, providing a lightweight, strong, thermally efficient rear door.

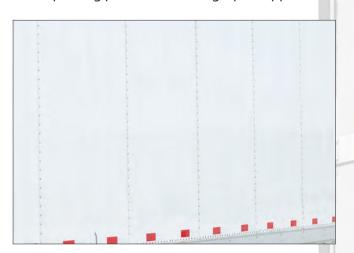
ALUMINUM CROSS MEMBERS

The 5.25-inch extruded-aluminum cross members in the bay area provide a strong yet lightweight floor.



BONDED SIDE POSTS

The bonded side posts on our new refrigerated trailer reduce the number of holes in the sidewalls to aid in preventing moisture intrusion into the trailer, and improving presentation for graphic applications.



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.



IT'S IN THE DETAILS









