

STOUGHTON[®]

It's in the details



Haul more freight, for more miles for the lowest cost per mile. That is the goal of every fleet. Now, the Stoughton AV Trailer can help you meet that goal. Every Stoughton AV Trailer is built to the highest quality standards in the industry to provide years of trouble free operation with very little maintenance.

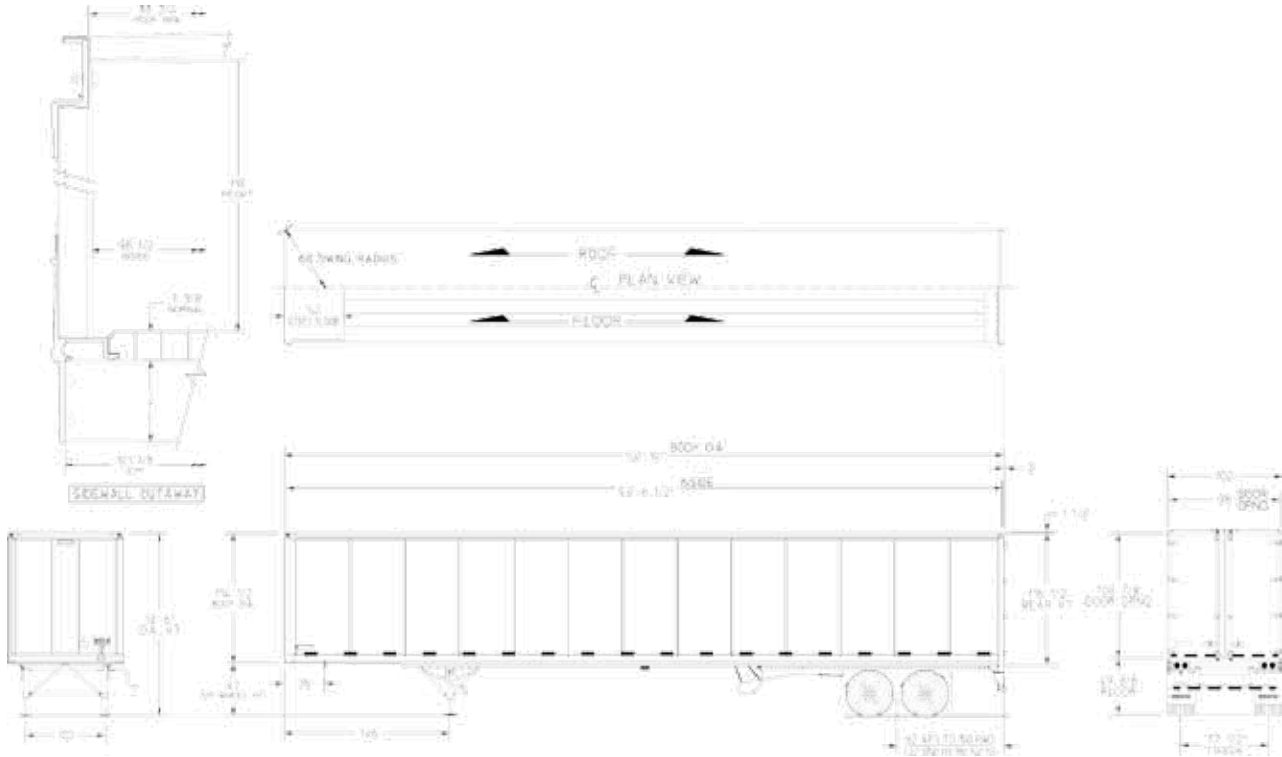
Model AV Hi-Cube Aluminum Van

Because TOUGH is a full time job

Our 3-1/2" deep upper coupler, the heart of every standard Stoughton trailer, meets AAR certification and utilizes an S.A.E. cross-head design to better resist abuse and thus limit downtime. Plus, where many competitors use a 3/16" steel bottom plate, we use a more robust and durable 1/4" bottom plate.

We stretch our roof sheet across both the length and width of the trailer, creating a powerful built-in tension. This process, exclusive to Stoughton trailers, provides the force that keeps the roof sheet tight, and prevents loose areas that puddle and crack and lead to downtime.

Standard Specifications - High-Cube Aluminum Van



Assy. No. Description

1	Base Model – AVW-535T-S-C-AR (Aluminum Van, Hi-Cube, 53ft., 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 – HM212949/212011 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 and roadside crank.
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 – S.A.E. king-pin, 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

Assy. No. Description

19	Floor – 1 3/8" nominal laminated oak from rear sill forward, butted to king-pin 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 – Pre Painted .050" aluminum beveled corners, pre-painted .050" aluminum front panels, (6) 16 GA. Steel hat-shaped posts 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" wide with double rivet row 2" and 4" alternate centers vertically through .050" aluminum pre-painted 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 rail 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 1 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, directional, license, applicable marker, clearance and conspicuity per DOT/FMV Safety Std. No. 108. Combination center marker/turn signal. Return ground on all lights. Trucklite LED lights throughout with Trucklite 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. Meets DOT Requirements. Two rubber dock bumpers on rear.
29	Mud Flaps – 24" wide anti-sail.
30	Painting – Understructure undercoated pre-painted 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.



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