

DRY VAN FEATURES & BENEFITS



DUAL TENSIONED ROOF

We are one of the only dry van trailer manufacturers to offer a Dual Tensioned Roof. The dual tension feature prevents the typical loose roof sheet areas that often exist with other roof systems that rely on glue to keep the roof sheet taut. Loose roof sheet areas puddle and are likely to "oil-can" and crack.

SUPER-SILL

The increased thickness of the bottom flange on our exclusive Super-Sill provides for stronger joints and better welds at both landing gear and bogie attachments. The combined strength of the Super-Sill cross members, staggered screw pattern and the solid oak flooring delivers a floor rated for 22,000 pounds – the best standard forklift rating* in the industry.



Up to 60%
thicker
than some
competitors

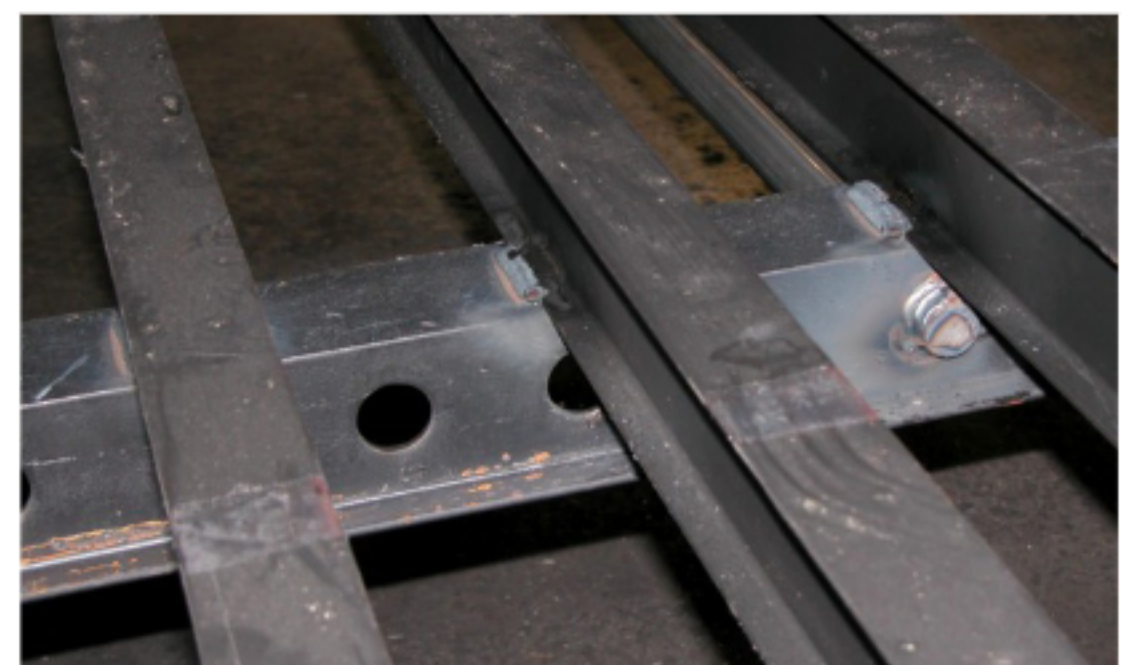


SOLID OAK FLOORING

Our premium solid oak flooring, superior to combined hardwood floors, is fastened with a staggered three-screw pattern with a bead of sealant uniformly applied to all floor joints for additional protection against moisture intrusion. Our floors combined strength with the Super-Sill cross members deliver a floor rated for 22,000 pounds – the best standard forklift rating* in the industry.

WIDE SLIDE RAIL

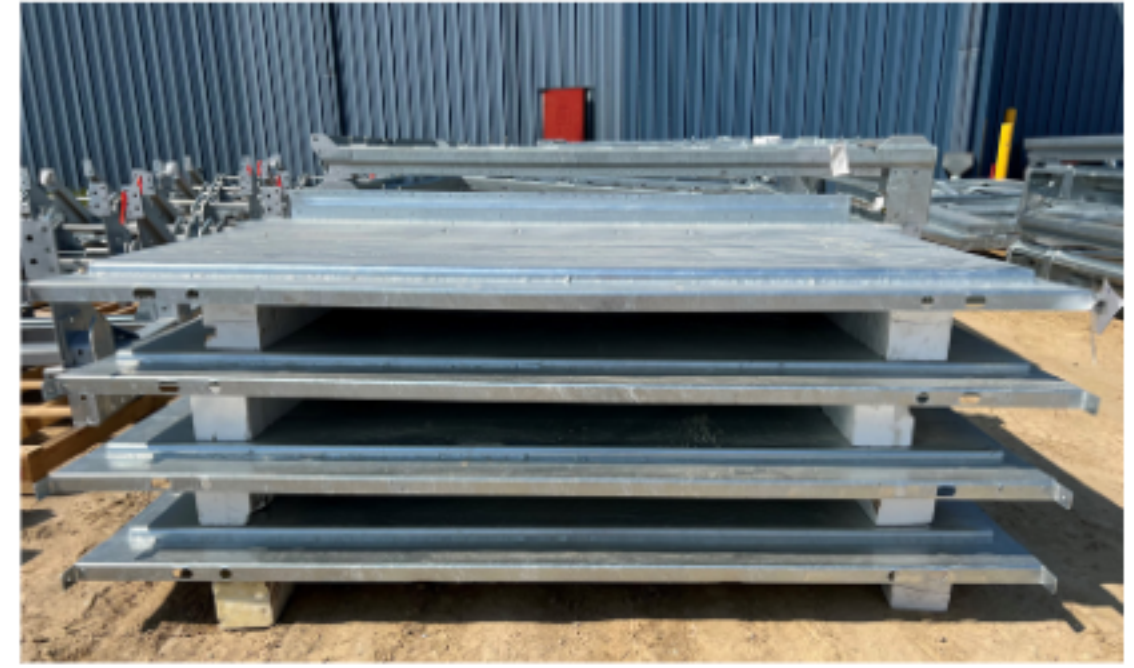
In conjunction with using the Super-Sill, Stoughton mounts the suspension to a unique wide slide rail. This provides over 38% more weld than a competitive slide rail will permit, which reduces downtime and eliminates the need for gussets.



*TTMA RP37-07

GALVANIZED STEEL COMPONENTS

The steel frame components, slider box and the rear underride guard are hot-dip galvanized for superior protection against corrosion and significantly extending component life. The process reduces maintenance, downtime and additional costs by eliminating the need for paint refurbishment, and it creates noticeable increases in production sustainability with fewer negative environmental impacts.



FRONT COUPLER

Stoughton trailers have a 3-1/2" deep front coupler that meets AAR certification. The kingpin is a SAE crosshead type that provides extra long wear. 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.

INDUSTRIAL REAR

The industrial rear comes with a massive light box structure framed with steel eyebrows and a heavy duty crash bar across the back. Additionally, the rear frame is tied directly into the floor across the entire sill and into multiple cross members for superior durability.



HIGH IMPACT FRONT END

Stoughton trailers come standard with six 16-gauge steel nose posts unlike competitive trailers that are equipped with only four posts. A 6" steel angle across the bottom ties all six posts together to absorb impact better. Top front damage is reduced and easier to repair on a Stoughton trailer due to the durable 3-piece top front section. The cast aluminum corner caps overlap the aluminum nose sheets and the top rail for easier change out.

STOUGHTON®



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