TOUGH PLATE VAN

BECAUSE TOUGH IS A FULL-TIME JOB

Stoughton used advanced engineering and rigorous testing to create the Tough Plate model that offers superior durability and lighter weight compared to our standard plate trailer. If repairs are required, the Tough Plate panel design allows for easy panel replacement without requiring the removal of adjoining panels, which is common with other plate-type trailer designs. All this results in less time in the shop and more time on the road.

Whether it's excessive scuffing or loads that bump up against the sidewalls, our Tough Plate Van Trailer stands up to the toughest environments. Tough Plate is an 16-inch-high aluminum wall that protects the inside of the trailer – all without additional weight. The durability of the Tough Plate combined with our proven Z+ construction provides you the added protection for tough applications.



HIGH BASE RAIL

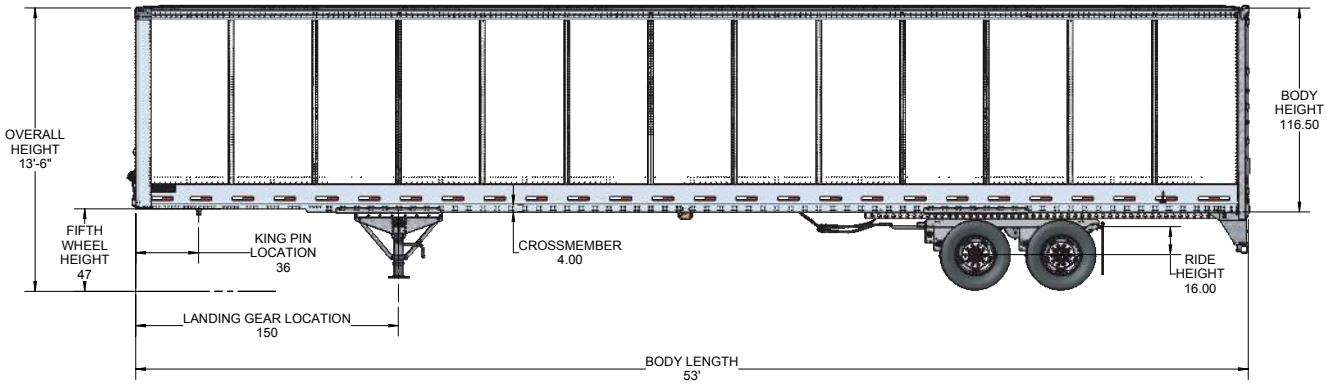
Stoughton's high base rail Tough Plate includes 20-1/2" lower rail that extends 15-1/8" above floor to offer superior protection against loading and unloading practices without the need for additional scuff.



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.





SPECIFICATIONS* – TOUGH PLATE VAN

ASSEMBLY NUMBER DESCRIPTIONS

1. **Base Model** – ZTPVW-535T-S-C-AR Tough Plate Van, G-Bond Plate, Hi-Cube, 53 ft, No. 5 height, tandem, slider, air-ride
2. **Length** – Refer to drawing
3. **Width** – Refer to drawing
4. **Height** – Refer to drawing
5. **Capacity** – 25,000-lb. beam rating per axle – 27.5-ton payload
6. **Hot-Dip Galvanized Protection** – 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
7. **Suspension** – Trailing arm style air suspension with an external dock lock to minimize dock walk
8. **Axle** – Tapered spindles, bearings - with ProTorg axle nuts
9. **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
10. **Hubs** – 10 stud hub piloted with cast iron drums, 11-1/4" bolt circle
11. **Oil Seals** – 6-year guaranteed performance system with grease
12. **Wheels** – 5 hand hole, steel, powder coated
13. **Tires** – As requested
14. **Landing Gear** - Two speed vertical, square tubular legs with 10" x 10" removable cushion foot, crank on roadside
15. **Suspension Subframe** – 4-pin slider-type with hot rolled 80,000 min. yield wide-slide rails for 62" AFT location to 150" FWD location
16. **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
17. **Kingpin Subframe** – S.A.E. kingpin, cross-head type , AAR Coupler rated built in structure, 3-1/2" shallow hi-tensile sandwich unitized with full width upper and lower plated and internal reinforcements
18. **Cross Member** – 80,000 min. yield. 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
19. **Lower Rail** - Extruded aluminum, 20-1/2", 6061-T6 high base rail
20. **Floor** – 1-3/8" nominal laminated oak from rear sill forward, butted to kingpin subframe (smooth steel 52" for forward area), fastened with 3 x 2 x 3 staggered screws per board/per cross member. Rear threshold 16 GA. Salvini steel posts, plate with forward edge beveled into floor
21. **Front Wall** – Bevel corner (square inside) .125" corners, (6) 16 GA. galvanized steel posts. 2-1/2" deep with heavy duty lower sill across front and around corners
22. **Side Walls** – Prepainted white composite side panels with prepainted white outer splice plates riveted with 1/4" dia. aluminum rivets on 1-1/2" centers to panel and 14 GA. galvanized steel inner splice plate with 6" on center vertical “A” slots
23. **Upper Rail** – Extruded aluminum, 6061-T6
24. **Roof** – 18 GA. galvanized bows, 24"/16"/24" on center, hat shape, 1-1/16" deep with 7/8" crown, .040" one piece aluminum sheet-edge hemmed over upper rail and riveted to outside
25. **Rear Frame** – 2" x 4" x 3/16" tubular steel corner posts welded rigid to 1-1/4" heavy duty shallow header and 9-1/4" lower sill and threshold member
26. **Rear Doors** – 1/2" composite door, dual durometer PVC gaskets, (4) 2-3/4" wide extruded aluminum hinges and one lock bar per door, loop style door hold backs
27. **Lining** – Nose – 1/2" OSB full height sides, high base rail scuff, extends above floor 15-1/8"
28. **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. LED lights throughout with Truck-Lite harnesses for lifetime solution
29. **Bumpe**r – 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
30. **Mud Flaps** – 24" wide anti-sail

**Current specifications are subject to change at anytime. Please contact Stoughton Sales for additional information.*

STOUGHTON®

Stoughton Trailers LLC
416 S. Academy Street, Stoughton, Wisconsin 53589
608/873-2500 Fax: 608/873-2575
StoughtonTrailers.com

DISTRIBUTED BY:

TSD Transportation Supply Depot, INC.

(937) 264-1416

11031 N. Dixie Drive, Vandalia, OH 45377