AVWX EXTRA WIDE HIGH-CUBE ALUMINUM VAN



HEAVY DUTY FRONT COUPLER

Stoughton's 3-½" deep upper coupler meets AAR certification and utilizes an SAE cross-head design to resist abuse better, limiting downtime. Where many competitors use a 3⁄16" steel bottom plate, we have a ¼" thick bottom plate. The front coupler contains a heavy-duty steel front lip and wrap-around apron, which absorbs hits and scrapes. In addition, we stretch our roof sheet across both the length and the width of the trailer, creating a powerful built-in tension.



ROBUST REAR UNDERRIDE GUARD

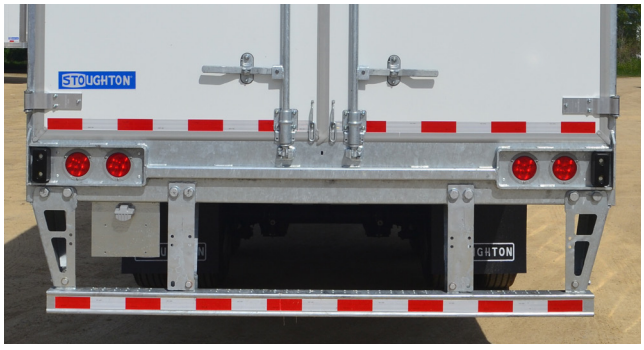
The rear underride guard comes standard with no additional cost and weight. It resists compartmental intrusion of an automobile when the location of impact is at 30% to 100% overlap of the width of the car to the guard. It complies with all applicable U.S. and Canadian regulations. The bolt-on design allows for easy repairability.

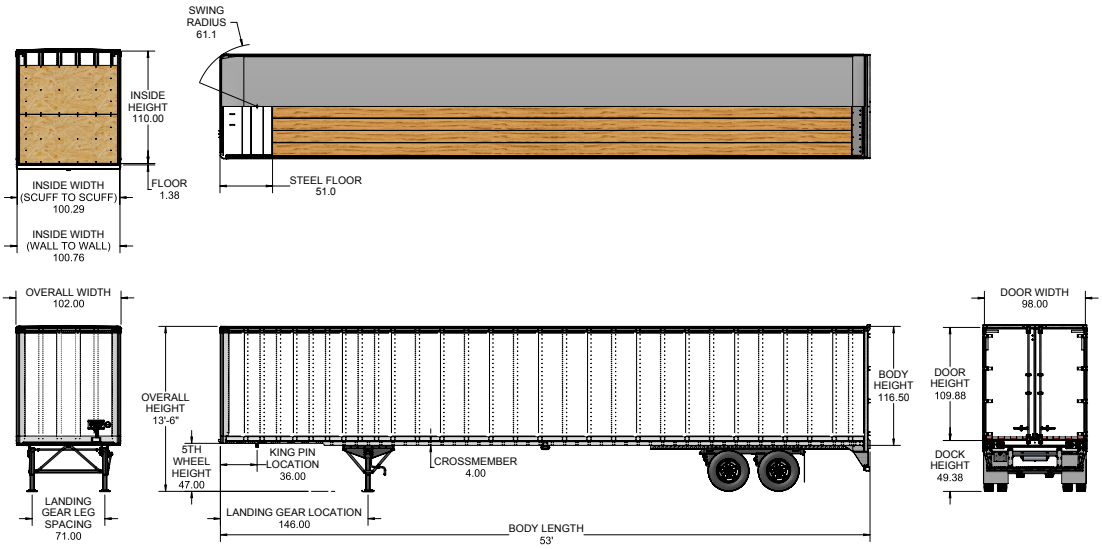
INCREASE PAYLOAD CAPACITY

The Stoughton AVWX Extra Wide High-Cube Aluminum Van is the smart way to increase your payload – 60 cubic feet to be exact. With a full 100-¾ inches of inside width, it provides a total of 4,001 cubic feet of cargo space. You can haul even more freight, more miles – all while lowering your cost per mile.

Sidewalls feature extruded HDPE liner panels between posts for maximum protection against careless loading practices. The specially designed galvanized posts are slotted and spaced throughout for easy, efficient load control.







SPECIFICATIONS*— AVWX EXTRA WIDE HIGH-CUBE ALUMINUM VAN

ASSEMBLY NUMBER DESCRIPTIONS

1. **Base Model** – AVWX-535T-S-C-AR (Aluminum Van, Hi-Cube, 53-ft., 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** – Trailing arm style air suspension with an external dock lock to minimize dock walk
7. **Axle** – Tapered spindles, bearings with Pro-Torq axle nuts
8. **Brakes** – Extended service, quick change, 16-½" 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, 11-¼" bolt circle
10. **Oil Seals** – 6-Year guaranteed system with 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, crank on roadside
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** – SAE kingpin, cross-head type, AAR rated built into structure, 3-½" shallow hi-tensile sandwich unitized with full width upper and lower plated and internal reinforcements
17. **Cross Member** – 80,000 min. yield. Shallow area ahead of landing gear uses (3) hat-shaped heavy-duty members. Landing gear, cen ter bay area and area over slider rails use 4" I-Beam, 12" on center
18. **Lower Rail** - Extruded aluminum, 6061-T6
19. **Floor** – 1-⅜" 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 plate with orward edge beveled into floor
20. **Front Wall** – .125" natural aluminum beveled corners, prepainted .050" aluminum front panels, (6) 16 GA. 2-½" deep galvanized steel posts with heavy–duty lower sill across front and around corners
21. **Side Walls** – Galvanized steel posts, 24" on center (16" on center landing gear forward) hat=shaped, 1-⅜" deep x 5" side with double rivet row 2" centers vertically through .050" aluminum prepainted 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 rails with galvanized bolts, washers and lock nuts
24. **Rear Frame** – 2" x 4" x ⅜" tubular steel corner posts welded rigid to 1-¼" heavy-duty shallow header and 11-⅜" lower sill and threshold member
25. **Rear Doors** – ½" composite door, dual durometer PVC gaskets, four 2-¾" wide extruded aluminum hinges and one lock bar per door, loop style door hold backs
26. **Front Wall Lining** – Exterior grade plywood or dymond ply. ¼" x 96" high. Installed horizontally. Optional composite wall liner available
27. **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 harnesses with limited lifetime warranty
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 with 4 vertical posts for added safety. Meets DOT Requirements. Two dock bumpers on rear
29. **Mud Flaps** – 24" wide anti-sail
30. **Painting** – Understructure undercoated prepainted 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. Optional Hot-dip galvanized finish available

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

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