

THIS IS STRICK

101" Dry Van Trailer **The maximum interior width.**



Key Specifications

Outside Dimensions

Length: 53'
Height: 13'6"
Width: 102.36" (2.6m)
Fifth wheel height: 47-1/2"
Dock height: 50" ± 1/2"

Internal Dimensions

Height at front: 110"
Height at rear: 110"
Inside width: 100-7/8" at scuff
Inside length: 52' 4-3/4"

Door Opening

Height: 110"
Width: 98-5/16"

Cubic Capacity

4030 cu ft

Tare Weight

14,500 lbs ± 3%

See back for detailed specs...

Features & Innovations



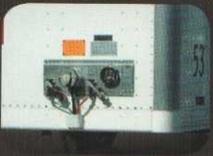
+ Tension Roof Bows

The roof system 'breathes' with changes in temperature & road vibration to eliminate cracking.



+ Premier Paint

Our multi-step bake-on coating resists peeling, corrosion and rust on the kingpin wrap, rear frame and bumper.



+ Split-Wire Harness

We use a unique split-wire harness system to minimize connection points and therefore potential shorts in the system.



+ Durable Oak Floors

1-3/8" laminated oak hardwood flooring, with three staggered screws per inner board.



+ HDPE Side Lining

Durable, snap-in HDPE lining panels installed vertically between posts resist damage and reduce maintenance.



+ Customize Your Trailer...

With optional features like translucent roof material, roll-up doors and more. Contact us with your custom needs!

101" Dry Van Trailer **The maximum interior width.**

Outside Dimensions

Length: 53' Fifth wheel height: 47-1/2"
Height: 13'6" Dock height: 50" ± 1/2"
Width: 102.36" (2.6m)

Internal Dimensions

Height at front: 110" Inside width: 100-7/8" at scuff
Height at rear: 110" Inside length: 52' 4-3/4"

Door Opening

Height: 110" Width: 98-5/16"

Cubic Capacity

4030 cu ft

Tare Weight

14,500 lbs ± 3%

Specifications are subject to change without notice.

Front Panel

.048" thick pre-painted white aluminum sheets with five (5) 1-5/16" deep galvanized steel hat shaped posts. Extruded aluminum 4" radius corner panels. Aluminum three-piece front top rail with 4" radius corner castings. Sheets fastened to posts with one (1) row of solid 3/16" rivets on 2" centers at seams and 4" centers at intermediate locations. Foam sealing tape at all sheet seams.

Side Panels

.048" thick pre-painted white aluminum sheets with .45" deep A-slotted 12GA galvanized steel hat shaped posts on 16" centers. Sheets fastened to posts with one (1) row of solid 3/16" rivets on 2" centers at seams and 4" centers at intermediate locations. Foam sealing tape at all sheet seams.

Bottom Rails

8-3/4" deep heavy extruded aluminum alloy 6061-T6 with floor sealing lip.

Top Rails

5-9/16" deep scuff heavy duty extruded aluminum alloy 6061-T6.

Kingpin Structure

3-1/8" deep steel structure automatically welded. AAR tested and certified. 5/16" thick formed channels welded to 5/16" thick steel bottom plate. 1/4" thick by full width front pick-up plate. Kingpin is of crosshead design located 36" back from front. Front wrap is shotblasted, primed, painted white and oven baked prior to installation. Strick uses a zinc epoxy primer with urethane top coat.

Landing Gear

Jost #A401, two-speed, low profile cushion foot sandshoes, inboard mounted with sixteen (16) 5/8" diameter bolts to a formed steel mounting gusset spanning five (5) crossmembers. Fabricated angle bracing—fore, aft, leg-to-leg, and leg to cross brace—located 141-7/16" back from front. Roadside crank handle painted.

Floor

1-3/8" nominal laminated flooring, pre-undercoated. Shiplap joints with crusher bead between floor board joints. Three (3) 5/16" diameter Torx head screws per each inner board and two (2) 5/16" screws in each edge board.

Crossmembers

4" hot rolled steel 'I' beam on 12" centers throughout. Steel end clips are pre-welded to crossmember ends. Crossmembers are coated with corrosion resistance copolymer prior to installation. Steel clip is separated by plastic tape from the aluminum bottom rail to prevent electrolysis. Crossmembers attached with four (4) 3/8" diameter solid rivets on each end.

Air & Electrical Lines

A split wire harness body ground system incorporates a modular PVC encased 14GA copper wiring, 12 volt system. Terminates on roadside of front panel with 7-way ATA receptacle and fixed gladhands Quick release style gladhand on blue service line. Air and electrical lines are run externally on front. Synflex air lines and electrical harness are routed along bottom rail above the crossmembers.

Roof

.040" thick one-piece bonded aluminum sheet. Full length aluminum edge 'J' strips over top rail leg in rivet area. All fasteners outside of cargo area.

Roof Bows

One-piece 3/4" deep galvanized 16GA steel 'spring type' on 24" centers connected with two (2) huck bolts at ends and adhesive tape to roof sheet. Extra bow at front and rear to help with racking stability.

Rear Frame

High tensile steel sections, fixture built, all welded construction. Protection from dock abuse is afforded through the sill section which recesses the lights within the sill. Heavy duty ICC bumper features bolt-on perforated bumper tube with vertical gussets and 'K' bracing bolted to suspension structure and rear frame. Bumper conforms to federal standards. Entire assembly is shotblasted, primed, painted white and oven baked prior to installation. Strick uses a zinc epoxy primer with urethane top coat.

Rear Doors

Swing type, 3/4" plymetal construction. Dual durometer seals. Pre-painted white aluminum exterior, galvanized steel interior. Five (5) aluminum hinges per door. One galvanized steel anti-rack locking bar per door. Door hardware is protected from electrolysis by foam gaskets. All fasteners are large head bolts. Chain type door holdback with chain in rail and hook on door.

Front Lining

1/2" thick structure wood installed full height, horizontally.

Front Scuff

Non-galvanized 7GA x 12" high flat steel scuff

Side Lining

HDPE, snap in type, installed vertically between posts above scuff liner. No rivets.

Side Scuff

18GA x 10" high corrugated 80PSI steel with 1/4" deep ribs fastened directly to posts.

Crashplate

15" smooth galvanized steel.

Lighting

Conforms to FMVSS #108 and all D.O.T. requirements. Truck Lite #19 marker, clearance and I.D. lights. Truck Lite #19 license light at rear under sill for protection. Truck Lite #40 stop/tail/turn lights recessed in rear sill along with vertical and horizontal light protector bars. Truck Lite #60 lower mid marker/turn light mounted both sides under bottom rail. LED Lights on upper front corners. Incandescent on rear header. All lights mounted with stainless steel screws.

Sliding Subframe

Reycos variable position sliding tandem with full length bolt-on slide pads. Slide range from 69" to 173". Tubular steel stop bars are welded in place front and rear with solid end bar inserts. Subframe is locked in place by four (4) self-locating spring loaded solid steel pins to insure positive engagement. 'EZ'-PULL locking pin mechanism. Four (4) bolt-on holddown clamps for added safety.

Suspension

Reycos Dockmaster-II air ride with built in anti-dock walk features.

Axles

5" round FUWA 'N' spindle with 16-1/2" x 7" "S" cam brakes. Quick change non-asbestos lining. ArvinMeritor automatic slack adjusters.

Brakes

Wabco 'ABS' 2S/1M w/o external diagnostic cable.

Chambers

Ranger type 30/30.

Oil Seals

Chicago Rawhide seals and hub caps with oil bath wheel bearing lubrication.

Hub & Drums

Hayes 10-stud hub piloted with outboard mounted cast drums.

Wheels

Hayes 22.5 x 8.25 hub piloted steel disc pre-painted white with #TR-572 valve stems.

Tires

295/75R22.5 low profile radial.

Mudflaps

Strick, white mounted behind tires in conformance with regulations.

Conspicuity Tape

Full length both sides, across bottom of rear doors and full width of bumper cross tube per federal regulations. Reflexite is standard.

FHWA

Safety inspection and decal installed on front.

Undercoating

To insure top-quality corrosion resistance the understructure, kingpin, landing gear, and running gear are sprayed with 'BLACK' undercoating. Floor boards and crossmembers are purchased with corrosion resistance copolymer applied.



www.anjerc.com
800-326-5373
sales@anjerc.com



Choose the Road to Value.