



REPAIR DOCUMENT

Ag Hopper Trailer Coupler to Hopper Structure Upgrade

Repair Document #: **RD-00031**

Date: August 22, 2012

Revision: None

Revision Date: N/A

Contact Information:

If you have any questions about this Repair Document please contact the Stoughton Trailers Customer Service Department by telephone (608)-873-2555 or by email (warranty@stoughtontrailers.com).

Subject:

Recommended repair procedure for damage on Ag Hopper trailers in the bottom rail and lower structure between the upper coupler and the front hopper. The appropriate upgrade on Model Years 2009 and 2010 STOUGHTON Ag Hopper trailers will improve lateral stability in the area resulting in increased durability of the unit.

Models:

Trailers that qualify for this upgrade can be identified by the following:

1. Model: AHV
2. Model Years: 2009 and 2010
 - a. VIN Model Year Date Codes of 9 and A
3. Date of Manufacture: December 2007 thru October 2009.
4. Reference Appendix B for a complete list of units covered.
5. Built with an aluminum crossmember on the forward side of the front hopper.
6. Order numbers covered are within the range of 0789 to 2033.

Code	Year	Code	Year
Y =	2000	A =	2010
1 =	2001	B =	2011
2 =	2002	C =	2012
3 =	2003	D =	2013
4 =	2004	E =	2014
5 =	2005	F =	2015
6 =	2006	G =	2016
7 =	2007	H =	2017
8 =	2008	J =	2018
9 =	2009	K =	2019

Figure 1: Model Year Date Code

MFD BY **STOUGHTON**
STOUGHTON TRAILERS, LLC
STOUGHTON, WI, USA

DATE OF MANUFACTURE **08/11** → DATE OF MANUFACTURE

GVWR **31751** KILOGRAMS **70000** POUNDS

9072 KILOGRAMS (20000 POUNDS)
WITH 11R22.5 (G) TIRES, 22.5X8.25 RIMS
AT 621 KPA (90 PSI) COLD DUAL

CERTIFICATION - THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN **1DW1A422XC331405** → ORDER NUMBER
→ UNIT NUMBER

OVERALL HEIGHT **10'-4"** WITH WHL. HT. **48"** → MODEL YEAR DATE

MODEL **AHV-1211A-A** → Model: AG HOPPER

TYPE - TRAILER

Figure 2: Stoughton Trailers

Issue:

The repair and upgrades address the lateral stability of the bottom rail in the immediate area forward of the landing gear and front hopper. Lateral movement in this area allows the bottom rail and steel internal structure to flex side to side between the two crossmembers forward of the hopper. Excessive flexing can cause fatigue cracks and fastener failure.

Remedy:

The repairs and upgrades must be performed by a Stoughton Trailer Ag Hopper dealer or an authorized repair shop.

STOUGHTON trailers covered by this document are Model Year 2009 and 2010's that have an aluminum crossmember on the forward side of the front hopper (Fig 3). The aluminum crossmember and the steel crossmember forward of that will be removed along with part of the steel side channels inside the bottom rail. This will be replaced by a new sub-assembly that includes an integral full width shear plate between the two crossmembers. Doubler plates will be added on the outside of the bottom rails. The 3/8" Huck fasteners attaching the diagonal brace channels between the hopper and the upper coupler will be replaced with 1/2" bolts. Gussets will be added to the aft corners of the coupler.



Figure 3: Early unit with Aluminum crossmember by landing gear.

Some of the trailers covered by this document have had prior modifications made to them. These earlier modifications replaced the aluminum crossmember with either a galvanized or painted steel crossmember. Do the following if one of these old modifications are found:

- If the steel crossmember is galvanized it shall be replaced using the procedure described in this document for an aluminum crossmember.
- If the steel crossmember is not galvanized it will have to be modified according to Repair Document RD-00037.

Warning:

During all steps of the repair and upgrade procedures one must use appropriate safety precautions.

- Use personal safety equipment when working on any trailer (i.e. safety glasses, hearing protection, safety shoes, etc.).
- Trailer must be supported at all times to prevent movement throughout the upgrade process.
 - Check to insure landing gear is in proper working order and providing proper support prior to upgrade.
- The trailer must be empty before any repairs or upgrades are made.

Inspection:

Fatigue in the bottom rail and internal structure just forward of the landing gear and front hopper could result in conditions shown below. The inspection process must determine whether any of these conditions exist, and if it repairs are required. If a repair is necessary refer to Appendix A.

1. Cracks in the bottom rail around bolts and at the inside corner of the bottom bulb.

- a. Bottom rails on both sides of the trailer must be inspected from 3 ft. in front of the landing gear to 2 ft. behind the landing gear.
- b. Look for cracks around the fasteners.
 - Spider web cracks generally extending horizontally (Fig. 4)
- c. Look for cracks on the top inside corner of the bottom bulb. (Fig. 5)
 - If crack on inside corner extends outward on the horizontal leg of extrusion and is closer than 3/8in from the outside face of the bottom rail then contact Stoughton Trailers Customer Service to determine if bottom rail must be replaced.
- d. Doubler plates will be installed on the outside of the bottom rail in this area to correct for these issues



Figure 4: Spider crack on bottom rail



Figure 5: Crack on the top inside corner of bottom bulb.

- e. Record location and severity of any cracking found on a unit in issued paperwork and report this information to Stoughton Customer Service.

2. Cracked side posts at bottom of front hopper slope

- a. Inspect 3 side posts that are exposed forward of the front hopper. The cracks most commonly occur inside the side extrusion (Fig 6).
- b. Inspect for crack at rivet connecting the bottom edge of hopper slope.
- c. Inspect for crack at bottom of post inside corner between web and flange where it connects to bottom rail.
- d. See Appendix A for repair procedure



Figure 6: Crack on side post by front hopper slope.

3. Cracked forward slope side extrusion at bottom of front hopper.

- a. Inspect for cracks in extrusion (Fig 7).
- b. See appendix A for repair procedure.

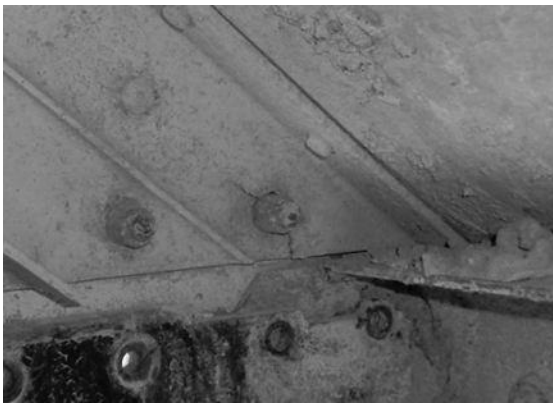


Figure 7: crack on side extrusion.

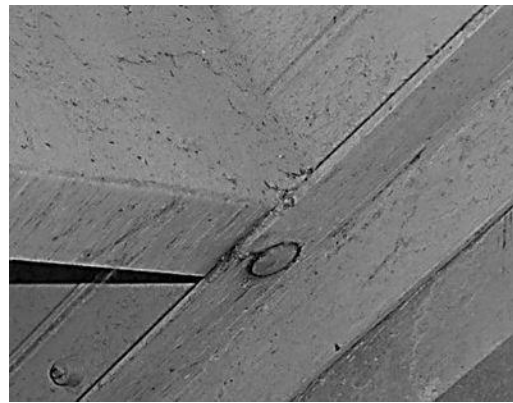


Figure 8: Cracks at side extrusion and Z plate connection.

4. Cracked forward slope side extrusion where attached to Z crossmember in front of forward hopper.

- a. Inspect for cracks in extrusion (Fig 8).
- b. Look for loose fasteners
- c. See Appendix A for repair procedure.

NOTE:

- Severity of damage will determine the appropriate repair procedure.
- All repairs performed must be noted on form to be sent to customer service for tracking purposes.
- If there is any damage found that was not mentioned in this repair document please contact Stoughton Trailers.

UPGRADE PROCEDURE:

Work to be Performed:

1. Aluminum and steel crossmembers immediately ahead of forward hopper are to be removed along with part of the side attachment channels.
2. Install new crossmember and side channel assembly with integral full width shear plate.
3. Diagonal cross-brace 3/8" bolts replaced with 1/2" bolts at front corners and welded to the new crossmember assembly at the aft corners.
4. Gussets installed at aft corners of upper coupler.
5. Bottom rail doubler plate installed on outside in landing gear area, both sides.

Parts Required:

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
SK-07775	Filler Plate	2
SK-07728	Crossmember Subassembly	1
01-26780	Channel	2
01-26791	Rail, Doubler	2
04-95120-125	Bolt, 5/16-18 X 1 1/4, SS302	50
04-95502	Locknut, 5/16-18	50
04-95506	Locknut, 5/8-11	2
04-96013	Washer, 5/8 SAE	2
04-95005-150	Bolt, 5/8-11 X 1 1/2 Grade 5	2
04-95033-125	Bolt, 3/8-24 x 1 1/4 Grade5	24
04-95033-150	Bolt, 3/8-24 x 1 1/2 Grade5	70
04-95504	Locknut, 3/8-24	84
04-95535	Locknut, 3/8-24, SS18-8	10
04-96002	Washer, 3/8, SS	10
04-95119-125	Bolt, 1/2-13 x 1 1/4 Grade8	8
04-95579	Locknut, 1/2-13	8
01-26766-001	Bar, 1/4 x 4	2
04-60102	Clip, Tube 3/8	10
04-60023	Clip, Tube 5/8	10
04-98056	Rivet, 3/16	20
04-85039	Tie, Cable	10
04-86825	Loom, Convolute	10 ft

Tools

- Welding Equipment
- Drill
- Torch
- Grinder
- Lift or Jack
- Rivet Gun, with Chisel Head

Procedure

1. Drill out rivets holding electrical wiring and airlines in king pin to hopper area.
2. Pull all wiring and airlines behind the crossmember directly in front of the landing gear, so it is out of the way (Fig 9).
3. Remove rivets connecting front hopper slope to aluminum crossmember ahead of landing gear (Fig 10). Drill out rivets from inside hopper

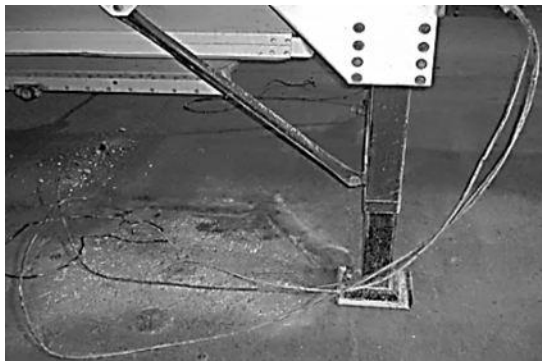


Figure 9



Figure 10

4. Remove all the fasteners connecting diagonal cross-braces to front and rear attachment plates (Fig 11).



Figure 11

5. Remove both diagonal cross-braces.

6. Remove fasteners along bottom rail (Fig 12):
 - a. Remove all fasteners from 44" to 112" from front of rail.

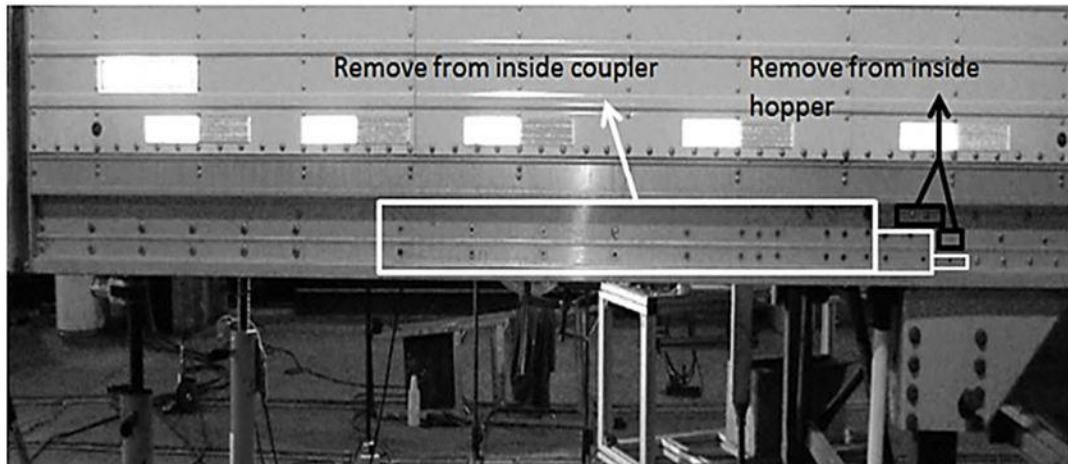


Figure 12

7. Using a torch remove the steel crossmember just forward of the hopper(Fig 13).
 - a. Make the cut directly inside of the plate where the diagonal cross-brace attached.
8. Remove both bolts attaching center landing gear brace from the middle of the rear Aluminum crossmember (Fig 14).
9. Remove the 3 fasteners that attach the landing gear bracket on the outsides of the rear aluminum crossmember at both ends (Fig 15).

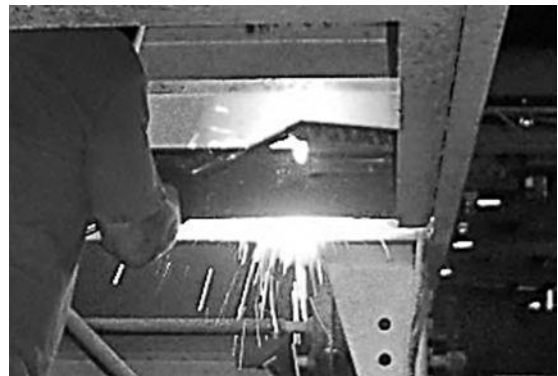


Figure 13



Figure 14



Figure 15

10. Remove the entire rear section of coupler, including the rear crossmember.
 - a. Cut off side channels 37" from the landing gear bracket (Fig 16).
 - b. **Note:** Diagonal Cross beams shown in Fig 16 for reference. They will not be attached at this point in procedure
 - c. Notch the horizontal legs of the steel side channel (Fig 17) and then use grinder with cut off disc to cut the vertical portion (Fig 17 and 18)
 - i. Prior to cutting channel with the grinder separate the steel channel from the aluminum bottom rail by inserting a spacer. CAUTION: do not cut into rail.

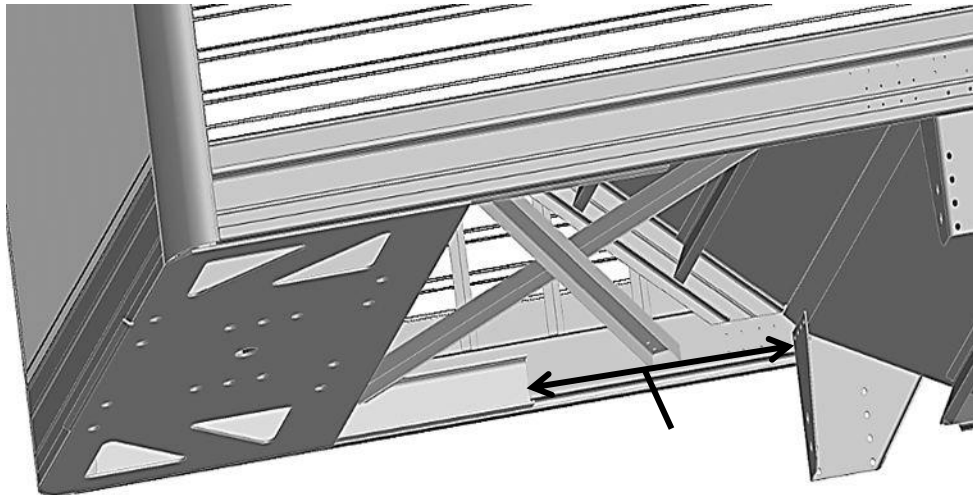


Figure 16



Figure 17

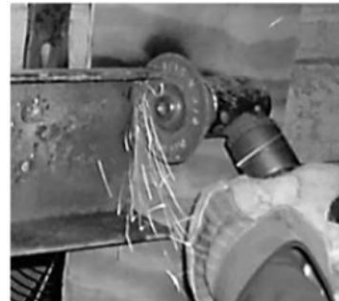


Figure 18

11. Smooth and square off cut with a grinder.
12. Wipe down the cut edges and prime.
13. Locate and temporarily attach Doubler Plate (01-26791) to outside rail.
 - a. Line up the four pre-drilled holes to four forward most holes in the landing gear bracket.
 - b. Back drill all holes through the doubler plate from the lower rail. Note, some will be from inside the hopper.
 - c. Remove the drilled doubler plate

14. Clean inside surface of rail that is now exposed and apply barrier tape, were new crossmember assembly will be attached for corrosion protection (clear packing tape is acceptable).

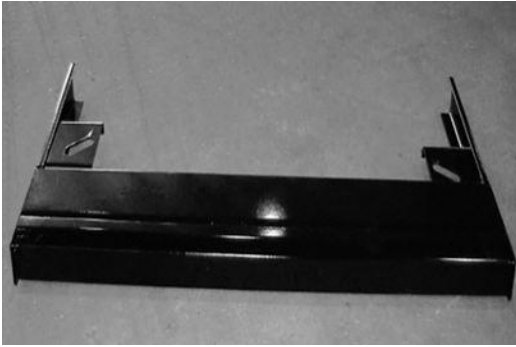


Figure 19



Figure 20

15. Lift the crossmember assembly (SK-07728, Fig 19) into place (Fig 20).
- a. CAUTION: This unit weighs 181.5lbs. Use appropriate lifting methods
 - b. Position the back end of the assembly up against the hopper slope and against the landing gear bracket. (Fig 21).
 - c. Confirm that the unit is firmly pressed all the way back against the hopper and forward face of landing gear bracket.



Figure 21



Figure 22



Figure 23

16. Lift the front end of the sub-assembly unit up adjacent to the original coupler frame and flush with the bottom of the rail (Fig 22 and 23).
17. Attach the sub-assembly at the landing gear bracket.
- a. Use 3/8 x 1 1/4in bolts (Fig 24).
18. Install reinforcement channel (01-26780) centered at splice.
- a. Align the set of six holes on one side of the channel with the six holes in the sub-assembly.
 - b. Back drill all holes through coupler and bottom rail from the splice channel.
 - c. Bolt into place using 3/8-24 x 1 1/2 bolts (Fig 25 and 26).



Figure 24

19. Back drill all the holes from the lower rail into the new sub-assembly.

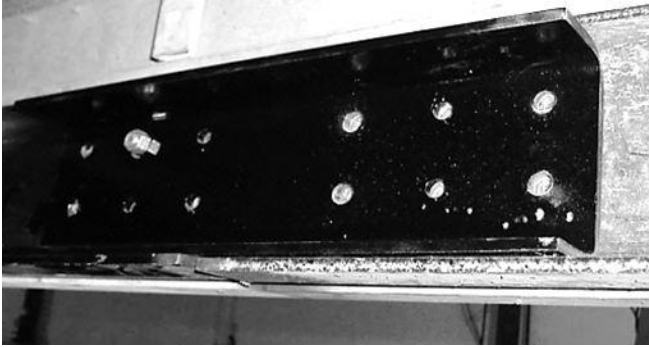


Figure 25



Figure 26

20. Attach doubler plate (01-26791) and sub-assembly to side rail.

- a. Caulk inside of doubler plate along each end and top prior to attaching.
- b. Install filler plate (SK-07775) at back of sub-assembly inside of hopper. Trim as required.
- c. Use $3/8 \times 1 \frac{1}{4}$ bolts at landing gear bracket and inside hopper and use $3/8 \times 1 \frac{1}{2}$ elsewhere (Fig 27).

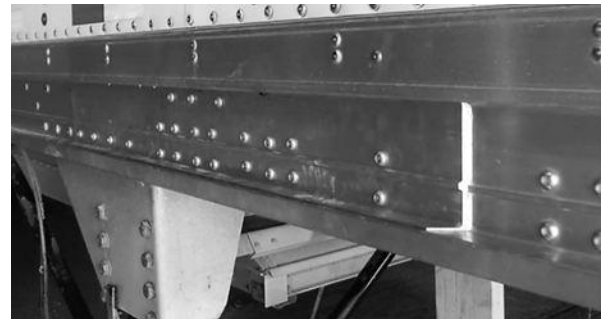


Figure 27

21. Drill $5/16$ in holes from the hopper to the crossmember sub-assembly (where the rivets were removed in step 3).

- a. Install $5/16 \times 1 \frac{1}{4}$ machine screws, heads inside hopper. Tighten from outside hopper.

22. Install the diagonal cross-braces (removed in step 5).

- a. Clamp the diagonal cross-braces to new sub-assembly unit into place. Align slot for welding (Fig 28).
- b. Use one $3/8$ in bolt at the other end of the cross-brace to hold in place.

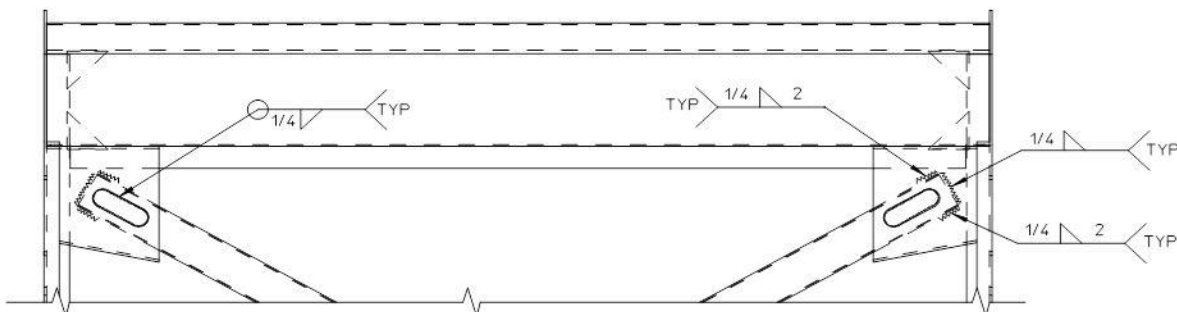


Figure 28

23. Drill out the remaining three holes to 17/32in diameter.
24. Install 1/2in-13 X 1 1/4 grade 8 bolts (04-95119-125).
25. Remove the 3/8in bolt and perform steps 23 and 24 for remaining bolt.
26. Weld the gusset (01-26766-001) at front of crossbeams and the diagonal cross-braces to the sub-assembly unit (Fig 30), full 1/4". Locate at the top of side channel bottom inside radius. Weld across top of gusset, full 1/4".



Figure 29

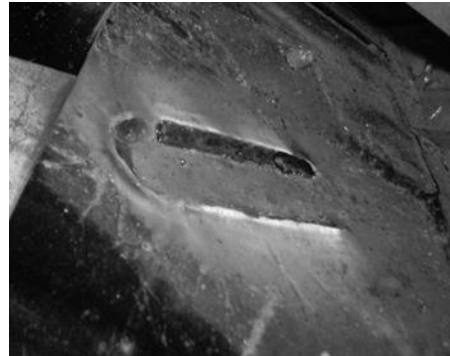


Figure 30



Figure 31

27. Feed wires and airlines back through the coupler.
 - a. Be sure to pull wires tightly to ensure they reach all connections
 - b. Reattach the wires and airlines back to the side wall
 - c. Reconnect all wiring
 - d. Check functioning of electrical and air
28. Clean welded areas and apply protective coating
29. Calk inside the hopper and the edges of the doubler plate to ensure the area is properly sealed.

Appendix A.
Repairs

Appendix A.1:

Repair procedure for all trailers found to have cracked side posts at bottom of front hopper slope.
(Inspection #4).

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
SK-07770	Channel Reinforcement Plate	1
04-97072	Monobolt, 1/4 SS	12
04-95120-125	Bolt, 5/16-18 X 1 1/4, SS302	4
04-95502	Locknut, 5/16-18	4

Tools

- Drill
 - Rivet Gun with Chisel Head

Procedure

1. Disconnect wiring and pull it out of broken post.
2. Remove the lower two (2) fasteners connecting the forward slope side extrusion to the side post (Fig. A1).
3. Remove the fastener at the top of the rail adjacent to the post.
4. Push side post reinforcement plate (SK-07770) into place.
 - a. Use a hammer to ensure the reinforcement plate is all the way back against the broken side post.
5. Drill holes from:
 - a. Reinforcement plate to broken side post, one toward the bottom and one toward the top (Fig. A2 & A3).
 - b. Outside bottom rail into reinforcement plate and one (1) additional 1" below.
 - c. Inside forward slope side extrusion into reinforcement plate
6. Fasten the reinforcement plate into place (Fig. A3 and A4).
7. Reconnect Wiring



Figure A1



Figure A2



Figure A3



Figure A4

Appendix A.2:

Repair procedure for all trailers found to have cracking on the forward slope side extrusion rail at rivet. (Inspection #5).

- This repair must be done after upgrade

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
SK-07148	Plate	2

Tools

- Drill
 - 1/4in bit (may require others at times)
 - Rivet Gun with Chisel head

Procedure

1. Remove approximately 1.5" of the rib at the bottom of the slope extrusion.
2. Clamp the reinforcement bracket on the flat part of the rail
 - a. Ensure that it cannot move
3. From the outside of the trailer use the existing holes in the rail to drill thru the reinforcement plate.
4. Fasteners will be installed during the upgrade procedure (Fig. A6).



Figure A5

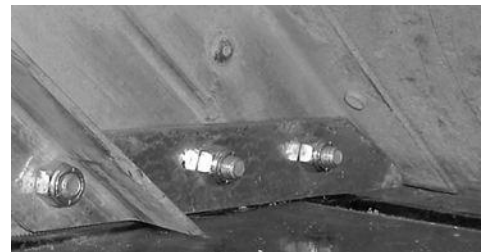


Figure A6

Appendix A.3:

Repair procedure for all trailers found to have cracking or loose fasteners on the Z post (Inspection #7).

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
SK-07124	Clip	2
04-95001-100	Bolt, 1/4-20 x	10
04-95501	Locknut, 1/4-20	10

Tools

- Drill
- Rivet Gun
 - With Chisel Head

Procedure

1. Remove the rivet attaching the side extrusion to the Z crossmember, where crack has occurred.
2. Place the repair clip in position over crack and install a single bolt through the Z post, side extrusion, and repair clip.
3. Ensure that the clip is properly aligned with the Z post.
 - a. Tighten the lock nut to stabilize the repair clip to the Z post.
4. Drill out the remaining holes on the repair clip using a 1/4in drill bit.
5. Install the bolts in the remaining holes and tighten all locknuts (Fig A7).



Figure A7

Appendix B.

Stoughton Ag Hopper Trailers Subject To Upgrade

Model Year 2009 Stoughton Ag Hopper Trailers With Aluminum Crossmember on Front Hopper

Vehicle Identification Numbers

Page 1 of 2

1DW1A40209S078901	1DW1A40279S125504	1DW1A422X9S125610	1DW1A40299S137802	1DW1A402X9S142913
1DW1A402X9S087301	1DW1A40299S125505	1DW1A42219S125611	1DW1A40209S137803	1DW1A40219S142914
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1DW1A42209S108203	1DW1A40249S125508	1DW1A42279S125614	1DW1A40269S137806	1DW1A40279S143002
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Last 2010 Ag Hopper Trailer with aluminum crossmember on forward side of front hopper