## DoubleStack™ Trailer Specifications

<table>
<thead>
<tr>
<th></th>
<th>United States</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall height</td>
<td>13’ 6”</td>
<td>4.11 m</td>
</tr>
<tr>
<td>Overall length</td>
<td>53’</td>
<td>16.15 m</td>
</tr>
<tr>
<td>Overall width</td>
<td>102”</td>
<td>259.08 cm</td>
</tr>
<tr>
<td>Interior height</td>
<td>106”</td>
<td>269.24 cm</td>
</tr>
<tr>
<td>Interior width¹</td>
<td>101.5” lower half</td>
<td>257.8 cm lower half</td>
</tr>
<tr>
<td></td>
<td>101” upper half</td>
<td>256.54 upper half</td>
</tr>
<tr>
<td>Empty weight</td>
<td>14,625 lbs</td>
<td>6633.79 kg</td>
</tr>
<tr>
<td>Door opening</td>
<td>110” high x 98” wide</td>
<td>279.4 cm high x 248.9 cm wide</td>
</tr>
<tr>
<td>Rear floor height</td>
<td>48.25”</td>
<td>122.5 cm</td>
</tr>
<tr>
<td>Roof type</td>
<td>Aluminum</td>
<td></td>
</tr>
<tr>
<td>Side sheet material</td>
<td>Logistic seam with cargo strap slots</td>
<td></td>
</tr>
<tr>
<td>Interior side sheet material</td>
<td>Aluminum</td>
<td></td>
</tr>
<tr>
<td>Post centers</td>
<td>16”</td>
<td>40.64 cm</td>
</tr>
<tr>
<td>King pin setting</td>
<td>36”</td>
<td>91.44 cm</td>
</tr>
<tr>
<td>Load capacity</td>
<td>15,000 lbs upper half</td>
<td>6803.89 kg</td>
</tr>
<tr>
<td></td>
<td>46,000 lbs total</td>
<td>20865.25 kg</td>
</tr>
<tr>
<td>Load weight rating</td>
<td>26,000 lbs (duty cycle limit applies)</td>
<td>11,793 kg</td>
</tr>
<tr>
<td>on cross members</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floor type</td>
<td>Composite Oak, 1 1/4”</td>
<td>2.86 cm</td>
</tr>
</tbody>
</table>

## Fast Facts

- Converting approximately 100 trailers beginning January 2010; conversion rate can increase to meet needs of customers.
- Interior height trailer difference of approximately 3.75” between DoubleStack trailers versus traditional trailers (109.75” interior height).
- Upper deck accommodates 18 standard sized pallets (centered on three load bars).
- DoubleStack system is being retrofitted to the 2008 model trailer built by RSI.
- Maximizes space utilization by creating interior second level, which will simultaneously reduce costs, traffic, fuel consumption and carbon emissions.
- Interior deck heights customized to accommodate pallets of non-uniform size, adjustable in one-inch increments.
- Reduced damages by packing freight more tightly and through Con-way Truckload’s 100 percent air-ride equipped fleet of tractors and trailers.
- Simplified loading and unloading since pallets rest directly on the deck beams and eliminate need for bulky plywood.
- Reduce carbon footprint through consolidating shipments and reducing plywood consumption.
- Flexibility to convert back to a traditional dry van trailer when deck beams are not in use.
- Ease of use since decking system accommodates forklift loading.
- Quickly meet capacity demands through relationship with sister company Road Systems Inc.