

PLATFORM TRAILER FLOORING EVOLUTION

OHC, the largest North American supplier of Apitong/Keruing, has been supplying the transportation industry since 1967. Over the past 40 plus years OHC has been providing evolutionary products that have revolutionized the way fleet owners look at platform/flatbed trailer flooring.

Evolution:

1. Domestic Lumber

During the 1960's domestic hardwood lumber, i.e. Oak, Beech, Hickory and Maple to name a few, was utilized extensively throughout the industry. The above named species is still acceptable for use on US Military trailers. Concerns of Domestic lumber from temperate forests:

- Domestic lumber has knots, shake, wane other defects.
- Higher-grade lumber sells for a premium, much of which is used in furniture and high dollar value products (such as residential flooring).
- In order to obtain adequate vehicular grade flooring, domestic lumber must be defect (processed with trimming and ripping). This typically results in short length pieces averaging 5'-9' in length.
- Domestic hardwoods have limited enduring quality in exterior applications such as trailer flooring. To obtain greater durability, pressure treating lumber is necessary.

2. Introduction of Apitong/Keruing

- Apitong/Keruing is available in random lengths from 8'-20'.
- Apitong/Keruing is virtually free of defects.
- Apitong/Keruing contains Damar resin. This resin assists in the enduring quality of the species.
- Mechanical properties of Apitong/Keruing are such that it carries a load further than most domestic species.
- Apitong/Keruing has a high abrasion resistance
- Economically available in large supply

3. Random length Apitong/Keruing

During the '60's and '70's OHC manufactured Apitong/Keruing flooring in 8'-20' length and various thickness. This created a more enduring floor for the industry by eliminating multiple short component pieces. This was vital in the economics of installation and the reduction of interior boards. Interior board ends are the cause for the majority of maintenance on a trailer floor due to the board end deteriorating, screwing ends of board on limited cross-member area, which causes break out, flooring tends to curl up at board ends due to minimal holding capacity.

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4. Custom Design Apitong/Keruing Floor Kit

In the early 80's OHC assisted trailer manufacturers in the design of trailer flooring. This gave way to OHC's Cut-to-Length Custom fit floors. In the custom fit kit, the most economical utilization of raw material is machined to fit perfectly into the floor maintaining suitable spacing of board ends to distribute and manage the weaker or inferior areas of the floor – interior board ends. Again the evolution is centered on having to screw boards onto the 2-1/4" flange of a cross-member. The degradation, break out of board ends and curling up continues to exist.

5. Road Load Tested® Flooring / RLT®

In the late 80's OHC worked with fleet owners to address flooring problems. Almost every problem centered on interior board ends. As a solution, OHC created Road Load Tested flooring also known as RLT. RLT provides the following benefits to fleet owners.

- Full trailer length with no interior board ends.
- The only proof load tested (machine stress rated) flooring available on market. This tests flooring to assure it meets and exceeds Truck Trailer Manufacturers Association's recommended load ratings.
- Reduces the number of screws needed to secure flooring.
- Increases personnel safety. Personnel walking on trailer must be cautious around interior boards.
- Reduces cargo and forklift hanging up on curled interior board ends.
- Provides a stronger trailer floor by creating a *Continuous Beam Effect*.
- Provides a more durable trailer by eliminating potential for deterioration at board ends.
- Reduces maintenance costs
- Reduces down time for maintenance of flooring.