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Because There is a Difference
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Stacker trailers have continued to be a growing market across the United States and Canada. Not only are stacker trailers used for racing, but they have always been a popular choice for part-time and full-time RV’ers that are touring the country and desiring to bring not only their automobiles with them but also to safely transport motorcycles, golf carts, kayaks, ATV’s and just about anything else you can imagine.

This guide will help you to comprehend many of the challenges presented when quoting and buying a new stacker trailer. We hope that you find this guide informational, but please know that your authorized inTech dealer is capable of answering any questions and is always your best source for information.
From concept to prints to manufacturing and then a finished product...a lot goes into the trailer before the first tube is welded. So let’s examine some of the important points to watch for when quoting a stacker trailer.
The first question usually asked is, “What is the maximum length I can tow?” This length varies from state to state and is typically between 65’-75’ in overall length between the combined tow vehicle and trailer. It is important for you to determine what is allowable in any of the states or provinces you are planning to travel. One source that you may find useful is Towing Laws.
http://towingworld.com/towinglaws.cfm
Determining Length

inTech manufactures tag/bumper pull stackers as short as 18’ (tandem axle) and as long as 34’ in length, these lengths do not include the a-frame, but would include any addition of a wedge or V-nose to the trailer. So, the largest tag trailer with a 4’ wedge/V-nose would be 30’ + 4’ for a combined box length of 34’. Gooseneck stackers are available in sizes ranging from 30’ up to 48’ in length.

As far as determining what length of trailer is needed for your specific purpose, you will need to take into consideration everything that you plan on transporting at any given time and configuring the trailer as efficiently as possible taking advantage of the lower level, lift, attic storage (if equipped) and any available space in front of the lower level vehicle.
Determining Height

Maximum overall height is 13’ 6”. Maximum interior height is 11’ 4”, in order to achieve this interior height, you cannot have any roof mounted features or options; this includes roof vents and roof mounted air conditioning. In addition, when a trailer is optioned with 11’ 4” interior height the trailer will no longer have the service walk-on roof and trussed roof system. Deleting these two features allows us to maximize the interior height.
Determining Height

Sometimes the most challenging part of quoting a stacker trailer is determining what can be stacked and loaded into a trailer. The easiest way to get an idea as to what can be loaded is to take the combined height of the two vehicles that the customer plans on loading on the main floor level and on the lift. Take this measurement and add the thickness of the lift and then add the clearances necessary to safely transport the vehicles.

Typically, safe clearances are no less than 3” between the lower vehicle and the bottom of the lift and no less than 3” between the roof of the vehicle on the lift and the interior ceiling. This allows just enough room to get the lift off of the stops so that they can be retracted and allow the lift to be lowered. In some circumstances pins are used in place of the more traditional lever release mechanism (more about that later). It is your responsibility to determine the safe clearance between your vehicles and the trailer structure. This can vary significantly depending on how you strap your cars down (ie, to the frame with no suspension float or over the tires allowing the suspension to float). If the suspension is allowed to float, depending on how stiff the suspension is on the particular car, you may require greater clearances than 3”.

Because There is a Difference
Determining Height

F must be equal to or greater than (A+B+C+D+E)
D and E must be 3” or greater (certain vehicles may require 3”+)
C = 5-3/4” or less depending on flooring and tie down options
Determining Height

Using the previous page as an example, the bottom vehicle is 70.7” tall and the top vehicle is 47.6” tall. The lift is 5.75” tall and we need a minimum of 3” between each vehicle roof and the lift or trailer ceiling. The total of these is 130.05”. This trailer has an interior height of 136” (the maximum 11’ 4” available). In this example there is room to spare, which allows for greater clearances (approximately 6” for each car) between the automobile roof and the lift or trailer ceiling.

A = 70.7” Bottom Vehicle
B = 47.6” Top Vehicle
C = 5.75” Lift Height
D = 3” minimum – Bottom Car Roof to Lift
E = 3” minimum – Top Car Roof to Ceiling
Total = 130.05”
F = 136”
Difference = 5.95” ACCEPTABLE
Determining Height

In some instances you will be looking for every inch possible to fit your vehicles. In these cases we can take a closer look at the total height of the lift itself. This dimension varies depending on what flooring is used and whether or not the lift is optioned with recessed airline track.

The standard lift is equipped with 1/8” thick ATP and measures 5-1/8” tall. This is the combination of the 1/8” thick ATP and the 5” aluminum tube structure.

If the lift is optioned for recessed airline track we add 3/8” plywood underneath the ATP to accommodate the recessed airline track. Optioned this way, the lift is 5-1/2” tall.

If the lift is optioned with extruded aluminum flooring the lift is 5-3/4” tall. The dimension remains 5-3/4” tall when optioned with recessed airline track because the thickness of the extruded aluminum floor can already accommodate the recessed airline track.

Although you can use these dimension to be more specific, it is usually a safe rule thumb to plan for the lift at 6” tall.

**Quick Reference – Lift Frame Height**

- 5-1/8” - ATP Flooring
- 5-1/2” - ATP Flooring w/Recessed Airline Track
- 5-3/4” - Extruded Aluminum Flooring
- 5-3/4” - Extruded Aluminum Flooring w/Recessed Airline Track
Determining Height

The following list shows the maximum allowable interior height based on these common roof mounted options.

- 11’ 4” - No Options (Does NOT Include Standard Service Walk-On Roof)
- 11’ 0” - Roof Vent (Includes Standard Service Walk-On Roof)
- 10’ 2” - A/C Low Profile (Includes Standard Service Walk-On Roof)
- 10’ 0” - A/C Standard Height (Includes Standard Service Walk-On Roof)
- 10’ 9” - Roof Mounted Railing/Stored Position (Includes Standard Service Walk-On Roof)
- 10’ 7” - Roof Mounted Railing/Stored Position (Includes Optional Heavy-Duty Walk-On Roof)
- 10’ 9” - Roof Hatch (Includes Standard Service Walk-On Roof)
- 10’ 7” - Roof Hatch (Includes Optional Heavy-Duty Walk-On Roof)

Roof & Truss Information

- 1-1/2” - Roof Thickness – NON Walk-On
- 4” - Roof Thickness - Standard Service Walk-On Roof
- 6” - Roof Thickness – Heavy-Duty Walk-On Roof

The information on this page is to be used for estimating purposes only. Please check all dimensions on your CAD prints.

Because There is a Difference
Determining Clearances/Loading Vehicles

When loading cars into a stacker, an extra challenge is presented when loading cars onto the lift. It is important to supply inTech with Car Clearance forms for the vehicles that you intend on loading into the trailer. You should also designate which vehicle will be loaded onto the lift so that our engineering department can take proper measures to assure trouble-free loading.
Understanding and Equipping Your Stacker

inTech stacker trailers are very well equipped, even as a base model trailer, but because every trailer we manufacture is custom-built, you will likely want to customize the trailer to meet your individual needs.

The following list are some of the standard features found on our stacker trailers:

- All-Aluminum / All-Tube Frame
- Dexter Torsion Axles w/Electric Brakes
- Spread Axle Design w/Individual Fenderettes
- .040 Exterior Screwless Aluminum Walls
- Arched Trussed Walk-On Service Roof
- LED Exterior Clearance/Taillights/Backup Lights
- Polished Cast Corners
- Stainless Steel Front Verticals & Radius
- 36” ATP Stoneguard
- 36” 405 Series Door w/FMVSS Premium Door Latch
- Stainless Steel Read Paddle Latches
- .030 Interior Screwless Aluminum Walls & Ceiling
- Extruded Aluminum Floor & Ramp w/16” Transition Flap
- 10’ Standard Interior Height
- (6) Interior Dome Lights
- (8) 5000# Recessed D-Rings
- Single Post Hydraulic Jack
- 14’ Aluminum Split Rail Lift (4000# Capacity)
- In-Floor Hydraulic Pump & Battery Compartments
- (2) 12V Deep Cycle Interstate Batteries
- 15 Amp Motorbase Plug w/45 Amp Converter Battery Charger
- Rear Mounted Stabilizer Jacks & Tongue Weight Scale
Lift Options

Split Rail - Standard

The standard stacker lift comes with a split rail design, which means it does not have a full floor. This floor works well for automobiles, but is not ideal for loading motorcycles, golf carts or ATV’s. The standard flooring is ATP, as shown. This is our lightest lift that we offer. This lift also comes with the standard removable ramps that are stored against the wall when not in use.
Lift Options

Full Floor – Optional

This image shows our optional full-floor. Still featuring the standard ATP floor, this customer also optioned three rows of surface-mounted airline track. You can see that this trailer also features an escape door that makes egress in and out of the trailer easy and hassle-free.

This image shows the same ATP flooring but with three rows of surface-mounted E-track.
Lift Options

Removable Center Panels

We also offer removable center panels for the lift. This gives you the option of utilizing your lift as a rail style lift, where you have the ability to service your vehicle while it’s on the lift, or as a full floor lift. This particular lift also features optional extruded aluminum flooring and recessed airline track.
Lift Capacity

4000# Capacity

inTech Trailers manufacturers our own all-aluminum lifts. These lifts save hundreds of pounds in weight over the competitors steel frame lifts. The inTech lift is rated to carry 4,000 pounds of payload.
Lift Options

Custom Options

We are often asked for custom features to help the end user better utilize their stacker trailer. This particular customer needed an oil & transmission fluid catch. This custom-built catch can slide back and forth on the lift and has a quick connect fitting for an easy and clean means of emptying the catch.

Note in this trailer the additional cabinets located above the attic. A stacker trailer offers a lot of opportunities to create additional storage because of the increased height, not only at the front of the trailer but also at the back of the trailer.
Stacker Options

Lift Stops: Dog Stops & Pin Stops

The lift is secured in place by one of two methods, either dog stops, which are lever activated (two images to the right), or with pins (above image), which are manually put in on each of the four posts. The single lever activates all four dog stops from the front of the trailer. Some instances require the use of pin stops, for example when the lift is directly up against the attic or when you option the integrated rear ramps onto the lift.
Lift Options

Removable Rear Ramps & Integrated Rear Ramps

The standard lift ramps are shown in the image to the right. We also offer integrated rear ramps shown in the image below. These are permanently welded to the lift and do not require any set up or wall storage. An added benefit is the full width that allows easy loading of motorcycles, golf carts and ATV’s. Integrated rear ramps require pin stops.
Lift Options

Extended Length Lifts

This trailer features a full floor dragster lift that is 23’ in length and incorporates an integrated transition ramp. The longer lift, as the name implies, allows the customer to get a long dragster onto the top level. This particular customer transports two junior dragsters on the lift. 23’ is the maximum length lift offered.
Lift Options

Under Lift Lighting

You can never have too much lighting in a trailer, especially if you choose an interior wall color other than white. We offer the option to mount 18” LED lights underneath the lift. The image to the right shows the 18” LED lights recessed into the bottom of the lift.

This trailer also features “12V Loading/Tie Down LED 11” Lights” as accent lights located just above the carpet line.
Stacker Options

102” Wide Body w/97-1/2” Wide Rear Ramp Door

Depending on what you are planning to transport, you may require a wider rear ramp door than our standard 90” wide opening. If that is the case, we offer our 102” wide body trailer, which is 2” wider overall than our standard trailer and features a 97-1/2” wide rear ramp door opening. When you select this feature, we cannot equip the trailer with stainless steel rear paddle latches, instead we utilize aluminum barlocks or you can upgrade to optional recessed stainless steel latches (pictured to the lower right). In addition, the rear taillights are then located in the rear ramp door. Selecting the 102” wide body requires the customer to sign an Over Width Waiver of Liability Release.

You can also option a 95.5” rear ramp door and maintain the standard trailer width. This option also requires barlocks or recessed stainless steel latches and the lights mounted in the rear ramp door.

This particular customer deleted the back-up lights and optioned 4 additional pairs of taillights.
Stacker Options

Attic Options

With all that extra height, it’s important to take advantage of as much space as possible. Most stackers that we build feature an attic at the front of the trailer (at the rear also in some cases). Access to the attic can vary; you can either use the lift or you can option a built-in ladder (as shown in the image to the right). This particular customer also optioned a transition flap that extends from the attic to the lift allowing him to easily move motorcycles and ATV’s across to the attic. A small partition was built to pin the transition flap to when not being used. You can option to run the lift all the way up to the attic if desired, but you are required to use pin stops on the lift instead of the lever activated dog stops. This requires a little more work to lower the lift, but some customers actually prefer this over the lever. Determining the maximum length of the attic is not too difficult as long as you have some basic understanding of the position of the lift in the trailer. We will address that in detail on the next page.
Stacker Options

Determining Attic Length

In the example of this 24’ stacker, we will determine the maximum attic length available. We have a maximum interior length of 24’ to work with. In most instances the trailer will have a 3’ beavertail, but check each trailer model to make certain. The lift must be located forward of the beavertail, so you will subtract the length of the lift (in this case 14’) and the length of the beavertail from the interior length of the trailer, in this example leaving you with a maximum attic length of 7’. This particular trailer was optioned with a 6’ attic, leaving less than a 1’ gap between the attic and the lift enabling the use of the standard lever activated dog stops. If you bring the attic all the way back to the lift you must use pin stops on the lift. In some examples you can be presented with additional challenges that can effect the allowable length of the attic (ie, wheelbox position), but this is a good formula to use when quoting a trailer. inTech engineers can evaluate each trailer individually and establish the maximum attic length available.
Stacker Attic Capacity

inTech offers two different attic options.

- **Light Duty Attic w/Matching Floor** – 40lbs per square foot (max 2500lbs)

- **Heavy Duty Attic w/Matching Floor** – 55lbs per square foot (max 4000lbs)

Both of these options will come with flooring to match the main level floor of the trailer. The Light Duty Attic is rated at 40lbs per square foot up to a maximum of 2500lbs. The Heavy Duty Attic is rated at 55lbs per square foot up to a maximum of 4000lbs. The Heavy Duty Attic requires an upgrade to 2” X 2” wall studs in order to take advantage of the full rating.
Stacker Options

Side Ramp Door

A popular option on longer stackers is the addition of a side ramp door. This allows the customer to easily pull a golfcart, motorcycle or ATV into the trailer and gives them access without having to unload any other vehicles when they’ve arrived or are stopping for a short time during their trip. The standard side ramp door is 58” wide.
Stacker Options

Side Ramp Door w/Integrated 28” Man Door

inTech also offers a side ramp door with an integrated 28” man door. This way the customer does not need to drop the ramp door to enter the trailer. In some instances the customer may not have the room to drop the ramp door making the man door a great option in cramped or confined areas. This door can also be optioned with the slide-out step.
Stacker Options

Escape Door & Tie Down Doors

Making egress in and out of the trailer or making it easier to strap down your car is important to many customers. This particular trailer features a top hinged escape door and individual tie down doors. The customer simply reaches into the trailer and easily installs tire bonnets and ratchets them securely to the airline track in the floor. No more crawling around on the floor and under your cars! These doors help when strapping down cars on both the lift and main floor levels.
Stacker Options

Other Escape Door Options

We offer numerous escape door options. Pictured to the lower right is our full access escape door. This door has a fully removable interior wheelbox that leaves only the tire height as the tallest clearance point. The picture on the top right shows our popular 7’ X 5’ escape door that handles most car scenarios. We have other size escape doors available as well. Our qualified engineers will determine what the best option is for your specific loading requirements.
Stacker Options

Air-Ride Suspension & Disk Brakes

When you’re looking for the ultimate in ride and braking you might want to consider an air-ride suspension and electric over hydraulic disk brakes. This image shows the assembly upside down on our weld table during the manufacturing process. You can option these two features either individually or together.
Stacker Options

Flat Front / 2’ Wedge / 4’ Wedge

The standard stacker comes with a flat front with polished cast aluminum corners and mirror finish stainless steel top radius and front verticals. We also offer options for 2’ and 4’ wedge fronts, sometimes called a V-nose. When you select one of these two wedge fronts designs you get the mirror finish stainless steel wedge included with the option. Wedge front trailers can provide extra storage, particularly in the attic.
Stacker Options

Cabinets

When it comes to cabinets you can choose from a large selection of available options. All of our cabinets are handcrafted and custom-built, in-house at iTech. In addition to cabinets, we offer custom-built drawers and tool boxes. The cabinets feature anodized aluminum trim for a beautiful and long lasting finish. We have cabinet options to fit flat front trailers and wedge nose configurations. There is a large choice of colors including optional black anodized trim to choose from.
Stacker Options

Cabinets

The trailer on the left features a base cabinet, overhead cabinet, closet and 7 drawer tool box all located on the front wall with a wheelbox cabinet located on the curbside wall. The trailer on the right features an L-base cabinet, overhead cabinet, closet, 7 drawer toolbox with a half closet above. Custom cabinet configurations are our specialty.
Stacker Options

Lighting

There are plenty of lighting options to choose from. The lights can be mounted in the ceiling, walls or under the attic or cabinets. The image to the right shows both LED and fluorescent lights mounted in the cove at a 45 degree angle, this option helps disperse light around and under the lift, especially if the lift features a full floor. The image below shows 12V LED lights mounted under the attic and under the overhead cabinet.
Stacker Engineering

CAD Drawings & 3D MODELS

Because every inTech Trailer is custom-built to your exact specifications, we provide you with detailed CAD prints. Not only do we give you a multi-page two-dimensional print pack, but we also include an interactive 3D model that allows you to spin the trailer around and zoom in and out. You’re able to see every detail of the trailer before we’ve even welded the first aluminum tube!
inTech Trailers was the first towable product to offer a standard transferrable warranty. We don’t warrant you as the owner, we warrant the trailer, regardless of who owns it during the duration of the warranty. This means your trailer will have a greater resale value if you should choose to sell it before the warranty period ends. The new owner can purchase the trailer with confidence knowing that inTech will back the trailer for the remainder of the duration of the warranty…at no cost to the new owner! For full details see your authorized inTech dealer.
Stacker Fame

Travel Channel – Mega RV Countdown

In 2014 Mega RV Countdown selected this incredible inTech Stacker as the #1 spot in their countdown to the best. Chosen as the “Ultimate Stacker” this trailer beat out million dollar custom-built coaches. This was truly an honor and we will continue striving to build the absolute best trailers available!
Customer Service

Factory Tours & Free Factory Pickup

If you have the time, please feel free to come by and visit our manufacturing facility. Just schedule a time to visit us with your authorized inTech dealer and we will be glad to show you around our 94,000 square foot facility.

inTech also offers free factory pickup, so if you want to make a trip of it, you’re always welcome to pickup your finished trailer directly at our factory.
inTech Stackers

We hope this guide has given you a greater understanding of the inTech stacker trailer. Your authorized inTech dealer can provide you with additional information and help you to design the ultimate stacker. We truly appreciate you taking the time to learn more about our products and we hope to earn your business. Thank you!