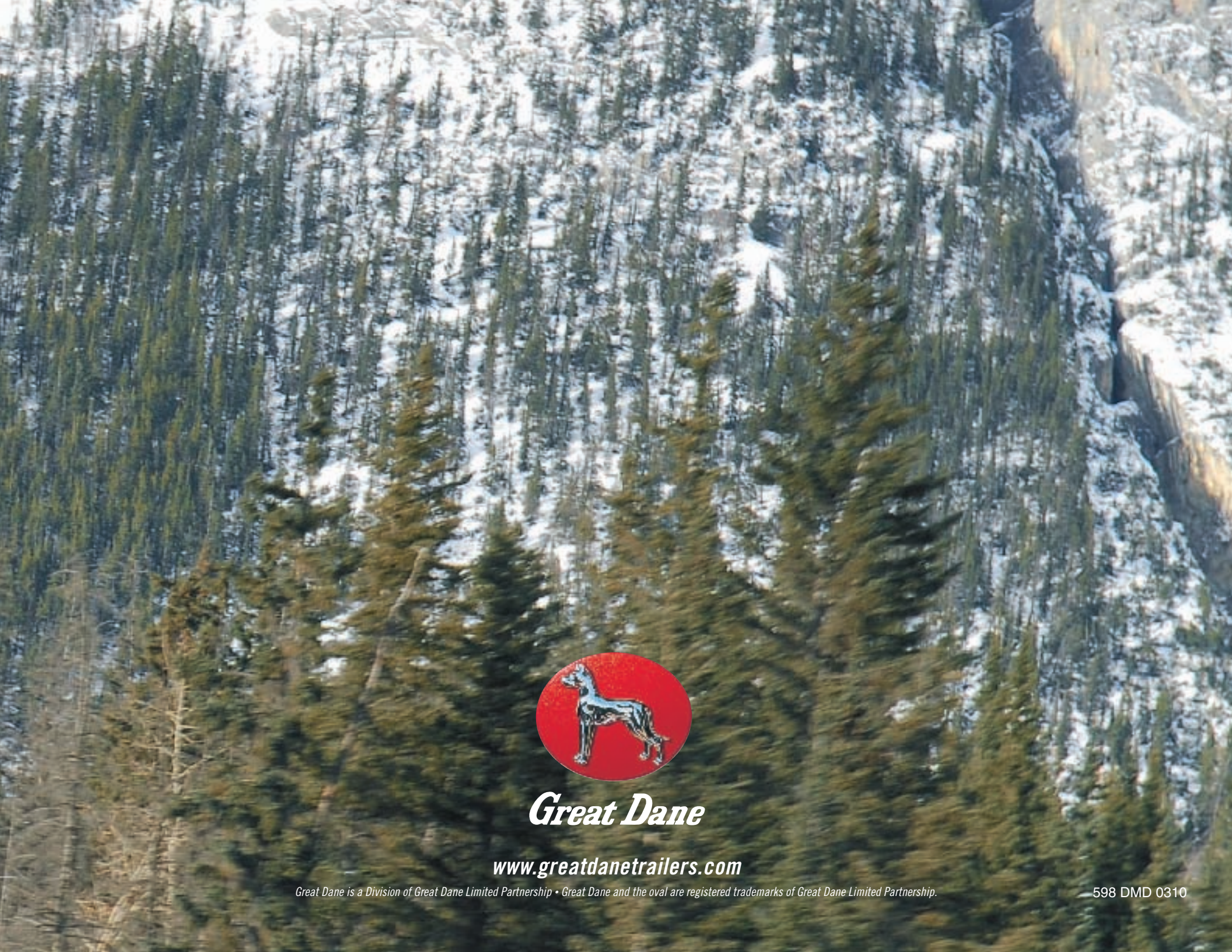


SPECIALTY DRY FREIGHT VAN



Great Dane

CLASSIC FREIGHT VAN



Great Dane

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Timeless Workmanship Driven to Succeed

The mark of enduring excellence, Great Dane's Classic dry freight van is engineered for the road ahead with standard superior quality and heavy-duty productivity. But its versatility puts business in a class by itself as it can be customized to specifically fit the requirements of any number of operations. Available in aluminum and stainless steel, furniture and electronic vans for high-cube hauling applications, and FRP vans, the Classic dry freight van is as innovative as it is timeless.



Meticulous in its workmanship and designed for innovation, the Classic dry freight van can meet the highest of expectations with precision.

Product shown may feature optional equipment. Available options subject to change without notice.



① Front End Construction

- Great Dane Classic vans provide exceptional front end strength and durability. Crucial front end strength is provided by six 2.5" deep hat-section 16-gauge steel posts with flat aluminum front panels riveted to the posts on 2" centers at sheet laps. Optional 10-gauge steel posts are available for heavy-duty operations.
- The uprights are reinforced at the bottom by a 3/16" x 4" internal steel bulkhead, adding extra strength and protecting against forklift damage.
- The .050" aluminum 6" radius corner sheets are protected by 18-gauge galvanized steel inner corner linings for puncture resistance and greater durability. The 6" radius allows for square interior corners at the front for efficient loading.
- A one-piece aluminum top nose rail eliminates excess joints, decreasing the potential for leaks.

② Front Wall Protection

- Air and electrical connections are mounted to the front wall on a stainless steel mounting plate for easy access and reduced maintenance.
- A one-piece extruded aluminum impact plate extends across the bottom front and around the corners to the side rails, eliminating the exposure of steel and the potential for rust.
- A standard 3.50" upper coupler with a .25" full-width approach plate turns upward, forward of the impact plate to help lift and protect the front end during coupling. Combined with a heavy-duty rolled-lip, the front of the upper coupler is protected from fifth wheel impact.
- The upper coupler extends 50" from the front wall, further protecting this vulnerable area from dishing and moisture damage. The floor-to-coupler connection is further strengthened by five screws per board and secured with lock nuts to improve daily wear and tear of this high stress area.



③ Sidewall Strength

- Exterior panels are standard in .050" flat, pre-painted white aluminum and are secured to hat-shaped 16-gauge galvanized steel uprights on 12" centers ahead of the landing gear and 24" centers from the landing gear to the rear of the trailer. Aluminum side sheets are also available with corrugated sides and can be pre-painted with custom colors.
- Side sheets are riveted to uprights on 4" centers. For additional securement, the sheet laps and the front and rear frame connections are riveted on 2" centers.
- Top and bottom rail-to-sheet connections are fully caulked, and a foam sealing tape is used at sheet laps to provide a durable seal against water intrusion.
- Corrugated .021" stainless steel exterior panels are available as an option for increased durability. The inherent resistance to damage and the mirror finish significantly reduce maintenance costs and provide a lasting beauty during the extended life of the trailer.
- An outer top rail splice plate adds strength to the front-to-sidewall top rail connection and provides protection from water intrusion.
- The heaviest and strongest in the industry, the 11" deep extruded aluminum bottom rails are securely fastened with 3/8" diameter hardened aluminum rivets to I-beam crossmembers on 12" centers.
- For added versatility, various side door locations and quantities are available. Side door access with a variety of types of steps and grabhandles are also available.



④ Undercarriage

- The Great Dane Model 70 Landing Gear, braced from both the front and rear for added support, has a lift capacity of 70,000 lbs. The mount spreads the load over five crossmembers, and steel gussets located between the front and rear crossmembers give extra support, stability and strength. Replaceable shock-mounted cushion foot reduces stresses in the mount by 50 percent. The bolt-on bracing feature eliminates the need to reweld crossmembers in repair situations.
- Standard 4" steel I-beam crossmembers are 80,000 psi and 3.25 lb/ft. Installed on 12" centers full length, this design provides unparalleled floor strength.
- The Classic comes standard with a sliding spring suspension on 49" axle centers with a 200" slide rail length. Air-ride suspensions are available as an option.
- To help prevent moisture intrusion into the cargo area, the floor is pre-undercoated on the bottom and sides and caulked at the joints. Crossmembers are pre-coated with wax, including the end clips, as a corrosion preventative. Pre-coating allows for full coverage of both the floor and crossmembers.

⑤ Roof Construction

- The Great Dane Classic's standard roof adds durability and longevity to the roof system. Galvanized steel, anti-sag roof bows on 24" centers are permanently bonded with a premium two-part epoxy to a one-piece .040" aluminum or .075" fiberglass roof sheet.
- The tension-mounted roof sheet is joined to the top rail with an extruded aluminum J-molding. The attachment is closely riveted, bonding a foam sealing tape between the roof sheet and top rail, and is finished with a neoprene sealant to prevent moisture intrusion.



Built to last, the Great Dane Classic dry freight van combines exceptional strength and superior construction for dependable quality.



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① Rear Frame Construction

- The Classic rear frame is the strongest in the industry. The comb-style rear frame is formed of high-strength steel and has corner posts that run full-height for superior stiffness and rack resistance. This design also offers superior hinge and hardware protection.
- The rear header-to-top rail connection is reinforced at the corners by 0.31" steel gussets, which minimize racking and ensure that the frame remains square throughout the life of the trailer. Using a 0.5" wedge design, the Classic maintains a full 110" inside rear frame opening height.
- A 2" header with an integral galvanized drip molding reduces moisture from runoff in the loading area.
- The rear frame is further strengthened by a two-crossmember deep attachment to the bottom rail, which helps distribute the stresses of dock impact. Lower side marker lights and ABS lights are recessed below the bottom rail for added protection.
- The buckplate is a formed tube with a continuously welded 0.38" sill bottom plate. The sill plate along with 0.5" thick steel eyebrows, vertically braced with 0.31" thick steel bars between the lights, provide rear impact and hinge protection.
- A steel light protector box fully encases the backside of lights, protecting wiring and receptacles from road debris as well as ice buildup. The rear sill lights have a separate harness secured within the protector box for protection and ease of replacement.
- Rubber dock bumpers are standard for impact support and door hardware protection.
- As an option, a sturdy roll-up rear door frame is available for loading in a limited space. Pintle hooks, rear walk ramps, lift gate installation preparation, and many other options are also available.

② Rear Impact Guard

- The rear impact guard is designed and tested to conform to all U.S. and Canadian regulations and is available in stainless steel as well as carbon steel, and may be welded in place or bolted on for ease of repair.
- The high-strength tubular steel rear impact guard is an integral part of the rear frame and is secured by eight 0.75" diameter grade 8 bolts. The vertical channels are strongly braced by 5/16" thick high tensile steel reinforcement gussets to the slider rail.
- The horizontal tube has a vertical concave surface that creates a recessed area to protect conspicuity tape from abrasion. It also features a perforated top surface for traction and capped ends that extend above the tube for added safety.

③ Door Construction

- A standard feature, 0.5" composite swing-type rear doors have galvanized steel exterior and interior skins with a resilient polymer core, which eliminates corrosion issues associated with moisture absorption in plywood cores. Composite roll-up rear doors are available as an option.
- Door hardware includes a 6" x 6" anti-theft plate, three lock rod guides per lock rod, as well as top and bottom lock rod keepers for support and ease of door operation.

④ Hinges

- Great Dane's heavy-duty, extruded aluminum hinge design allows the doors to open fully to the sides and to "break away" in the event of severe impact. Five hinges per door are standard.
- Hinges are fastened to the doors by three 3/8" diameter steel step bolts, making hinge replacement effortless. The use of phenolic bushings ensures long-term smooth operation.

⑤ Access Systems

- The rear access system for swing door applications includes an intermediate channel with a perforated top surface, where adequate clearance allows, and a roadside-mounted grabhandle.
- Roll-up rear door access systems include a retractable or fixed step on the curbside, roadside, or both, and either a surface-mounted or recessed grabhandle.

⑥ Electrical

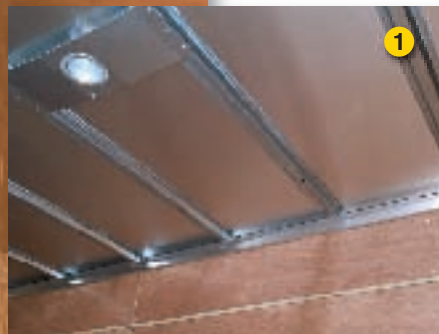
- The Classic's exterior lighting package comes standard with all LED lights, except mid-span turn signal, ABS and license plate lights, to help improve visibility and service life of the lights.
- The industry's best wiring harness, the Long Life Light System is a maintenance-free, fully modular and sealed system that boasts a 10-year warranty. This sealed harness prevents moisture intrusion, making it the best option in the fight against corrosion. It is durable and combines the flexibility of a custom wiring system with the reliability and simplicity of a sealed harness.



CLASSIC FREIGHT VAN INTERIOR FEATURES



Engineered to enhance profitability, the Classic dry freight van's interior can be further optioned to suit a number of hauls.



1 Construction

- The Classic's interior sidewalls are lined with 0.25" exterior grade hard-wood plywood, installed horizontally with wafer-head metal drill screws for a snag-free lining. A retainer between the horizontal pieces further protects cargo from snagging and allows expansion of the plywood. Slotted, A-punched logistic posts on 4" vertical centers are optional.
- The 6" front corner radius provides square interior corners to improve utilization and prevent cargo damage.
- The top rail design creates a square corner in the upper sidewall without protruding into the cargo area, allowing for a full 110" height throughout the interior of the trailer.
- Galvanized steel, anti-slug roof bows on 24" centers provide cargo protection and are permanently bonded with a premium two-part epoxy to a one-piece .040" aluminum or .075" fiberglass roof sheet. Roof bows are double-riveted to the top side rails for increased strength. Optional aluminum bows are available for weight savings.
- Heavy duty 0.31" steel gussets support the top rail-to-rear frame connection, minimizing racking and ensuring that the frame remains square throughout the life of the trailer.

2 Lining Protection

- A 12" high corrugated galvanized, roll-formed steel scuffband is installed as one-piece extending the full length to the front wall. Additional heights are available for added protection.
- Five 0.25" round head screws secure the scuffband to the sidewall at the front and the rear, and three screws are used at every upright.
- Because the side lining extends over the top lip of the scuffband, repairs to either can be made with ease.
- Additional methods of protection for interior walls vary in types and materials, as well as heights.

3 Floor Strength

- A 1.38" laminated hardwood floor is installed with two 5/16" screws per board in an alternating pattern for increased strength.
- The Classic standard floor features a patented zig-zag joint, is pre-undercoated on the bottom and sides, and is available with WAXIN floor protection at the rear 8' of the trailer to further extend the life of the floor.
- A 15" smooth steel threshold plate is standard. Optional threshold plate lengths and diamond-plate surface are available.
- Air and electrical lines are routed through the crossmembers, providing easy access and protection.

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i-VAN INTERIOR FEATURES



The semi-insulated i-Van puts temperature and innovation in control to protect even the most delicate cargo.

1 i-Van Construction

- The i-Van combines the traditional sheet and post construction of a van with the press-panel technology of a reefer. This innovative design creates a modular wall without the need to spray and shave urethane insulation prior to trailer completion, which can cause an opening in the cell structure and weaken the insulation integrity.
- The i-Van incorporates modular insulated side and roof panels onto a standard van floor, which can also be insulated using block foam upon request. Radius corners are insulated to the front corner post, and post cavities that are created as a result of the hat-shaped geometry are insulated to resist heat transfer. Post centers are available in the standard 12"/24" spacing.
- The 6" front corner radius provides square interior corners to improve utilization and prevent cargo damage.
- In place of traditional plywood, the i-Van comes standard with a fiberglass-reinforced plastic lining installed full length to the front wall. Offering an advantage over other semi-insulated vans, this flat, smooth, bright interior lining uses minimal fasteners and significantly reduces maintenance time and costs. Additional thicknesses and lining options are available, including Great Dane's PunctureGuard.

2 Lining Protection

- A 12" high corrugated galvanized, roll-formed steel scuffband is installed as one-piece extending the full length to the front wall. Additional heights are available for added protection.
- Five 1/4" round head screws secure the scuffband to the sidewall at the front and the rear, and three screws are used at every upright.
- Additional methods of protection for interior walls vary in types and materials, as well as heights.

3 Cargo Securement

- Logistic track is attached as an overlaid installation using a mono-bolt fastener through the lining and into each post on 24" centers. Numerous logistic track options are available to facilitate positive control of cargo.

4 Interior Lighting

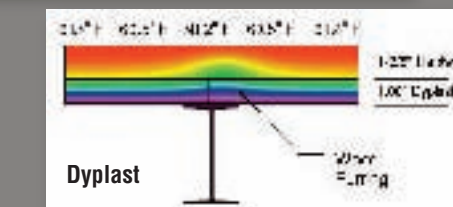
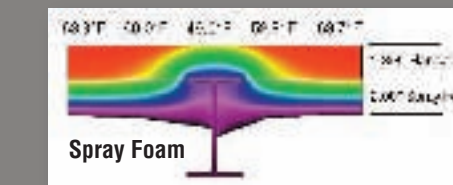
- The Great Dane i-Van offers several interior lighting options for improved visibility, including incandescent, fluorescent and LED dome and spot lamps. Installation options include ceiling and cove placement.
- All interior lamps have return ground wiring, which is routed through a PVC conduit for reduced maintenance and ease of repair.
- Interior lighting functions are streamlined using Great Dane's unique nose-mounted timer switch, which combines functionalities to eliminate the need for a separate pressure switch. When the trailer is in motion, the interior lights are off to allow full power to the ABS system, and lights are turned off electrically from the tractor's stop lamp circuit upon the first brake application, rather than by air pressure when the parking brake is released.



SPECIALTY DRY FREIGHT VAN

6 Spray Foam vs. Dyplast

The illustration below shows heat flux comparisons between 2" of spray foam insulation between crossmembers and 1" dyplast with a 0.60" fiberglass sub floor.



Thermal calculations show the 1" dyplast is more thermally efficient than 2" spray foam. Thermal bleeding is significantly reduced to maintain a more consistent interior temperature. The chance of lost thermal capacity from moisture intrusion is also significantly reduced. This insulation is protected from road elements by a fiberglass sub-floor, which prevents deterioration from projected road fragments and debris.

5 Floor Strength

- A 1.38" laminated hardwood floor is installed with two 5/16" screws per board in an alternating pattern for increased strength.
- The i-Van standard floor features a patented zig-zag joint, is pre-undercoated on the bottom and sides, and is available with WAXIN floor protection at the rear 8' of the trailer to further extend the life of the floor.
- A 15" smooth steel threshold plate is standard. Optional threshold plate lengths and diamond-plate surface are available.
- Insulated floors are optional with a 4.25" upper coupler and hardwood flooring, but are limited to 1" insulation thickness. This insulation replaces the traditional option for spray foam between crossmembers.
- Air and electrical lines are routed through the crossmembers, providing easy access and protection.

Deep-Drop Furniture Vans

Great Dane furniture vans offer the most cubic capacity for hauling needs. Standard designs offer variable drop depths of up to 30" with a variety of tire and leaf-spring or air-spring suspension options. Variable drop locations are available for different tractors. Double-deck logistic posts and/or cargo tracks provide optimal cargo restraint and placement. Multiple side door locations and widths are available.



Shallow-Drop Electronic Vans

Great Dane electronic vans are designed to meet specific high-cube hauling needs. With features and options especially designed for high-capacity applications, electronic vans offer 2" increment drop depths up to 16" and have variable drop location options. The interior deck behind the drop is flat allowing for easy loading. Smaller tires are used to achieve the larger amount of drop. Multiple side door locations and widths are available.



FRP Vans

Great Dane's FRP vans are designed to provide many years of profitable and trouble-free service. FRP trailers are built with fiberglass reinforced plywood side panels and do not require vertical side posts. Featuring smooth, seamless interior and exterior panels, FRP's are easy to repair. With inside widths of 100", the FRP is available as a straight frame or a shallow-drop frame.



With several package options available, the Great Dane Classic dry freight van's durability and value can be further enhanced.

Total Protection Package

Great Dane's complete package of comprehensive corrosion prevention solutions includes CorroGuard, Great Dane's exclusive superior trailer undercoating. CorroGuard was developed specifically for trailer underbody protection from rock and stone impingement, and chemical resistance to current de-icing chemicals and road hazards.



PunctureGuard

Designed to protect a trailer's interior walls from everyday abuses, Great Dane's exclusive PunctureGuard scuffbands and wall liners are incredibly thin, yet extremely puncture-resistant. PunctureGuard provides the extra protection that will extend the life of a trailer, load after load, year after year.



EPA SmartWay

Customers committed to measuring and improving the efficiency of their freight operations can adopt a range of trailer systems and components that can help to significantly lower emissions and reduce fuel consumption using aerodynamic technologies approved by the U.S. Environmental Protection Agency's SmartWay Transport Partnership.

