

Great Dane

P-SERIES
DRY FREIGHT VANS



P - S E R I E S D R Y F R E I G H T V A N S

**THE END RESULT OF ONE OF THE MOST COMPREHENSIVE
ENGINEERING AND MANUFACTURING PROJECTS IN
GREAT DANE'S HISTORY, THE P-SERIES INCORPORATES
FEATURES AND OPTIONS THAT WILL SAVE YOU MONEY
NOW AND FOR AS LONG AS YOU OWN THEM.**

MODEL P-SERIES

TOP RAIL
Heavy-duty aluminum

SIDES
Pre-painted white, .050" aluminum side sheets with 1.1" deep galvanized uprights

RIVETS
Two-inch rivet centers at sheet laps

REAR HEADER LIGHTS
.50" thick carbon steel protector bars

BOTTOM RAIL
Heavy-duty aluminum

WHEELS
Hub-piloted wheels

LIGHT PROTECTION
Lights are fully recessed to prevent damage

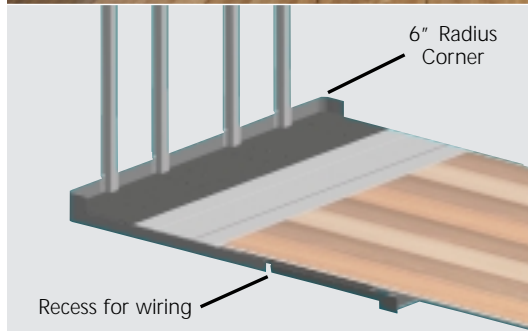
P-SERIES DRY FREIGHT VAN

The Great Dane P-Series Dry Freight Van is the leader, proven to have substantial added resale value year after year. Lower maintenance cost and the finest in customer service equals increased productivity. All of which adds up to a better return on your equipment investment.



THE INTERIOR SIDEWALLS ARE LINED WITH .25" EXTERIOR GRADE PLYWOOD, INSTALLED HORIZONTALLY WITH WAFER-HEAD METAL DRILL SCREWS FOR A SNAG-FREE LINING.

Slotted, A-punched logistic posts are optional. The lower plywood across the front is .50" thick for extra protection.



FRONT END CONSTRUCTION

The .050" aluminum outside corner sheets with a six-inch radius allow for square interior corners. Four 2.5" deep, hat section uprights and .050" flat aluminum sheets form a superior front. Air and electrical lines are routed above the crossmembers in a recess of the bottom rail, providing easy access and protection. By eliminating the floor channel used on competitors trailers, costly repairs are prevented.

SCUFFBANDS

High-strength corrugated galvanized steel scuff liner is standard. A standard 10" galvanized, roll-formed steel scuffband is installed as one piece running the full length of the trailer. Other materials such as laminated hardwood, extruded aluminum or a space-age composite are available as options. Great Dane's scuffbands are available in a variety of heights and can also be installed across the front wall.

FLOORING

Floorboards of 1 3/8" laminated hardwood are pre-undercoated and designed with a crusher bead joint to ensure a uniform and secure seal between the floorboards. Wax-coated I-beam crossmembers are 3.45 lbs per foot, the strongest standard crossmembers in the industry.

ROOF BOWS

Galvanized steel, anti-snag roof bows are on 24" centers and are permanently bonded to a one-piece .040" aluminum or .075" fiberglass roof sheet.

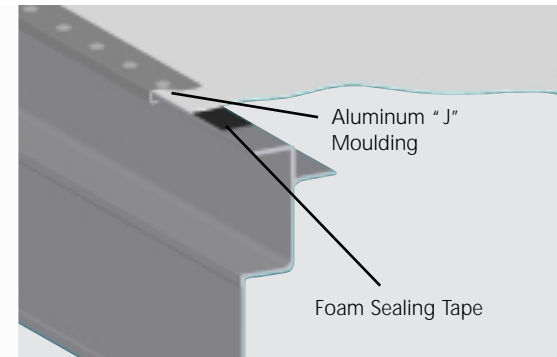
AN EXTRUDED ALUMINUM IMPACT PLATE EXTENDS ACROSS THE BOTTOM FRONT AND AROUND THE CORNERS TO THE SIDE RAILS.

Combined with a heavy-duty tapered nose angle, the front of the upper coupler is protected from fifth wheel impact. The use of aluminum in this area eliminates the potential for rust.

Air and electrical connections are mounted externally on a stainless steel mounting plate.

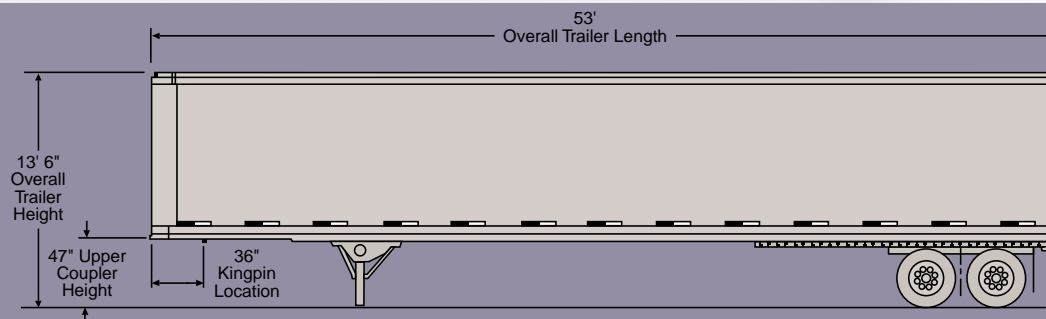
A one-piece aluminum top header eliminates excess joints decreasing the potential for leaks.

A sealed wiring harness system is standard.



ENHANCED ROOFING SYSTEM

Roof bows are permanently bonded to a one-piece .040" aluminum or .075" fiberglass roof sheet. The roof is stretched front to back, and closely riveted with a foam sealing tape between the roof sheet and top rail. Both are secured by an aluminum "J" molding. Then a liberal coating of neoprene sealant is applied and evenly coats the rivet heads.





REAR IMPACT GUARD

THE REAR IMPACT HORIZONTAL GUARD IS MADE OF TUBULAR STEEL AND MEETS ALL FEDERAL REQUIREMENTS.

A recessed area for conspicuity tape application protects the tape from abrasion. The stop, tail and turn lights are shock mounted and recessed. A .50" steel flat bar provides protection around and between the lights. The backside of the lights are enclosed in and protected by the tubular buckplate.

One galvanized steel lock rod per door is standard. As an option, a sturdy roll-up rear door frame is available for unloading in limited space



REAR HEADER LIGHTS

Rear header light protector bars of .50" thick carbon steel are standard.



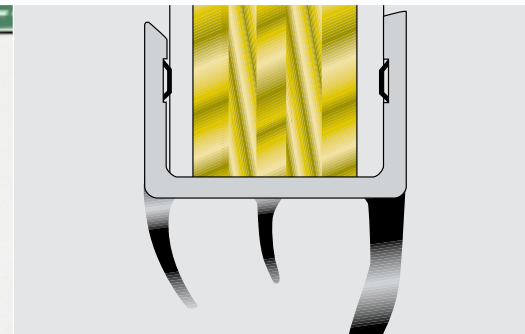
WELDED BUCKPLATE

The buckplate is a formed tube with a continuously welded 3/8" sill plate. The 3/8" sill plate and 1" thick, vertical steel protector guards provide rear impact and hinge protection. A 3" beveled end plate caps the floor to prevent water entrance into the floor. Threshold plates are available as an option.



HINGES

Heavy-duty, extruded aluminum hinges are completely recessed and fully protected within the thickness of the heavy-duty corner posts. The hinge design allows the doors to open fully to the sides and to "break away" in the event of severe impact, preventing structural damage to the door. Four hinges per door are standard.



PLYMETAL DOORS

Great Dane's Tri-Seal gasket, with three functional seal surfaces, maximizes protection against moisture intrusion. The two auxiliary inner gasket surfaces seal out moisture, even if the outer gasket is damaged. The perimeter molding (PVC) is integral with the gasket and is bonded to the door perimeter with an adhesive.

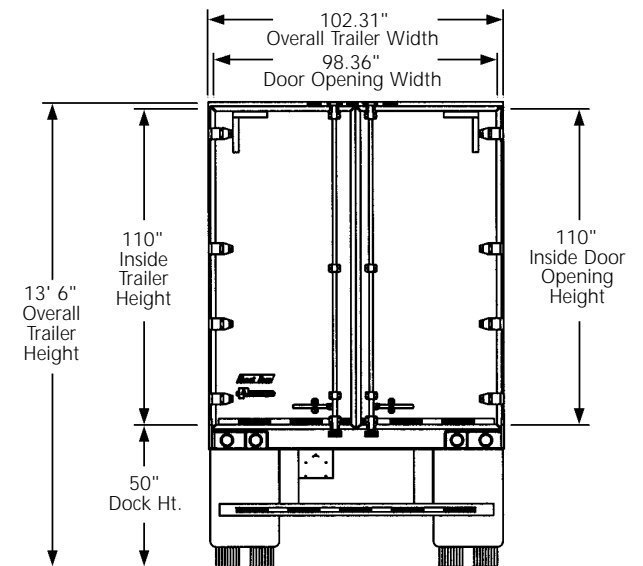
STURDY REAR FRAME

THE REAR FRAME IS MADE OF HIGH-STRENGTH, TUBULAR STEEL. THE SHALLOW REAR HEADER IS REINFORCED AT THE CORNERS BY MASSIVE .25" STEEL GUSSETS, BOTH TOP AND SIDE, WHICH MINIMIZE RACKING AND ENSURE THAT THE FRAME REMAINS SQUARE THROUGHOUT THE LIFE OF THE TRAILER.



GALVANEAL STEEL GUTTERS

A full-width galvaneal steel gutter diverts water to the sides and further reinforces the shallow rear header. An extruded aluminum edge cap seals the perimeter of the roof for added protection against damage and leaks.



SECURA-CAM

An additional anti-theft feature, the Secura-Cam allows the lock rod to be secured with a padlock directly to the lower keeper. Secura-Cam is standard on the curbside door.





LANDING GEAR

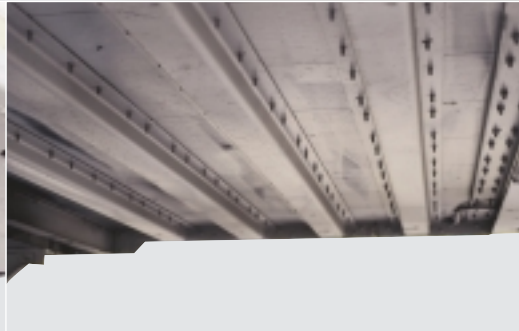
GREAT DANE'S MODEL 60 LANDING GEAR FEATURES HEAVY-DUTY "K" BRACING WHICH PROVIDES SUPERIOR LEG SUPPORT.

Shock-mounted sand shoes, with replaceable pads, reduce vertical forces in the crossmembers and bottom rails up to 50%. The bolt-on bracing eliminates the need to reweld crossmembers in repair situations.



KINGPIN/UPPER COUPLER

Upper coupler assembly is A.A.R. certified.



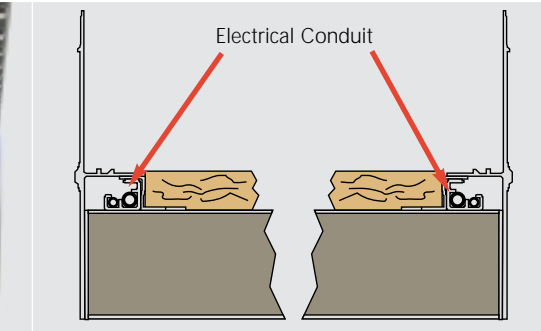
CROSSMEMBERS

Steel hat-section crossmembers installed between the upper coupler and landing gear provide an anti-sag transition area behind the king pin. Lock nuts secure the bolts through the floor to the upper coupler connection.



SUSPENSION

Great Dane is standard on a ten-stud, hub-piloted wheel end system. Various airride suspensions are available as an option.



LONG-LIFE LIGHT SYSTEM

The Long-Life Light System is available as an option on all P-Series Dry Freight Vans. Great Dane's wiring harness is unique, eliminating excess wiring and simplifying maintenance and the addition of lights without splicing. The wiring harness is routed above the crossmembers in a recess of the bottom rail.

MODEL P-101

TOP CORNER PROTECTION
Durable aluminum casting shields the top front corners

RECESSED LIGHTS
Flat surface of the casting allows for recessed mounting of the front top lamp

SIDES
Pre-painted white, .050" aluminum side sheets with .50" deep galvanized uprights

LUBRICATION
Semi-fluid grease

BOTTOM RAIL
Heavy-duty aluminum

LANDING GEAR
GD60 featuring heavy-duty K-bracing

FRONT END
A.A.R. certified upper coupler assembly

P-101 DRY FREIGHT VAN

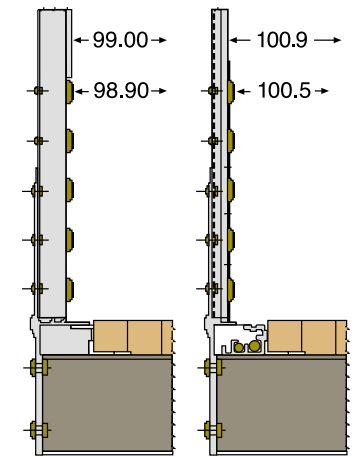
With an impressive 101" nominal interior width, Great Dane's P-101 Dry Freight Van provides more cubic capacity without sacrificing strength. With the P-101, Great Dane is continuing to offer many of the same features found in its best-selling P-Series freight van, but with 80 cubic feet more cargo space. The P-101 dry freight van maintains a comparable cubic payload as that of composite wall trailers with added economy and ease of repair.





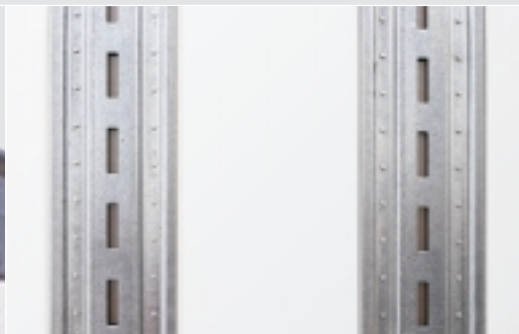
GREATER INSIDE WIDTH THE P-101 HAS ALL THE INTERIOR CAPACITY OF COMPOSITE WALL TRAILERS.

Increasing the nominal inside width from 99" found in the P-Series freight van to 101" means the cubic capacity increases by 80 cubic feet. Two 48" wide pallets fit comfortably abreast inside the trailer with less chance of interior damage during freight loading. As with all logistic post vans, the scuff-band is overlaid and will protrude into the interior width of the trailer.



FRONT CORNER CONSTRUCTION

The front corner is constructed with a 3" radius to allow for a square interior with the thinner sidewalls. The square interior corners prevent cargo damage that commonly occurs when corners are beveled or rounded. The corners are .050" thick aluminum for exceptional strength and protection against damage. Mirror finish stainless steel front and corner panels are available.



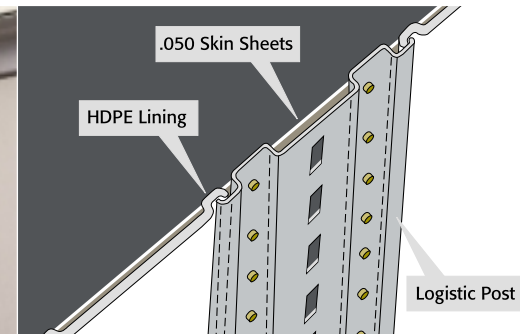
LOGISTIC POSTS

Slotted A-punched logistic posts are located on 12" centers from the landing gear forward and 16" centers to the rear. The posts are roll-formed from heavy, 14-gauge galvanized steel with 80,000 psi yield strength. The snag-resistant posts can be specified on 12" centers full length for severe applications. Side sheets are .050" thick. The P-101 allows cargo shoring on 12" or 16" increments instead of 48" centers commonly used on composite wall trailers.



EASE OF REPAIR

Sidewall repairs require no special tooling or procedures as compared to other sheet and post vans. Furthermore, replacement does not require additional personnel. The recessed sidewall rivets are exposed on the interior allowing for the replacement of side sheets without having to remove the interior plastic lining. Additionally, replaced components can be sold for scrap and recycled.



INTERIOR LINING

The white-colored, heavy-duty plastic lining visibly brightens the interior. The lining is full height and is secured to the logistic posts without fasteners using Great Dane's unique "hook" design. This plastic lining replaces the use of plywood, is resilient and provides superior puncture resistance. With this great ability to withstand impact, the need for lining replacement is greatly diminished if not eliminated, making it a better initial investment than plywood.

P - S E R I E S
D R Y F R E I G H T V A N S