

Great Dane

SUPER LT REEFER



S U P E R L T R E E F E R

**NOBODY MAKES TRAILERS QUITE LIKE GREAT DANE.
WE PROUDLY INTRODUCE THE NEWEST TRAILER IN
OUR LINE OF FINE REEFERS. FEATURING POPULAR
OPTIONS, WE HAVE MADE THIS NEW TRAILER LIGHT
WEIGHT WITHOUT SACRIFICING THE TRADITIONAL
STRENGTH AND DURABILITY OF A GREAT DANE.
IT'S EVERYTHING YOU'VE ASKED FOR IN A TRAILER
AND A WHOLE LOT MORE.**

GREAT DANE SUPER LT REEFER

SIDES
0.040" corrugated
aluminum side sheets.

TOP RAIL
Extruded aluminum top rail is
engineered for superior strength.

ROOF
0.040" one-piece aluminum roof sheet with
submerged roof bows on 32" centers.

REAR FRAME
Non-comb design reduces weight
while maintaining strength.

HINGES
Aluminum hinges are designed to
"break away" preventing structural
damage to the trailer in the event
of severe impact.

VENTS
PVC framing seals out moisture.

SUPPORT GEAR
GD60 Fast Gear with
cushion-foot sand shoe.

BOTTOM RAIL
Extra-deep, high-strength
extruded aluminum.



SUPER LT

The demand for lighter weight, longer life trailers became the driving force in the development of the Super LT. Great Dane has combined one of its most popular specs with a select number of options resulting in a trailer that will meet these demands at a competitive price, making the Super LT the product of choice for the long-haul truckload carrier.





FRONT END STRENGTH

SIX-INCH RADIUS CORNERS OF .035" STAINLESS STEEL JOIN THE SIDES TO THE FRONT, ADDING PUNCTURE RESISTANCE AND AN ATTRACTIVE APPEARANCE.

Four 2" deep extruded aluminum Z-post uprights provide a rigid frame work for the front sheets. Front panels of .035" aluminum are riveted to the uprights on 2" centers for maximum strength and service.

As standard, air and electrical connections are off-set to the road side for driver convenience. Other locations are available.



IMPACT PLATE

The lower area is further protected by an 8" deep extruded aluminum impact plate that reaches across the front and wraps around the corners to meet the bottom rail on both sides. This aluminum extrusion cannot rust, never needs paint and protects this vulnerable area.

ALUMINUM COOLING UNIT FRAME

Refrigeration unit bracing is fabricated of a strong 4.625" wide by 2.75" deep extruded aluminum J-channel. The use of heavy-duty extruded aluminum in the place of traditional steel frames saves 50 pounds of weight. Additionally, the aluminum frame will never be subject to corrosion or to bleeding rust streaks that can appear around front wall rivets.

UPPER COUPLER

The upper coupler is standard in a tapered design with a .25" main beam plate. The 50,000 psi steel approach plate turns upward, forward of the impact plate, to help lift and protect the front end during coupling. Stainless steel lock bolts are used to securely fasten the impact plate and the bottom rails to the upper coupler.

CROSSMEMBERS

Crossmembers in the bay area, located between the landing gear and the running gear, are 5" deep, high-strength, extruded aluminum I-beams. This extra inch of height contributes to a higher live-axle floor rating and provides a stiffer and stronger crossmember without increasing weight. Four-inch steel, I-beam crossmembers are used over the support gear bracing and over the running gear. Four-inch aluminum crossmembers are used from the landing gear bracing forward. All crossmembers are on 12" centers as standard for increased strength and longer life.

SUPPORT GEAR

THE GREAT DANE MODEL 60 SUPPORT GEAR HAS A LIFT CAPACITY OF 60,000 LBS.

The mount spreads the load over five crossmembers. Each leg is strongly braced to withstand the stresses of coupling and uncoupling a loaded trailer.

Support gear mounts are recessed from the side rails to protect against damage.

Shock-mounted sand shoes are standard and reduce stresses transferred to the crossmembers by 50% over conventional-type sand shoes. If required, these rubber pads may be replaced easily, without replacing the entire sand shoe.

VENTS

The Super LT comes standard with a front and rear flat vent. The swing-style front vent is located on the upper roadside of the trailer. The rear vent is also a swing-type and hinged on the side. It is located on the lower roadside of the trailer. These vents are formed of expanded vinyl. The vinyl cleans easily and forms a perfect fit. Their double seal prevents costly leaks.



VENT ACCESS

As a standard, a vent access system is provided with all front corner vents. This consists of two steps and a vertical grab handle centered to properly position oneself for adequate balance.



VENT HARDWARE

All hardware is stainless steel with stainless steel fasteners. The locking handle has two nylon contacts to provide smooth, but positive operation.



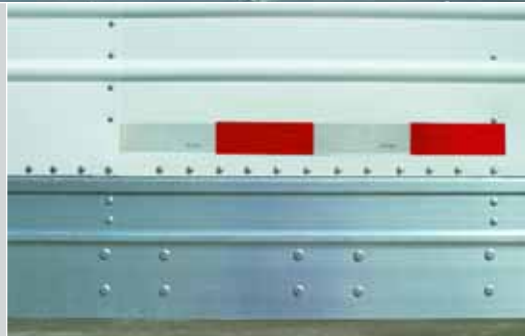
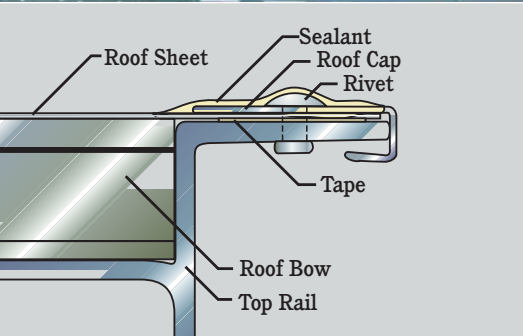


SIDE WALL STRENGTH

SIDE POSTS ARE 1.13" J-SECTIONS OF EXTRUDED ALUMINUM.

As standard, posts are located on 12" centers from the front to the rear of the landing gear bracing, and on 24" centers to the rear of the frame. Corrosion packages for side posts are available as an option.

Side sheets are .040" pre-painted aluminum riveted to uprights on 2" centers at sheet laps. Side sheet corrugations are closed at both front and rear to eliminate moisture intrusion into the foam cavity. Heavy-duty rivets are used in all high stress joints.



ROOF SHEET PROTECTION

A one-piece aluminum roof sheet is standard. The top rail roof flange is recessed from the trailer side to prevent snags and abrasions. A double-face, sealing tape is applied between the top rail flange and the roof sheet. An extruded aluminum roof cap covers the joint. Rivets on 2" centers securely compress the roof cap, roof sheet and the top rail joint. Finally, a liberal coating of neoprene is applied over the rivet heads to further ensure a watertight seal. No other roof system provides this degree of protection.

BOTTOM RAILS

The extra-deep bottom rail is stiffer and stronger than our nearest competitors. Additionally, all crossmembers are attached to the bottom rail with 3/8" diameter rivets, representing a 44% increase in shear strength of the attachment.



SUSPENSION

Great Dane is standard on a ten-stud hub-piloted wheel end system and a tandem axle, air-ride suspension. Air-ride suspensions protect sensitive loads and add life to certain vehicle componentry while improving the ride.

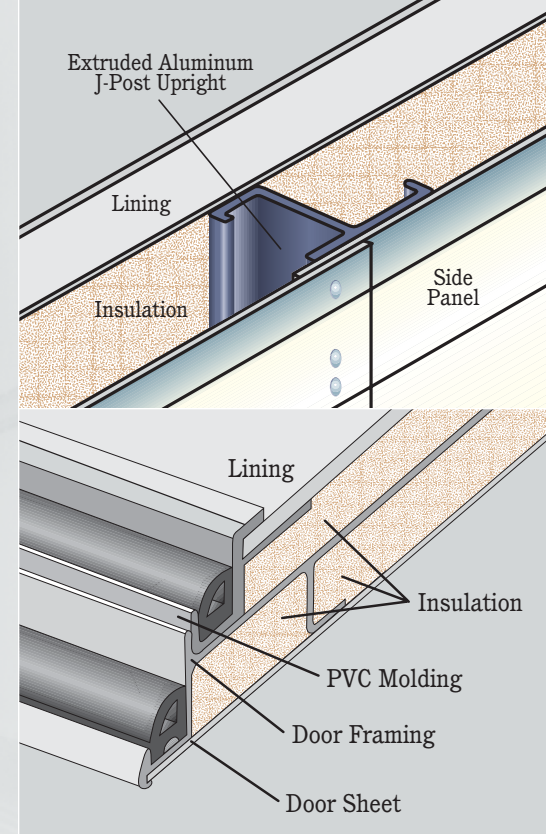


WHEELS

The Super LT comes standard with Accuride styled steel disc wheels. These wheels are powder top-coated, highly corrosion-resistant and have the look of aluminum wheels with the cost of a steel wheel.

REEFER INTERIORS

SEAMLESS COMPOSITE LINERS SEAL
MOISTURE OUT OF THE INSULATION
AND ASSURE A CLEAN ENVIRONMENT
FOR CARGO.



INSULATION

Great Dane reefers have no metal-to-metal contact from the interior to the exterior of the floor, wall and ceiling. Floors are injected with frothed-in-place urethane on either side of a center dam between each set of floor sills. These two "shots" fill the floor cavities and the foam turns up the walls. Additional injections from the top are measured so the rising foam hits a covering of polyethylene and turns inward between roof bows. Lastly, the roof cavity is injected near the center to complete the foaming.

GREAT DANE'S UNIQUE ENGINEERING PROCESSES
AND INNOVATIVE EQUIPMENT PRODUCE UNPARALLELED
FOAMING TECHNIQUES THAT GENERATE THE BEST
INSULATED REEFER TRAILERS IN THE INDUSTRY.





REAR FRAME

REAR FRAMES ARE FABRICATED OF RUST-PROOF, SATIN-FINISH STAINLESS STEEL FOR MAXIMUM STRENGTH AND MINIMUM MAINTENANCE.

Satin-finish stainless steel provides a surface that remains cosmetically pleasing through a lifetime of between-load washings and can be buffed to its original appearance if scratched or marred.



LIGHT PROTECTION

Stop, tail and turn lights are completely recessed and protected from external damage. A light protector box fully encases the backside protecting wiring and receptacles from road debris as well as ice buildup. Rubber dock bumpers are standard.



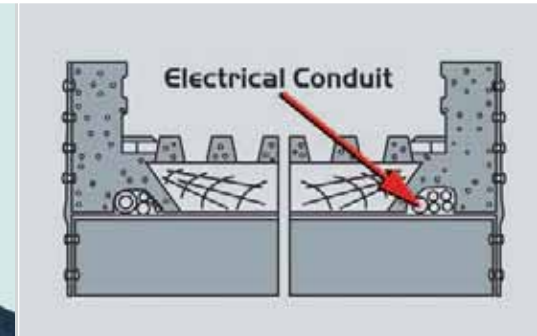
UNDERRIDE PROTECTION

A sturdy, back-braced rear impact guard is standard. It is painted with a dual coat system consisting of an epoxy primer and a urethane top coat, which closely matches the stainless steel rear frame in color. Conspicuity tape on the horizontal member is recessed to prevent abrasion. Slip-resistant material on the top of the horizontal member is designed to increase foothold traction.



WEDGE

Great Dane offers up to 3" of wedge in the Super LT to allow for more inside height at the rear of the trailer.



EXTRA PROTECTION

Air and electrical lines are installed in an aluminum conduit placed above the crossmembers. This design allows for easier replacement of damaged crossmembers without interfering with the supply lines and will also provide better protection against road debris.

DOOR CONSTRUCTION

ALL ALUMINUM DOORS ARE DOUBLE COMPRESSION SEALED.

The extruded aluminum perimeter has an integral thermal barrier. Providing an exceptionally tight seal, these double compression sealed doors also prevent gaskets from freezing to the rear frame.

HINGES

Rust-free extruded aluminum hinges are fastened to the rear doors by three .375" stainless steel bolts making hinge replacement effortless. Phenolic bushings are inserted into the extruded aluminum hinge pin-hole to ensure smooth-swinging, wear-free door usage for years down the road.



CENTER CAM LOCK

A cam grip attached to a lock rod grips a special flange on the opposite door. This unites the door seals and provides a three-point rear door locking mechanism.



LOCK RODS

One lock rod per door is standard.



OPTIONAL .035" STAINLESS STEEL COVER SHEETS FOR REAR DOORS AND VENTS PROVIDE EXCEPTIONAL APPEARANCE AND PROTECTION FROM ROAD SALT SPRAY.





FLOORING

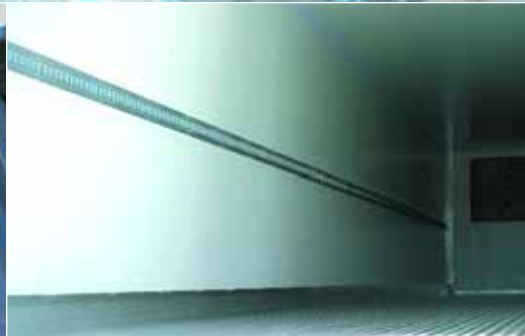
STANDARD FLOORING IS A 1.38" DEEP, NON-RIDGED, EXTRUDED ALUMINUM DUCT FLOOR FULLY WELDED TO SEAL OUT ALL MOISTURE.

A full width floor sill over each crossmember is standard. Apitong hardwood is used as floor sills the full length of the trailer to provide extra support for the floor. The floor is flush with the threshold to prevent fork trucks from ramming the rear of the ducts. A wide variety of extruded aluminum floors are available in standard and heavy-duty ratings, as well as standard and slip-resistant surfaces.



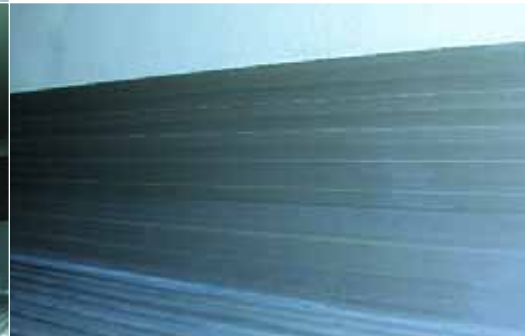
REAR FLOOR GUTTER

A full-width rear gutter with the rear edge flush with the top of the duct floor is standard.



INTERIOR LINING

Interior sidewalls are lined with a one-piece, high-glass content fiberglass liner. One-piece ceiling liners provide maximum resistance against moisture intrusion. The completely flat side lining fits securely into a slot at the top of the standard 10" integral scuffband of extruded aluminum, but is easily removed if repairs are ever necessary.



SCUFFBANDS

A 10" extruded aluminum integral scuffband, recessed in the side wall is standard. Additional scuff band heights of 16" and 22" are available as an option.



LOGISTICS TRACK

Numerous logistic track options are available to facilitate positive control of cargo.

SUPER LT REEFER

Standard specifications and available options are subject to change without notice



Great Dane

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