SUPERSEAL XLT REEFERS

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GREAT DANE'S SUPERSEAL XLT REEFERS ARE RENOWNED FOR THEIR EXCEPTIONAL LIGHT WEIGHT, EXTREME STRUCTURAL INTEGRITY AND CONSISTENTLY HIGH RESALE VALUE – AND THEY'RE BACKED BY THE BEST WARRANTY IN THE INDUSTRY.

REAR FRAME
Satin-finish, high-yield stainless steel. Greater strength, better corrosion resistance.

ROOF
Patented roof indentations provide additional stiffness and reduce the potential for delamination.

INSULATION
Injected urethane foam. Thickness to meet insulating requirements.

SIDES
Pre-painted white aluminum panels. Upright spacing to meet individual requirements.

FRONT CORNER
Extruded aluminum corner, full height, for high strength and low maintenance.

REAR DOORS
Combination aluminum and internal PVC frame equipped with triple seals provide increased thermal performance and ease of repair. All doors are completely sealed to prevent water intrusion and replacement doors are completely interchangeable.

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.

FRONT IMPACT PLATE
Extruded aluminum protects lower front and will never rust.

LIGHT PROTECTION
Lights are fully recessed to prevent damage.

LANDING GEAR
GD60 with cushion-foot sand shoe.

BUCKPLATE
Heavy-duty 7 gauge satin finish Stainless Steel.

STANDARD QUALITY FEATURES

SuperSeal Reefers are manufactured in Great Dane's plant in Wayne, Nebraska. Leading-edge technology in urethane foam insulation produces a void-free structure of uniform density providing excellent thermal efficiency. Modular construction provides economies in repairs when required. SuperSeal Reefers offer a long list of options for a wide variety of applications, and are available in various lengths up to a maximum or 54' at both 96" and 102" widths.

SUPER SEAL XLT

INTERIOR SIDEWALLS ARE LINED WITH A ONE-PIECE, HIGH-GLASS CONTENT .060" FIBERGLASS LINER.

One-piece ceiling liners of .060" fiberglass are also of rivetless design providing maximum resistance against moisture intrusion. The totally 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.

FRONT END

Refrigeration unit bracing is fabricated of strong 4.625" wide by 2.75" deep extruded aluminum "J-channel." Additional 1.625" aluminum zee uprights provide a rigid front end. Prepainted white 6" radius corners of .098" extruded aluminum are extremely puncture resistant. Front panels of .040" aluminum are riveted to the uprights on 2" centers for maximum strength and service.

CORNER PROTECTION

An aluminum top corner casting protects and completely seals the joint of the roof, side and front modular components.

SIDES

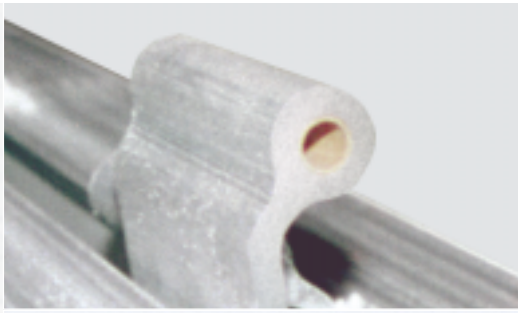
Side posts are either 1.125" J or 1.625" Z sections of extruded aluminum. As standard, posts are located on 12" centers from the front to the rear of the landing gear bracing, and on 24" centers to the rear frame. Side sheets are .040" prepainted aluminum riveted to uprights on 2" centers at sheet laps. 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.

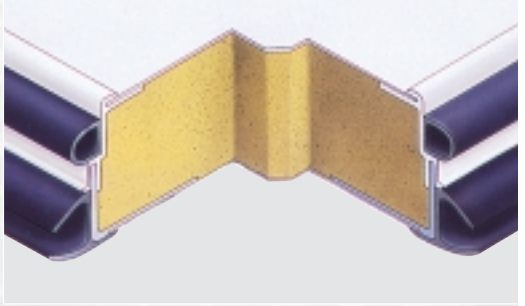
LIGHT PROTECTION

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.

SUPERSEAL REAR FRAMES ARE FABRICATED OF .1875" SATIN-FINISH STAINLESS STEEL FOR MAXIMUM STRENGTH AND MINIMUM MAINTENANCE. ALL LIGHTS ARE RECESSED AND FULLY PROTECTED.

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





DOOR CONSTRUCTION

SuperSeal all aluminum doors are triple-sealed. The extruded aluminum perimeter has an integral thermal barrier. Providing an exceptionally tight seal, these triple-seal doors also prevent gaskets from freezing to the rear frame, as a special PVC thermal brake extends around the perimeter of the rear frame.

HINGES

Totally rust-free extruded aluminum hinges are fastened to the rear doors by four .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.

SUPERSEAL XLT FEATURES

STAINLESS REAR DOORS

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

This material is available in smooth and .030" diamond finishes.

EXTRA PROTECTION

A .125" heavy-duty aluminum plate adds additional protection for the PVC thermal barrier and liner connection from exiting fork trucks.

UNDERRIDE PROTECTION

A sturdy, backbraced rear impact guard is standard. It is painted with Imron metallic paint to closely match the stainless steel rear frame.

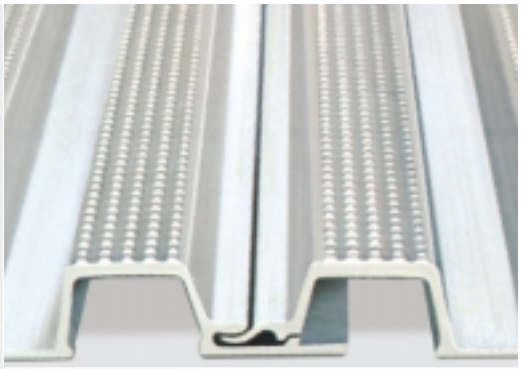
REINFORCEMENT

To create the strongest rear frame/bottom rail connection an over-sized, special-shaped shear plate is welded to the last two crossmembers in lieu of end clips. This provides solid back-up for the 13" stainless steel reinforcing gusset. Twelve .375" stainless steel lock-bolts fasten the bottom rail, stainless gusset and steel shear plate adding substantial strength to this high stress area.

FRONT IMPACT PLATE

An extra-strong, extruded aluminum front impact plate wraps around the front of the trailer. Durable stainless steel Huck rivets connect the front impact plate and bottom rails to the upper coupler. The front impact plate protects the bottom of the front and radius corners from damage caused by tractor fifth-wheel and other sources. As standard, air and electrical connections are off-set to the road side for driver convenience. Other locations are available.

STANDARD FLOORING IS A 1.375" DEEP, EXTRUDED ALUMINUM DUCT FLOOR FULLY WELDED TO SEAL OUT ALL MOISTURE. A FULL WIDTH FLOOR SILL OVER EACH CROSSMEMBER IS STANDARD.

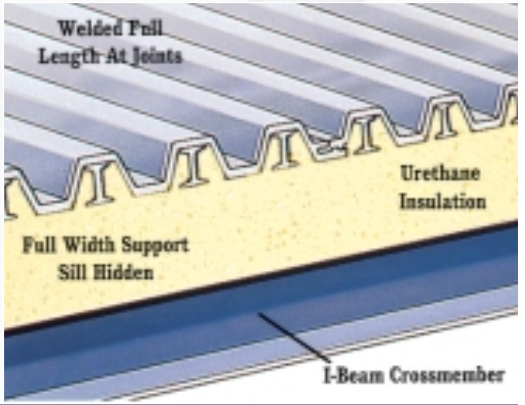


REEFER FLOOR OPTIONS

Safety grip floor surfaces provide better footing improving user safety. A practical combination of ducts and T's provide increased floor-air-flow while maintaining strength for fork truck operation. The heavy-duty Safety Grip duct floors offer a rating greater than the standard duct floors. One inch solid aluminum plugs seal and protect the end of each duct and provide solid resistance to a fork truck's first impact.

FLOOR STRENGTH

Standard flooring is a 1.375" deep, 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 over the rear four feet of crossmembers to provide extra support for the floor. Extruded aluminum I-beam inserts extend 44" into the ducts at the rear where fork truck tires first encounter the trailer floor. This further prevents floor damage from fork trucks of dock plates by distributing stresses over several crossmembers. Other I-beam inserts lengths are available. Heavy-duty floors have an increase in capacity over standard floors. The floor is flush with the threshold to prevent fork trucks from ramming the rear of ducts. External moisture is sealed out by a one piece .060" fiberglass sub floor. Great Dane offers a wide range of reefer floor options.

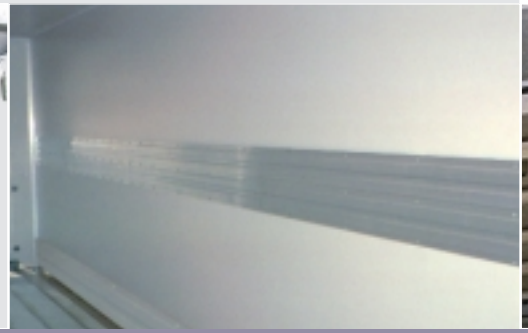


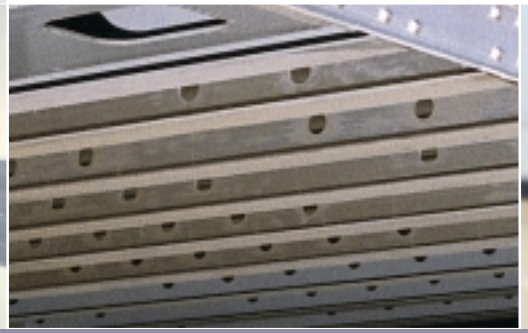
SUPERSEAL XLT FEATURES

UPPER COUPLER

AN OPTIONAL FULL WIDTH UPPER COUPLER ALLOWS TRACTOR FIFTH-WHEEL ACCESS FROM ANY DIRECTION.

The .1875" 50,000 psi approach plate turns upward, forward of impact plate to help lift and protect front end during coupling. The 60,000 lb. psi .25" upper coupler plate is supported by .3125" thick, 80,00 lb. psi bolsters. A prestressed camber keeps bottom plate flat when turning a heavily loaded trailer.





LANDING GEAR

The Great Dane Model 60 landing 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. Replaceable shock mounted sand shoes reduce stresses in the mount by 50%. An optional Heavy Duty K Bracing is available for extreme applications.

LINING PROTECTION

Methods to protect inside wall linings vary in types of materials as well as heights. Scuffbands of extruded aluminum can be located at various heights on the wall to minimize lining damage.

CROSSMEMBERS

Great Dane is the only manufacturer to offer 5" deep, high-strength, extruded aluminum I-beam crossmembers in the cargo bay area. Four inch steel I-beam crossmembers are used over the landing 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 with one additional at rear for increased strength and longer life.

VENTS

Both front and rear vent doors form a positive seal. They also lock securely in the open position.

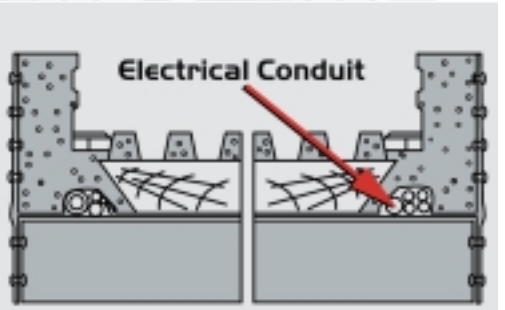
LIGHTWEIGHT SUSPENSION

SUPERSEALS COME STANDARD WITH AIR-RIDE SUSPENSIONS. A WIDE VARIETY OF AIR AND SPRING SUSPENSIONS ARE AVAILABLE.

WIDESPREAD TANDEM
Widespread tandems with air-ride suspension are available.

TRIDEM
Tridem axle configurations are available.

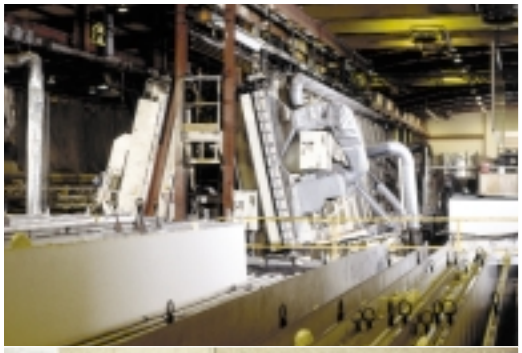
LONG-LIFE LIGHT SYSTEM
Great Dane's Wiring Harness is unique, eliminating excess wiring and simplifying maintenance and the addition of lights without splicing. The wiring harness runs in a PVC conduit above the crossmembers adjacent to the bottom rail. It is protected from damage yet readily accessible if required.



NUMEROUS OPTIONS

are available to increase equipment productivity. Meat rails can be installed. Hat section crossmembers between the upper coupler and the landing gear prevent damage from tire failure.

SUPER SEAL XLT



FOAMING TECHNOLOGY

A computer-controlled urethane injection process insulates sidewall and roof modular components while in a temperature controlled press ensuring flat, void-free, bonded applications. Each modular roof or wall structure is preheated, injected with urethane while in the press and then fully cured. When these panels are removed, the sealed panel injection process results in a thermally efficient, precisely flat void-free structure.

DESIGNED-IN QUALITY

From listening to the end users needs, engineers create designs proven by computer-driven road simulation that solve custom problems. This communication fosters real world solutions that build quality and added value into every SuperSeal.

QUALITY WORKMANSHIP

Although inspection is a vital part of Quality Control, quality cannot be inspected into a trailer. Each work station in the manufacturing process is accountable for the quality of their process. A team concept with full understanding of what is important drives the quality across the plant floor. Pride in accomplishment of producing high value trailers is evident.

QUALITY ASSURANCE

The SuperSeal foam injection technique has been designed to assure a void-free final product. This is just one example of Super Seal's outstanding quality assurance program. From individual accountability for quality within the production process to the documentation of all required inspections, the SuperSeal quality program is your assurance of excellent trailer value.

A COMMON BOND AMONG THE WAYNE PLANT WORKERS IS A BELIEF IN AN OLD FASHIONED WORK ETHIC THAT IS COMBINED WITH MODERN TECHNOLOGY TO PRODUCE SUPERIOR PRODUCTS. THEY BELIEVE THE CUSTOMER IS PAYING FOR THE BEST AND IT IS UP TO EACH OF THEM TO SEE THAT THE BEST IS DELIVERED.

GREAT DANE WARRANTY

Great Dane SuperSeal trailers are backed by the best warranty in the industry for a full five years. Response to warranty claims at Great Dane locations coast-to-coast in the U.S. and Canada is second to none.