

Great Dane

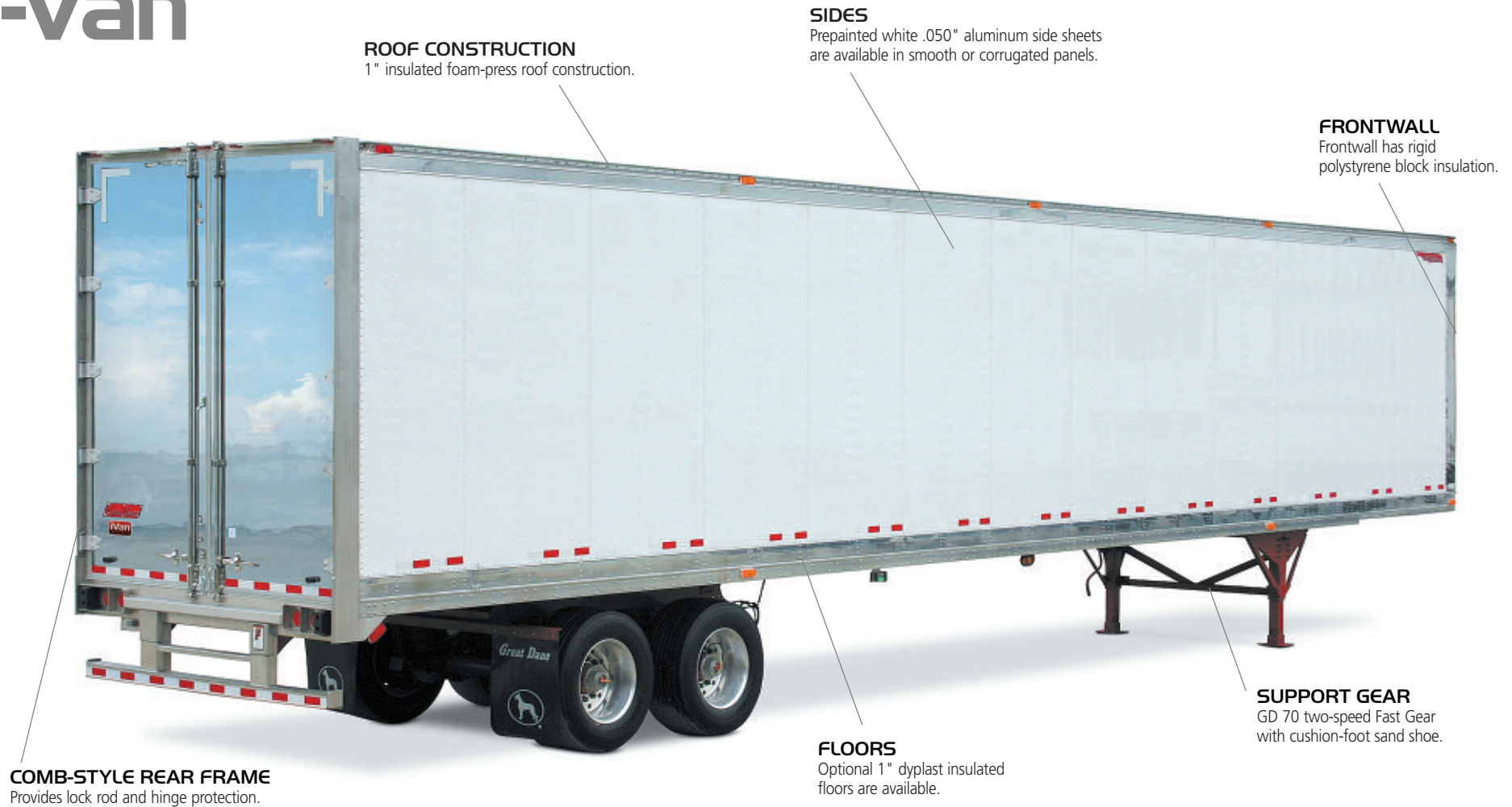
i - Van SEMI-INSULATED
FREIGHT VAN



i-Van SEMI-INSULATED FREIGHT VAN

GREAT DANE'S NEW i-Van IS A VERSATILE TRAILER DESIGNED AND ENGINEERED TO OFFER SEMI-INSULATED PROPERTIES IN CONJUNCTION WITH THE STRENGTH AND DURABILITY OF THE CLASSIC DRY FREIGHT VAN. i-Van REPRESENTS ADVANCEMENTS IN BOTH PRODUCT DESIGN AND MANUFACTURING TECHNOLOGY.

GREAT DANE i-Van



i-Van DRY FREIGHT VAN

Designed with Great Dane's new foam-press insulation and a thermoplastic liner, the i-Van is the perfect solution to semi-insulated and heater box vans. Features from the Classic Reefer and Classic Freight Van have been combined to make this a versatile, semi-insulated van specifically made for temperature-sensitive loads.

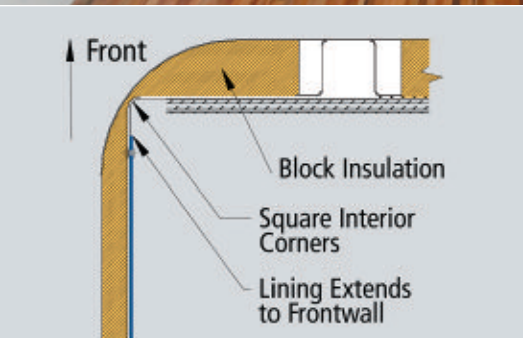




THE SEMI-INSULATED i-Van COMBINES THE TRADITIONAL SHEET AND POST CONSTRUCTION OF A VAN WITH THE PRESS-PANEL INSULATED TECHNOLOGY OF A REEFER.

This innovative design creates a modular wall construction without the need to spray and shave urethane insulation prior to trailer completion, which can cause an opening in the cell structure. i-Van offers an advantage over other semi-insulated vans by providing a flat, smooth, interior lining with minimal fasteners. The standard interior lining is 0.050" PunctureGuard installed full-length to the frontwall. Additional thicknesses and lining options are available. While not offered as a sidewall lining option, 0.25" plywood is the standard frontwall lining. Other options are also available.

Lining	Material	.090" FRP	.060" FRP	.050" PunctureGuard
COMPARISON CHART	Puncture Strength	Base	0.8 x	2.6 x
	Weight add (lbs./sq. ft.)	Base	0.66 x	.64 x

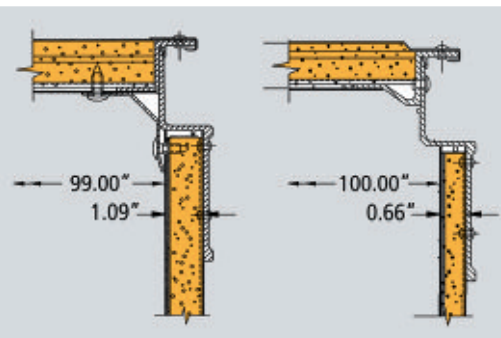


MODULAR CONSTRUCTION

The i-Van incorporates modular insulated side and roof panels onto a standard van floor which can also be insulated with 1" dyplast upon request. Radius corners are insulated to the front corner post, and interior corners are square to reduce cargo damage.

UPPER COUPLER

An option for a 3.50" coupler is available with the floor butted to the rear of the coupler for greater inside height. A 4.25" upper coupler is standard with the floor installed over the coupler.



INSIDE WIDTHS

A 16-gauge, 1.09" thin wall, hat-style steel upright yields a minimum of 99" inside width between lining panels. The sidewall insulation thickness matches the post depth of 1.09". An optional 100" inside width, is available with 14-gauge, 0.66" thin wall, hat-style steel upright and an insulation depth of 0.66".

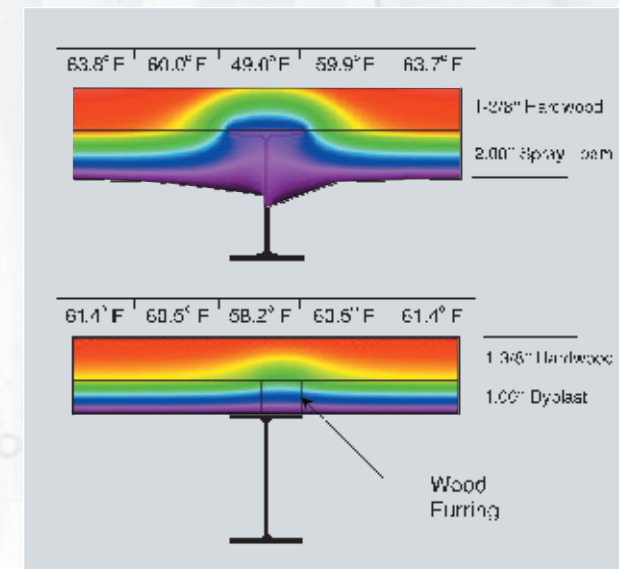


POST CAVITIES

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.

INSULATED FLOORS ARE OPTIONAL ON THE i-Van WITH 4.25" UPPER COUPLER TYPES. FLOOR INSULATION IS LIMITED TO 1" DYPLAST INSULATION.

This insulation replaces the option for spray foam between crossmembers. 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. Additionally, the dyplast installation significantly reduces the chance of lost thermal capacity from moisture intrusion. This insulation is protected from road elements by a fiberglass sub-floor, which prevents deterioration from projected road fragments and debris.



SPRAY FOAM vs. DYPLAST

The illustrations above show heat flux comparisons between 2" of spray foam insulation between crossmembers and 1" dyplast with a 0.60" fiberglass sub-floor.

Assumes 70° F interior temperature and 0° F ambient temperature.

FOR FLEETS OPERATING IN SUB-ZERO TEMPERATURES, UNIT BRACINGS ON THE FRONTWALL ARE AVAILABLE.

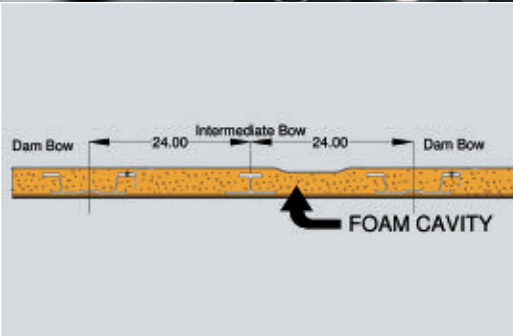
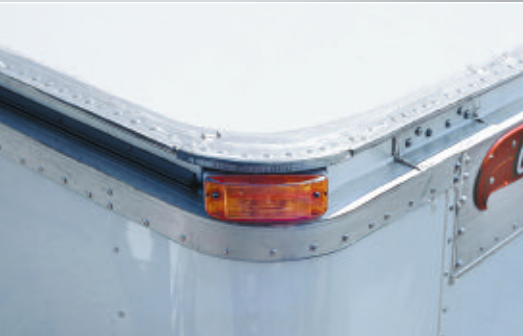




GREAT DANE'S COMB-STYLE REAR FRAME IS SPECIALLY DESIGNED TO PROTECT HINGES, LIGHTS, LOCK RODS AND DOOR HARDWARE.

A rust-proof, satin-finish stainless steel rear frame is available as an option. Aluminum hinges are designed to break away preventing structural damage to the trailer in the event of severe impact. When closed, doors are completely restrained within the protection of the rear frame, even if all hinges are damaged or removed.

Swing-type rear doors are standard. Frame-type insulated swing doors, roll up rear doors and composite doors are optional.



ROOF CONSTRUCTION

Standard is a one-piece 0.040" aluminum roof sheet. Roof insulation is limited to the standard 1" thickness. A traditional non-insulated freight van roof is available as an option.

ROOF BOWS

Roof bows are submerged within the roof insulation and located away from the roof sheet to resist heat transfer. Roof bows are installed on 24" centers with alternating intermediate and dam bows.

SCUFF BANDS

Great Dane offers a wide variety in scuff bands, both in materials and heights as an overlaid installation. Options include laminated hardwood, roll-formed steel, extruded aluminum or a thermoplastic composite. Each scuff band is installed as one piece running the full length of the trailer, and can also be installed across doors and the front wall.

LOGISTIC TRACK

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.

i - V a n S E M I - I N S U L A T E D
F R E I G H T V A N



Great Dane

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