

GRW Dry Van



GRW have used their experience and expertise to provide the South African Market with a higher standard in Dry Van Trailers. GRW assembles European made body panels in South Africa on a proven GRW chassis design.

Ferroplast panel technology is the market leader all across Europe. Ferroplast bodies combine the increased strength and insulation of the NX-17 hard foam and the durable inner and outer galvanized steel skins.



Figure 1: Layering in Ferroplast panels.

- No water ingress prevents weight gain over time.
- Steel skins never get brittle.
- More resistant to impact and abrasion.
- Easy and cost effective repairs.
- Strong, flush fitting load lock rails.
- Strong plywood floors with forklift rating.
- 4 x Internal locks per door.
- High strength steel chassis utilising a modular construction.
- Double skin aluminium bulkheads.
- Modular plug and play electrical system.





Compatability Chart	
Oils and greases	withstands contact
Mineral oils	withstands contact
Fuel mixture	withstands contact
petrol	withstands contact
ether	withstands contact
ketone	withstands contact
ester	withstands contact
alcohol	withstands contact
Chlorinated hydrocarbon	withstands contact
Aromatic hydrocarbon	withstands contact
Alifatic hydrocarbon	withstands contact
Strong alkalis	does not withstand contact
Mild alkalis	withstands contact
Strong organic acids	withstands contact to a limited degree
Oxidising acids	does not withstand contact
Strong acids	does not withstand contact
Weak acids	withstands contact

Table 1: Chemical compatibility chart for Phenolic coated WISA-Birch Plywood.

GRW replaces the standard steel deck with a lighter, stronger and more durable Phenolic coated WISA-Birch Plywood.

The floors are characterised by increased strength-to-weight ratio; permanent flatness; increased payload capacity; greater forklift-loading capability; easier replacement of damaged panels, and shorter manufacturing and installation processes respectively.

The modular construction allows for complete chassis paint coverage before floor installation.

Lowest Cost of Ownership

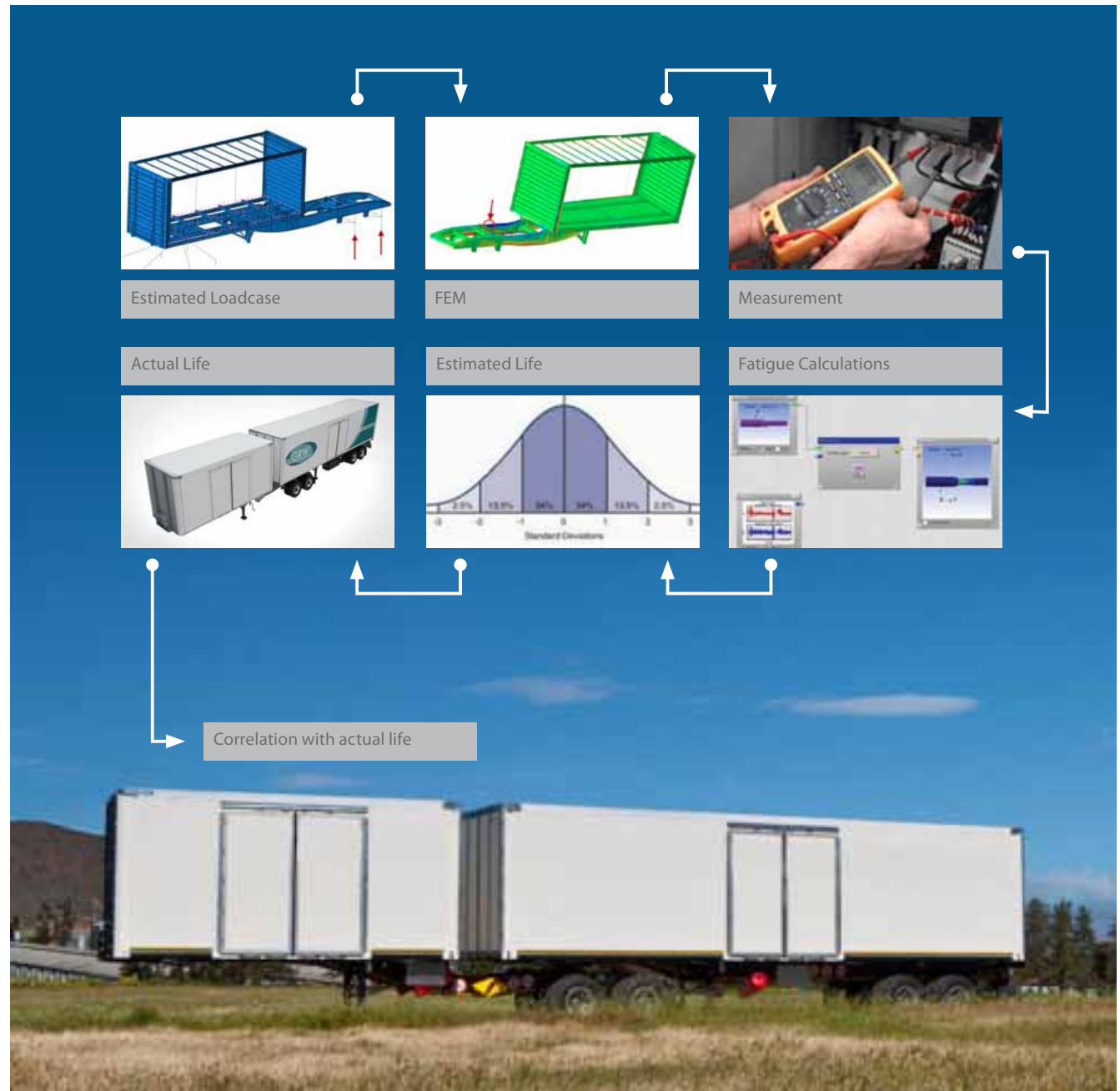
Owners, users and managers make decisions on the acquisition and ongoing use of many different assets, including items of equipment.

The initial capital outlay cost is usually clearly defined and is a key factor influencing the choice of asset, when given a range of alternatives from which to select.

The initial capital outlay cost, however, is only one portion of the cost over an asset's life cycle that needs to be considered in making the right choice for asset investment.

The total cost of ownership of an asset is often far greater than the initial capital outlay cost...

The total cost of ownership of an asset is often far greater than the initial capital outlay cost and can vary significantly between alternative solutions to a given operational need. Consideration of the costs over the whole life of an asset provides a sound basis for decision-making.

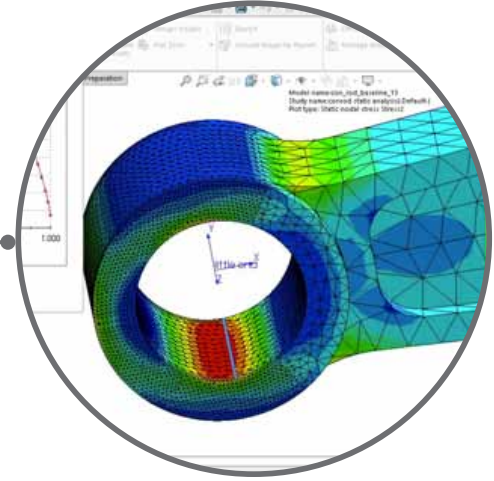




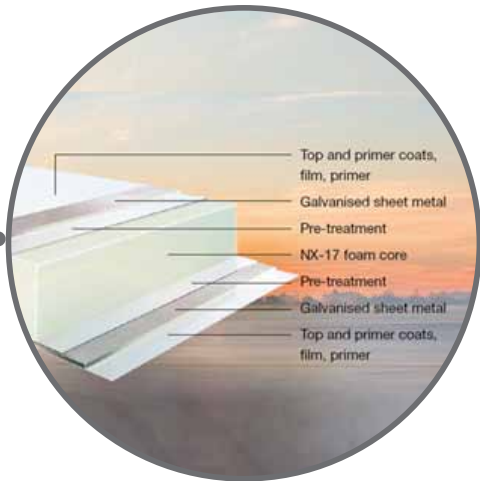
Lowest cost of ownership



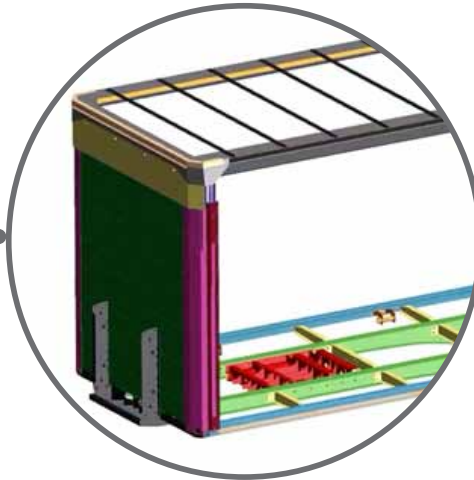
Robotic welding processes



Finite element analysis



Ferroplast Thermo Technology



3D Design



State-of-the-art manufacturing equipment

Bulkheads

GRW's bulkhead design is based on SANS10187 and EN 12642 regulations.

The modular bolted design ensures high durability and economic replaceability. The steel corner pillars with aluminium wall planks ensure a long lasting, attractive appearance for your trailer.

Chassis

Rigorously designed and tested using FEA and strain gauges, GRW's high-strength steel chassis is designed for reliability and modularity.

A combination of welded and bolted assemblies increase fatigue life in high stress areas. Clamped peripherals allow for greater flexibility and ease of replacement.



Electrics and lighting

Full plug and play lighting systems ensure reliable lighting and ease of replacement. Light options vary from full function cluster, to individual combination lights; high and low level side marker, and front and rear position lamps.



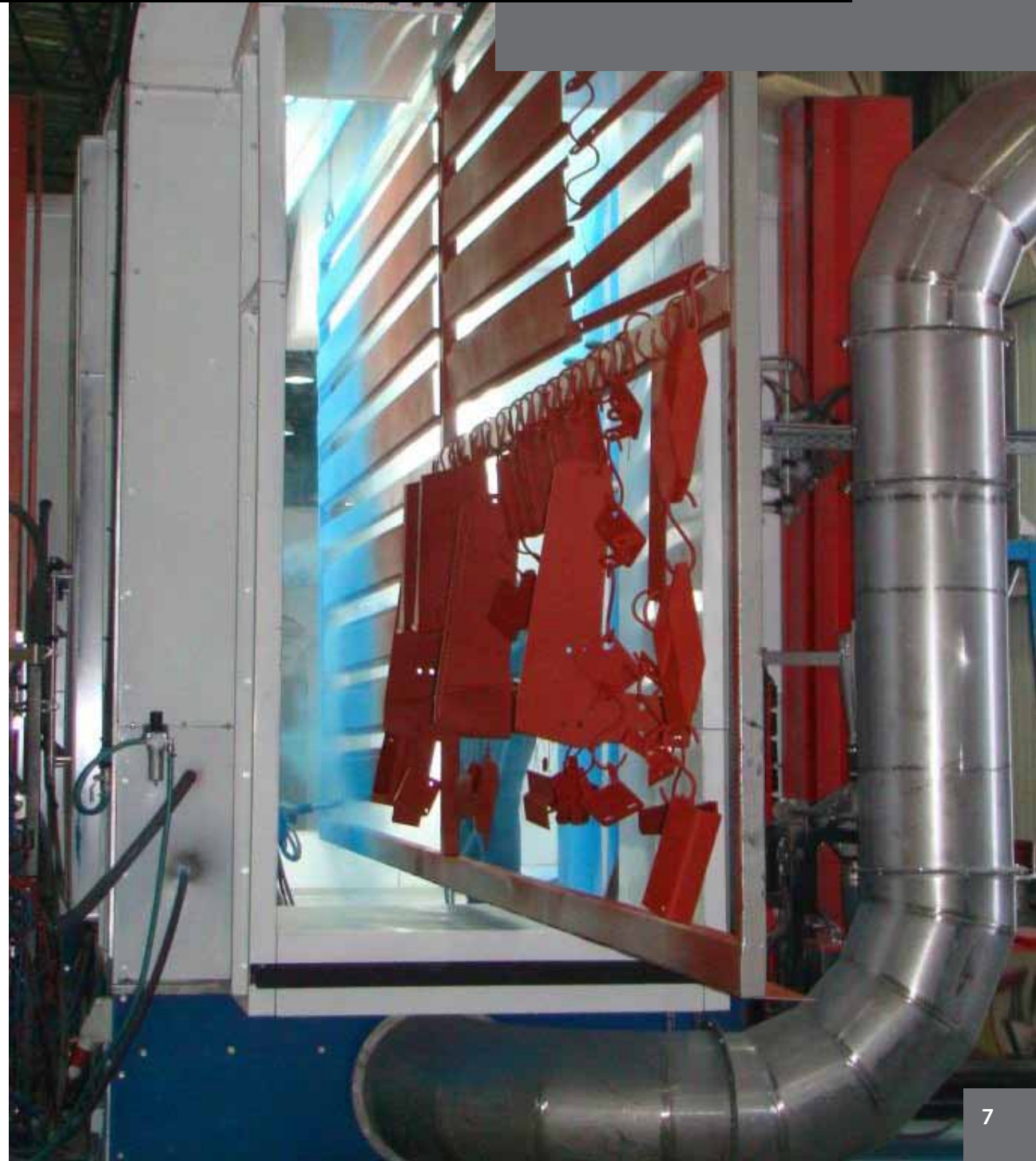
Powder Coating

To ensure top quality coating and the overall preservation of your vehicle's value in the long run, all GRW steel components are shot blasted to the correct surface roughness before entering the automated coating plant.

In the coating plant the components are primed, dried and finished with an electrostatic powder coating to produce the best quality finish with the highest stone-chip and rust breakthrough resistance capabilities.

The electrostatic method ensures 100% coverage in the colour and finish of choice even in the smallest cavities and corners.

This process offers the best possible long term preservation of your vehicle's value.



Dry Van Configurations and Models

Current models include: 6/12 Interlink Dry Van, 15.5m Tri-Axle Semitrailer and 14.7m Tri-Axle Semitrailer. Contact GRW with specific requests.



	6/12 Interlink Dryvan	15.5m Tri-Axle Semitrailer	14.7m Tri-Axle Semitrailer
Internal Lengths	6 120 mm and 12 250 mm	15 475 mm	14 650 mm
Internal Height	2 765 mm	2 765 mm	2 765 mm
Internal Width	2 520 mm	2 520 mm	2 520 mm
Total Volume	128 m ³	108 m ³	102 m ³

Optional Extras

- Side doors
- Through loading
- Internal lights
- Tail lift
- Roller doors

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