



Aluminum & FRP Van Bodies



Strong, not flimsy.
Designed, not just pieced
together. **Premium**
Quality to last years
beyond your expectations.
These are bodies


from  **US**
TRUCK BODY™

5 key Advantages

- ◆ **Quick Response on Quotes** – Same day or always within 24 hours. Phone **800-443-0843** or submit an RFQ on-line at **www.ustruckbody.com**.
- ◆ **Personal Sales Support** – An internal sales consultant tracks daily production to keep you better informed of your truck body order.
- ◆ **Built to Order** – We're eager to build exactly what you need, with all the options you want.
- ◆ **Short Lead Times** – There's value in not being the largest. We'll often meet deadlines when others can't.
- ◆ **Premium Quality** – we use the best materials, optimal manufacturing practices, along with our 60+ years of experience and highly trained workers.



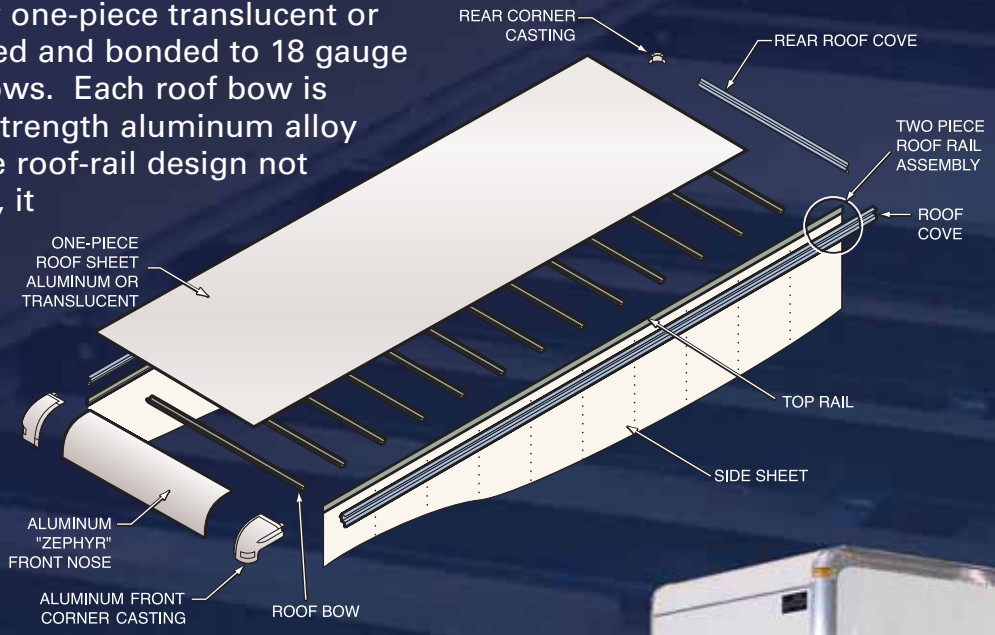
 **Aluminum** – Our premium dry freight aluminum van body is aerodynamically styled with heavy-duty aluminum sheet and post construction, one piece translucent or aluminum roof sheeting, laminated hardwood flooring, DuraPlate® swing doors, and a heavy-duty rear frame.

 **FRP** – This dry freight van body affords additional interior space as a key advantage of Fiberglass Reinforced Plywood construction. The absence of exterior seams and rivets provides an ideal surface for custom graphics and decal applications.

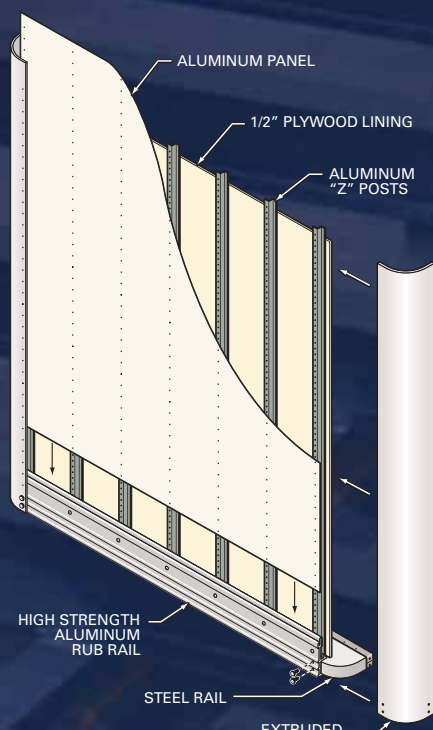


Built-In Quality

Roof Structure – Heavy-duty one-piece translucent or aluminum sheeting is tension fitted and bonded to 18 gauge galvanized steel anti-sag roof bows. Each roof bow is double-riveted to extruded high-strength aluminum alloy roof covers. Our unique two-piece roof-rail design not only increases structural integrity, it also means the roof can be easily replaced (if damaged) without disturbing the sidewall structure. For uncompromising strength, we feature a "Zephyr" front nose and heavy-duty cast aluminum (not plastic) corners. The aerodynamic design reduces air resistance and helps deflect overhanging tree branches.

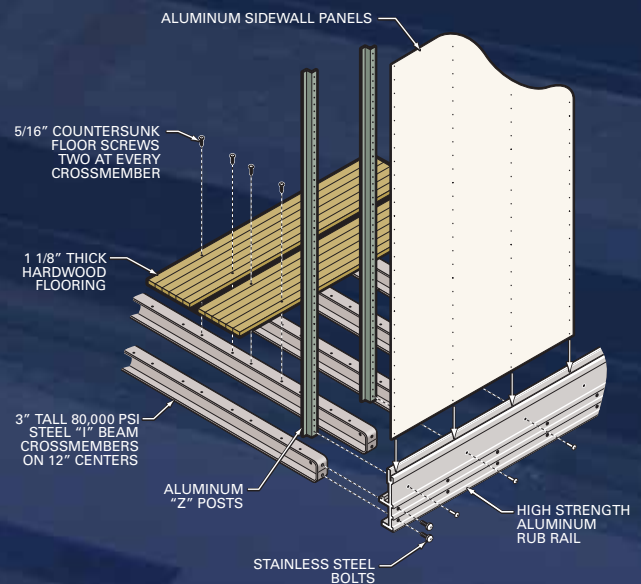


Front Wall – Resistance to forklift impact and to load shift is accomplished with 7 body post construction, effectively tying the front wall into the body's under-structure. The corners are made of heavy extruded aluminum, not lightweight formed aluminum.



Floor / Side Structure – I-Beam Crossmembers - 80,000 psi hi-tensile steel I-beams are double bolted to the heavy-duty outside rub rail on all bodies. Alternating crossmembers are gusseted to longitudinals with steel wheel pan supports over the wheels.

Laminated Hardwood Floor - We use quality 1 1/8" thick hardwood as standard, installed with two 5/16" countersunk screws per board at each cross-member. Each board is joined using ship-lap joints, and an added crusher bead is used to ensure a tight fit.



Cutaway Illustration of VA Aluminum Body

Side and Rear Swing Doors –

Our swing doors set the standard for quality. We custom build all side and rear swing doors to ensure a precise fit and positive closing and use 13mm thick DuraPlate® panels EXCLUSIVELY for toughness and durability. Stainless steel bar lock hardware on rear swing doors is also standard. Both side and rear doors feature premium appearance heavy-duty extruded aluminum hinges with stainless steel replaceable pins.

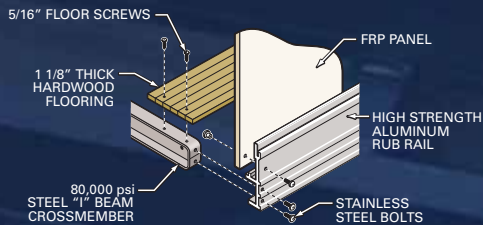


Standard DuraPlate 45" x 76" swing side door, equipped with exclusive U.S. Truck underbody handle and locking mechanism (on VA models only).

Aluminum sliding door features a full 36" x 80" opening. Top drip ledge, along with top, bottom, and side seals help keep out dirt and moisture.

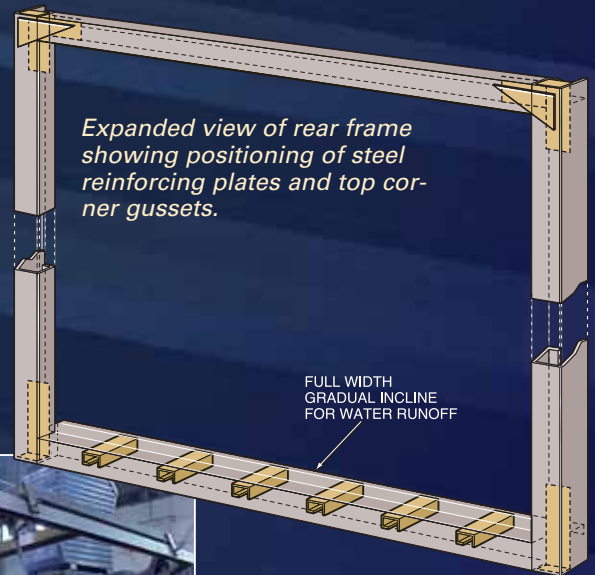


DuraPlate is an efficient, lightweight, and incredibly strong panel that provides exceptional resistance to damage, leaks, and corrosion. Our DuraPlate door panels are composed of 13mm, 80,000 psi yield steel skins. The polyethylene core and the bond between the skins and core form an added barrier that won't deteriorate and is impervious to water. With no plywood construction, there is nothing to rot.



Cutaway Illustration of FRP Body

Rear Frame – We use heavy-duty, 11 gauge galvaneal steel and reinforce all internal and external stress points with steel plates (shown in yellow). A tapered sill provides proper water run-off. The result is a rugged frame that will withstand your tough loading conditions. Stainless steel frames available as an option.



Assembling each frame in a spinner jig allows welding to be done on a horizontal plane to ensure the best possible welds.

Standard

Aluminum & FRP Van Features

Front	Heavy-duty 7 post construction on VA models. Aerodynamic design, aluminum "Zephyr" front nose, aluminum corner castings (not fiberglass), 5" corner radius utilizing 1/8" rugged aluminum extrusion.
Walls	Aluminum (.040 in.) panels, pre-painted white, baked enamel or 5/8" core thickness FRP panels with 18 oz. woven fiberglass, gel-coated finish, impregnated white.
Posts	"Z" shaped high strength extruded aluminum posts (Not Steel) are positioned on 16" centers on all VA models.
Roof	One-piece aluminum (.032 in.), tension-fitted and bonded to roof bows, perimeter riveted. Roof assembly bolted to top rail structure for easy removal and repair.
Roof Bows	Roll-formed 18 gauge galvanized steel, anti-sag configuration, located on 24" centers.
Rear Frame	11 gauge (1/8" nominal thickness) galvanneal steel with reinforcement at all stress points. Tapered rear threshold.
Doors	Custom built side or rear swing doors to ensure a precise fit and positive closing, with quality 13 mm thick DuraPlate exterior skin construction.
Hinges	Heavy-duty extruded aluminum side and rear door hinges for long term use with stainless steel replaceable pins.
Bar Locks	All stainless steel hardware on rear swing doors.
Crossmembers	Hi-tensile 3" steel I-beam construction on 12" centers. Each crossmember is double bolted at each end to the heavy-duty extruded aluminum rubrail. Alternating crossmembers are gusseted to longitudinals with steel wheel pan supports over the wheels.
Longitudinals	Structural steel "C" channel (height dependent on chassis mounting requirements).
Floor	1 1/8" laminated hardwood, each board installed with two 5/16" countersunk screws at each crossmember and securely joined to adjacent boards by shiplap joints and an added crusher bead to ensure a tight seal.
Lining	3/8" plywood on sides and 1/2" plywood on front wall for Aluminum vans.
Interior Light	Roof-mounted dome light, recessed switch in wall inside rear door opening.
Exterior Lights	Marker lights recessed in roof cove with exterior wiring in protective groove. All connectors shielded from moisture by heat-shrink insulators.
Reflectors	Installed as required to comply with FMVSS.
Undercoating	Petrol base (not paint) on full understructure.
Mounting	Body mounted on customer-supplied chassis. Hardwood filler strips are steel-banded to top of chassis frame rails. Zinc plated U-bolts are placed through crush pipes (between frame rails) to hold body in place more securely and to prevent over-tightening and bending of frame rails. Structural steel "side-standards" are welded to longitudinals to prevent shifting side-to-side.
Mudflaps	"U.S. Truck Body"



Standard

Van Body Specifications

Aluminum Van Body

Standard Length (Inside) 10' - 28'
 (Outside length is 6 3/8" longer than inside dimension.)
 Custom sizes available.

Notes: A. Inside length based on 1/2" plywood lining on front wall,
 and roll-up rear door.
 B. For full rear swing-type doors, add 3 1/2" to inside body length.



Standard Width and Height

MODEL #	INSIDE		OUTSIDE		REAR DOOR OPENING	
	Width	Height	Width	Height	Width	Height
VA-78	93"	78"	96"	85"	88"	72 1/2"
VA-84	93"	84"	96"	91"	88"	78 1/2"
VA-90	93"	90"	96"	97"	88"	84 1/2"
VA-96	93"	96"	96"	103"	88"	90 1/2"
VA-102	93"	102"	96"	109"	88"	96 1/2"
VA-108	93"	108"	96"	115"	88"	102 1/2"

Notes: C. Inside width is measured from post-to-post without lining. Add 6" for 102" wide O.D.
 D. Outside height of body is measured excluding longitudinals.
 E. Rear door openings are same for roll-up or swing type doors.

FRP Van Body

Standard Length (Inside) 10' - 28'
 (Outside length is 6 3/8" longer than inside dimension.)
 Custom sizes available.

Notes: A. Inside length measured from inside front FRP panel to
 inside surface of roll-up rear door.
 B. For full rear swing-type doors, add 3 1/2" to inside body length.



Standard Width and Height

MODEL #	INSIDE		OUTSIDE		REAR DOOR OPENING	
	Width	Height	Width	Height	Width	Height
VF-78	94 1/4"	78"	96"	85"	88"	72 1/2"
VF-84	94 1/4"	84"	96"	91"	88"	78 1/2"
VF-90	94 1/4"	90"	96"	97"	88"	84 1/2"
VF-96	94 1/4"	96"	96"	103"	88"	90 1/2"
VF-102	94 1/4"	102"	96"	109"	88"	96 1/2"

Notes: C. Outside height of body is measured excluding longitudinals.
 D. Rear door openings are same for roll-up or swing type doors.

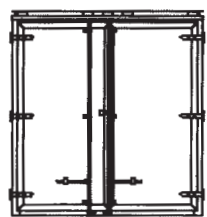
U.S. Truck Body Options

- Translucent Roof
- Liners- 1/4", 3/8", 1/2", 3/4" plywood, pre-finished birch, hardwood base and slats
- Logistics –Tie rings, E-track (surface mount or recess), F-track
- Scuff Plate – 12 ga., 14 ga., 1/8" steel tread plate, aluminum tread plate
- Side Doors – All DuraPlate® construction. Standard 45" x 76" swing doors come with exclusive underbody handle and locking mechanism; sliding doors feature a full 36" x 80" opening
- Rear Doors – Roll-up or Two-Panel Swing Doors - full opening with DuraPlate construction (illus.)
- Floors – 1 1/8" oak or 1 3/8" hardwood, fill and sand screw holes, polyurethane varnish, logistic track, bull rings
- ICC Bumper (illus.)
- Bumper Step - open face, close face (illus.)
- ICC Bumper - with floor extension (6" and 12") (illus.)
- 12" Split Dock Bumper - with two steps, Chicago style (illus.)
- Liftgate installations for all makes and models
- Stainless Steel - front corners, roof radius, rear frame, and chrome cast front corner caps
- LED Lights

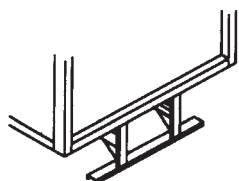
U.S. Truck Body offers many additional options and customization upon request. Contact us for your specific needs.

Note: All specifications subject to change without notice..

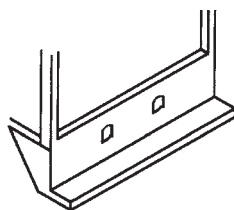
Bumper and Rear Door Options



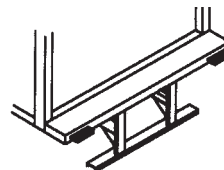
Two-Panel Swing Doors
Full Opening



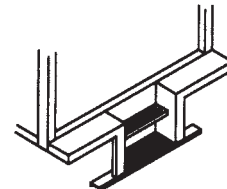
ICC Bumper



Bumper Step



6" and 12" Dock
Bumpers with ICC
Rubber Bumpers
(standard)



12" Split Dock Bumper
with Two Steps
(Chicago Style)



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