



**SR2**  
**GREEN**  
**LINER**

**A strong point  
for your energy savings**



SEMITRAILER

SR2  
GREEN  
LINER

THE BEST PARTNER  
FOR YOUR ENERGY  
SAVING

Without any concession to reliability and robustness, the SR2 Green Liner is especially designed for the long haul refrigerated transport.

Its touring vehicle design carries your image throughout Europe and keeps all its promises with its pulling power. Its driving comfort is unequalled and its stability is unique thanks to the lowering of its centre of gravity.

The additional volume provided by the greater usable height and length of the SR2 Green Liner enables you to improve your productivity. With a capacity of 66 euro pallets on two levels, in conformity with the European code, whilst using traditional tractors, the SR2 Green Liner contributes to the optimisation of your performances.

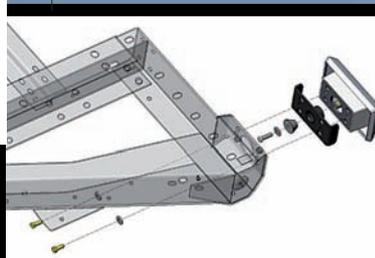
The SR2 Green Liner anticipates and minimises the green taxes thanks to its combination body – lightest chassis on the market. Its curb weight, one tonne lower than the average in the segment, is the most efficient way to fight against diesel consumption and CO<sub>2</sub> emissions.



## THE LAMBERET BONUSES

### Shock absorbing buffers

Shocks are absorbed by elastomer-stainless steel articulated shock absorbing buffers. The residual stresses are dissipated by the chassis' high inertia reinforcement arms (height 160 mm).



### Protected rear door

During manoeuvres, the double knot hinge moves the door away from the rear (additional 40 mm) and the integrated locking gear makes it possible to lay it completely flat against the sides.



 LAMBERET



## Expert in composite technology

### Smooth rear surface: aesthetic and functional

The unique advantages given by the recessed door handles and locking gears are a better protection against break-ins and ripping off as well as the increase of the usable length by 40 mm in comparison with traditional solutions. Big enough to load 33 euro pallets in multi-temperature easily.

### The isothermal qualities of the SR2 Green Liner at the service of your cold group.

The lowering of its operational time reduces its consumption, its wear and tear and spaces out the services. All these points contribute to sustaining its residual value and reducing its cost of ownership.

### The Lamberet insulating panels are the fruit of years of experience, research and development.

It is the mastery of a real technology exclusively dedicated to cold. Associating composite materials with complex implementation and high insulating capacity, this technology gives our panel unique advantages: 16 % more insulating than a panel with metallic sidings, ideal for multi-temperature because it is non-conductive, resistant to impacts and economical to repair, without any metal and therefore no corrosion. The lining used in leading-edge food, nautical, aeronautical industries, is waterproof and vapour proof.





**Optimised modular chassis**

The SR2 Green Liner is equipped with a 4 part modular chassis associated to a dedicated body, making it possible to offer an unequalled robustness with height and carrying capacity taken to their maximum. Each module is treated with an anti-corrosion powder coating, adaptable to your colours. The bolted assembly makes repair easier. The absence of

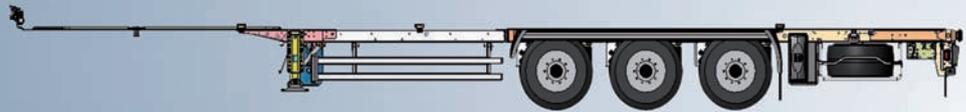
recessing prevents the floor from being weakened transversally and maintains its structural and isothermal integrity. Because the best composite techniques are used, the SR2 Green Liner can offer a usable height of 2.70 m with a 1.10 m coupling tractor and standard R65 tyres in conformity with the European highway code.

**High capacity aluminium tank**

Ageing and corrosion resistant, its 250 litre capacity provides an autonomy of 120 h or about 5 days. It is practical and safe thanks to its double fillers with key locking combined with an anti-siphonage device.



**Lamberet is committed: our chassis have a 6 year warranty against perforating rust\*.**





**Reinforced rear protection system:**  
Large vertical buffers at the end of the side threshold and elastomer-stainless steel shock absorbing buffers on the chassis.  
Frame equipped with buffer guards on the whole width of the threshold and on the vertical posts (height 600 mm).



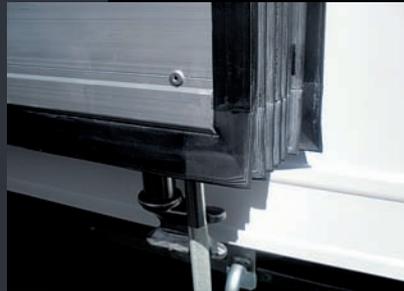
**New generation rigid rear frame**  
with THLE steel cleats 12 mm thick. Reinforced with high inertia vertical posts and solid hinges, equipped with very thick anti-friction rings. Bolted for quick and inexpensive maintenance.



**Protection buffers at the top of the frame:**  
The frame corner stop guards protect the angles and the LED upper lights.



**Anti-loss rear doors**  
The doors constitute an insulating and water resistant barrier, with 90 mm of thickness, 8 lip seals and a sill integrating an anti-thermal bridge seal.



**High performance single-piece seal**  
Single-piece frame seal on the door profile in pultruded composite (resin and fibreglass), impervious to variations in temperature. Its 8 lips are equipped with ridges improving water tightness.



**Differentiated ventilation flows**  
Perforated air duct ensuring diffusion to the front, smooth air duct without turbulence moving the cold air to the rear, ribbed front surface with protection grid: the differentiated air circuit is calculated to reconstitute all the unit blowing power.



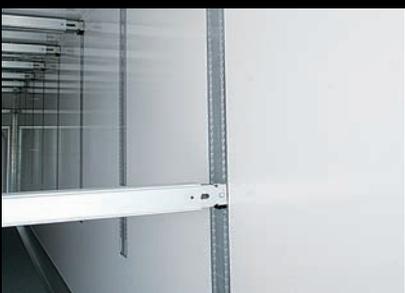
**Smooth recessed interior kickstrips**  
in the floor, 300 mm high to protect the panels against shocks from forklifts and trolleys.



**Rear aluminium chequer plate or floor**  
with anti-jacking device the threshold block immobilises the rear of the floor to ensure protection against carts and trolleys.



**Mobile transversal bulkhead:**  
Ergonomic, equipped with a synthetic seal reducing friction and which does not harden with cold. Profiles protecting against shocks and optimising the air flows of each compartment.



**Duplex Pack:** System with recessed vertical rails in the lateral surfaces and bars able to support 1000 kg allowing palettisation on 2 levels (66 euro pallets).

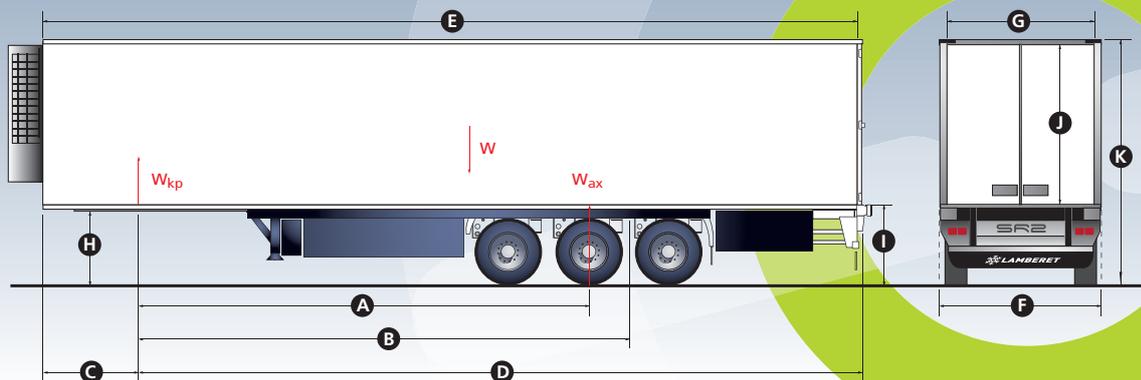


**Treatment of the chassis by shot blasting and powder coating,** 6 year anti-perforation warranty. Possibility to match the colour of the chassis with your colour scheme (100% of the RAL colour chart available).



**Front module with integral decking**  
without recessing, ensuring the robustness of the body-chassis connection at the level of the coupling and optimising the available usable height: 2.70 m with R65 tyres, whilst remaining within the 4 m overall.

TECHNICAL SPECIFICATIONS



**Chassis / upper body dimensions and configuration**

A Wheel base	7 m 45
B Virtual wheel base	8 m 105
C Front overhang (off unit)	1 m 60
D Rear length	12 m
E Interior length	13 m 39
F Overall width	2 m 60
G Usable interior width	2 m 46 / 2 m 50

Because of the presence of the refrigeration unit, the load distribution on the SR2 34 tonnes is exactly the same as that obtained on the 34 tonnes van body with a 7 m 70 wheel base.

**Load distribution for a five axle vehicle combination.**

Tractor 7.50 tonnes 4 X 2 type and a SR2 equipped with a refrigeration unit (total 7.6 tonnes)

	SR2	40 tonnes	40 tonnes
Total authorised rolling weight	empty	32,5 tonnes	32,5 tonnes
Total authorised rolling weight in load (W)	-	33 euro pallets	30 euro pallets
Load distributed on the 3 axles of the SR2 (Wax)	5 300 kg	22 660 kg	20 670 kg
Fifth wheel (Wkp)	2 300 kg	9 840 kg	11 830 kg
Tractor front axle	5 100 kg	6 180 kg	6 450 kg
Tractor rear axle	4 700 kg	11 160 kg	12 880 kg

**Curb weight (off unit and off option) SR2 6.8 tonnes**

**Coupling and unloading height**

	EMPTY	LOADED										
H Coupling height	1 100	1 070	1 100	1 070	1 100	1 070	1 150	1 120	1 150	1 120	1 200	1 170
J Interior usable height	2 600		2 650		2 700		2 600		2 650		2 600	
K Overall height	3 930	3 900	3 980	3 950	4 030	4 000	3 980	3 950	4 030	4 000	4 030	4 000
I Rear floor height												
Mini	1 150	1 120	1 150	1 120	1 150	1 120	1 200	1 170	1 200	1 170	1 250	1 220
Road	1 240	1 210	1 240	1 210	1 240	1 210	1 290	1 260	1 290	1 260	1 340	1 310
Maxi	1 330	1 300	1 330	1 300	1 330	1 300	1 380	1 350	1 380	1 350	1 430	1 400

Also available: Coupling height 1,050 and 1,000 with 385/55 R 22.5 tyres, coupling height empty 1,100 mm with 455/45 R 22,5 tyres (XOne Maxitrailer MICHELIN).

**SR2 turning circle**

SR2 vehicle configuration	without lift axle, without self-steering axle	With 1st lift axle, without self-steering axle	With 1st lift axle, with self-steering
Interior turning radius for an external turning radius of 12.5 m	6 m 04	5 m 31	6 m 12

In order to be in conformity with the European directive 96/53 about the turning radius, the interior turning radius must remain greater than 5 m 30. For information, for a semi-trailer with a wheel base of 7 m 70, the radii will be respectively: 5 m 78, 4 m 99 (not statutory) 5 m 84.

**Pallet storage box**



36 euro pallets

28 euro pallets with one spare wheel

\*Normal conditions of use and regular chassis maintenance, in accordance with the user manual recommendations.

www.lamberet.com

**LAMBERET SAS**  
BP 43 - 01380 St-Cyr/Menthon - France  
Tel: +33 - (0)3 85 30 85 30  
E-mail: lamberet@lamberet.fr



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