

SR2

CXsystem

+ AERODYNAMIC
- CONSUMPTION
- CO₂

LAMBERET has designed the CX System to meet the demand from carriers looking for real savings that can be exploited immediately on 100% of transport flows.



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Aerodynamics

CX PROFILES

CX PROFILES

The vertical uprights incorporated into the smooth front face accelerate and vector the airflow sideways to act on the vortex created between the tractor and the body.

The spoiler incorporated into the chassis prevents the fresh air supply to the cooling unit engine from being disrupted.

"OPTIFLOW" PATENTED LATERAL SIDEWINGS

Due to its profiled *aircraft wing" shape it transforms the disruptions to the airflow on the chassis into a driving force.



> SAVINGS OF: 1.5 l/100 km⁽¹⁾

OPTIFLOW SIDEWINGS



"SLICK" REAR FACE:

The integrated doorlocks minimize drag and turbulences.



(1) Measured by an independent test protocol recognised in accordance with the standard, SAE J1321 type 2.

2

Internal aeraulics

- **Aerodynamic bumpers**

Enhancing air recycling at the bottom of the front face.

- **Front face grid**

Preserving the recycling flow until the cooling unit air return.

- **Patented IAFO System**

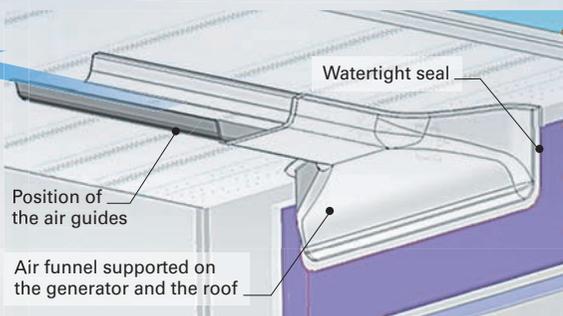
(Internal Air Flow Optimizer):

This revolutionary, open, 3-component system is made up of:

- > An optimised shape universal air funnel which channels and accelerates the airflow from its outlet.
- > A central channel which rights the flow immediately.
- > An open air guide system channelling this flow with a minimum pressure drop to the rear of the vehicle..

⇒ **Even control of the air temperature at about 0.5°C, i.e. the objective of the standard, NF X15-140, required in pharmacy.**

⇒ **Reduction of the cooling unit (faster return to the set point after opening doors + air mixing recovering the loading Ks by conductivity + amplitude reduction around the set point during regulation phases).**



Patented IAFO system

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Energy efficiency

- **Increased efficiency of the cooling unit engine**

The aerodynamic challenge of a refrigerated truck is to reduce the airflow disruption between the truck and the trailer without suffocating the cooling unit by excessive depressurisation.

The front end CX Profiles combined with the chassis spoiler reduce depressurisation and favour a top-down air input, following the engine cooling unit "breath" and improving its efficiency.

- **Best level of insulation and tightness**

The polyester composite panels with preformed foam give 16% more insulation than the panels with metal clads and injected foam.

The design of the front face improves isothermy even more: its junction with the side face, which is a lapped joint, has a greater thickness of foam and none of the unit's attachments are cross-fitted, except for TIR, thus avoiding thermal bridges.

- **Reduction of dead weight**

The Lamberet design produces an advantage of one ton on average compared with equivalent products.

**> SAVINGS IN ANNUAL CONSUMPTION
750 L and 2 t of CO₂ per reefer over 150,000 km***

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Easy Maintenance

- **Front bumper for marking lights,**

Top and bottom, with hidden fastening system.

- **Rail incorporated into CX profiles:**

Lights, bumpers, generator accessories with drill-free attachment and accelerated insertion/removal.

- **Dedicated service ducts:**

The CX profiles have an integrated cable run with easy access. 100% quick-fit light-connectors. Servicing time reduced by 80%.

- **Coupling plate expander**

Standard, they protect the bottom of the profile and incorporate an intermediate rubber plate to absorb shocks during coupling/uncoupling phases.

- Geolocated **TPMS**
- Modular sidewing
- Bolted rear frame, without welding, so without weaknesses

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Safety

- **New sliding coupling head system**

Mounted on an anti-friction rail, providing unprecedented clearance for state of the art ergonomics and safety.

- **Roll bars**

The front face incorporates 2 roll bars in VHS steel fixed mechanically to the roof and to the floor.

- **Raising and lowering 100% pneumatic**

Can be operated from the inside without coupling the reefer, incorporate a safety third button to lock the external command.

* Under certain conditions

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**ADAPTED TO THE
ENTIRE SR2 RANGE**



1 Aerodynamics

2 Internal aerualics

3 Energy efficiency

4 Easy Maintenance

5 Safety



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