LAMBERET

PRESS

For immediate release

Saint-Cyr-sur-Menthon, France, 10 November 2025

PRESS RELEASE

Lamberet – All types of refrigeration energy, one requirement: excellence.

Lamberet is participating in Solutrans, the must-attend event for industrial and urban vehicles, at Eurexpo Lyon from 18 to 22 November 2025. This edition comes at a time when transport operators are faced with a challenging equation: successfully completing the energy transition while maintaining operational competitiveness. In this changing landscape, Lamberet intends to demonstrate, with conviction, its role as an industrial pioneer and trusted partner for the entire cold chain.

Lamberet's presence at the show is based on three major commitments. The first is mastery of **multi-energy**: beyond electric power, our bodywork is designed to get the most out of new-generation diesel engines, bio-based fuels, natural gas and hybrid solutions, all of which are useful for the transition. The second is **the technological standards** that apply to the very design of our bodywork, where **ergonomics, safety and** operational **efficiency** are considered as an inseparable whole. The third is **forward-looking innovation,** fuelled by high-level quality certification and collaborative programmes – notably with leading manufacturers – as well as the integration of intelligent on-board devices.

Because the reality of operations demands immediate solutions, Lamberet will also be presenting its DispoFrigo service, its range of new refrigerated vehicles ready to go in collaboration with manufacturers and their networks, designed to cover peak periods.

At Solutrans, Lamberet reaffirms its conviction: there is no single path, but rather solutions tailored to each mission, each energy source and each customer.

Lamberet nominated for the I-nnovation Awards 2025

Lamberet has been officially nominated for the I-nnovation Awards 2025 in the "Bodybuilders" category, an iconic Solutrans competition that rewards disruptive advances in sustainable mobility.
For FRIGOLINE HPI, its new generation of high-performance thermal insulation, this nomination validates a decisive advance in the three areas that will shape the future of the industry: an unrivalled **insulation coefficient**, an exemplary **environmental footprint** (PFAS-free formulation, an exclusive feature) and **extended durability** over twelve years of intensive use.

This nomination attests to one clear fact: Lamberet wants to offer its customers a technological advantage over the next decade of refrigerated bodywork with BEVs (electric vehicles), at a time when energy efficiency is becoming a major economic priority.

Quentin Wiedemann, Director of the Commercial Vehicle Business Unit and Group Marketing for Lamberet, affirms:
"The development of our offering with the new Frigoline HPI insulation reflects Lamberet's commitment to transforming regulatory challenges into profitable opportunities for all its customers, regardless of their preferred energy source."

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Press summary – Lamberet innovations at Solutrans 2025

At Solutrans 2025, Lamberet is asserting its position as a pioneer in the energy transition in temperature-controlled transport. At its stand in Hall 4, D121, the group invites visitors to discover a range of innovations that combine technical ingenuity and operational pragmatism, led by FRIGOLINE HPI, nominated for the I-nnovation Awards in the "Bodybuilders" category.

Solutrans Innovation Awards

This new generation of **Frigoline HPI** insulation, co-developed with Saitec and Kingspan, is based on microcellular polyurethane foam free of per- and polyfluoroalkyl substances (PFAS) and hydrofluoroolefins (HFO). It offers a stabilised target lambda of 0.019 W/m·K and a reduction of up to 33% in heat loss. Rolled out across the entire Lamberet range from December 2025, it preserves the range of electric vehicles, minimises energy costs and anticipates European environmental restrictions, while aiming for a level of durability and quality that lasts for twelve years of intensive use – a decisive advantage for fleets concerned about their TCO.

The first application of FRIGOLINE HPI is revealed on the **Kia PV5 electric chassis cab**, presented in a European preview. An innovative architecture without a subframe lowers the loading threshold, while a low-consumption Kerstner eCoolJet 206 12V/55A unit with a unique under-chassis installation, combined with the H1 body height, allows access to underground car parks (under 1.90 m targeted). and the whole package offers a boost in range of more than 9 km per cycle. To be launched in 2026, with a volume of 5 or 7 m³ depending on the roof height, this solution embodies the vision of a 100% electric, ergonomic and cost-effective refrigerated commercial vehicle, tailored for last-mile deliveries.

Among other new commercial vehicle innovations, the IVECO Daily 7.2 t CNG dual-temperature for STEF combines 18.5 m³ of usable space with a sliding partition and a Dhollandia tailgate, foreshadowing the electric commercial vehicles of the future. The **new Ford Transit modular chassis,** with a flat floor and cab, offers 12 m³ with a low threshold and no tailgate; the **Peugeot Expert van with integrated insulation** incorporates a Uniscreen refrigeration control system with the original screen; and the **Toyota Proace Max,** currently undergoing certification by Toyota Professional, ensures seamless integration for 8 or 10 m³ with reinforced class ATP.

In terms of **industrial vehicles**, the **DOLPHIN project, led by Renault Trucks** and funded by France 2030, is innovating by optimising the T4x2 electric tractor and electrified semi-trailer combination. A high-voltage battery pack, an e-axle generator and intelligent control laws balance energy flows for a target TCO in line with diesel, while aerodynamic fairings reduce drag by 8-12% and a Gauzy 360° camera system anticipates the future of GSR II standards. Post-show trials will validate these advances for industrialisation from 2026 onwards, paving the way for carbon-free cold transport without compromising on performance.

The **SR2 X-City 27P**, combined with a CE-certified automatic Distri+ curtain, offers a volume of 27 pallets, with the manoeuvrability of a small truck thanks to an innovative Green-Steering cable-steering axle.
The Frigoline HD Beeflift truck, equipped with rails on the roof, reduces the drudgery of meat transport via an assisted gantry.

Cross-cutting **technical innovations** such as **ERGOWALL 2.0, DISTRI+ V3.2 CE**, **the new galvanised chassis** for semi-trailers, the **SafeStair** access ladder with automatic handrail and the **Safety Lock RFID** access control system enhance ergonomics and safety.

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Innovation Awards: Frigoline HPI, a new generation of high-performance insulation and innovative solutions adapted to BEVs.

FRIGOLINE HPI – High Performance Insulation – is not just an improvement: it is a technological breakthrough that redefines the standards of temperature-controlled transport, a major advance since the introduction of polyurethane foams more than 40 years ago.
The result of a strategic partnership and joint development between Lamberet, Saitec and Kingspan – world leaders in advanced insulation formulations – this HPI polyurethane foam features a closed microcellular structure of unrivalled homogeneity, specifically optimised for Lamberet's exclusive continuous lamination technology.
Unlike traditional methods, which assemble prefabricated skins by gluing them onto foam of varying quality, often with open edges, the Lamberet process continuously wraps the insulation in a single step. This results in shaped (closed) edges that guarantee long-lasting thermal insulation and, **thanks to encapsulation during manufacture, the long-term maintenance of insulating properties** – an essential condition for HPI performance.
Available in thicknesses of 45, 60 and – exclusively for VU – 85 mm depending on the application, HPI foam has a stabilised thermal conductivity of λ = 0.019 W/m·K and achieves a target overall coefficient of K ≈ 0.30 W/m²·K, representing up to a 33% reduction in heat loss compared to conventional solutions on the market (e.g. 60 mm PET panels).
This performance translates directly into **reduced stress on the refrigeration unit** (fewer compressor hours, less wear and tear, fewer breakdowns), **lower energy consumption** (fuel costs for combustion engines, increased range for electric vehicles), and **higher residual value**, which is particularly important given the longer ownership periods associated with BEVs.

In addition to these operational benefits, there is a positive environmental impact, as the overall energy consumption of vehicles over their life cycle is reduced. This **environmental aspect** is a major advantage of Frigoline HPI bodywork. Unlike certain polyurethane foam formulations still on the market, which may use fluorinated blowing agents classified as PFAS, **FRIGOLINE HPI** foam **is formulated without HFO and PFAS*** at source. This choice anticipates future European restrictions (REACH / proposed PFAS ban by 2030) and meets the growing demands of car and heavy goods vehicle manufacturers in terms of clean chemistry, traceability and environmental responsibility.
It guarantees high-performance insulation that is stable over time, durable and compatible with the CSR initiatives of major transport, logistics and distribution groups.

FRIGOLINE HPI will enter general industrial production in December 2025 for all Lamberet cells. It will be offered as standard, with a controlled additional cost that will be largely offset in use. At the same time, a **FRIGOLINE HPI+** version**,** currently undergoing operational testing with several transport leaders, is being co-developed with Kingspan. This optional version aims to further increase the TCO and durability of bodywork for the most demanding uses.

Gwenaël Tuet, Director of Research and Services at Lamberet, who is behind this development, sums it up:
"FRIGOLINE HPI: insulate more to consume less, an innovation ready to support fleets in their energy transition."

** PFAS (per- and polyfluoroalkyl substances) are a family of persistent fluorinated chemical compounds that are monitored and gradually restricted by European authorities due to their very low biodegradability and accumulation in the environment. HFOs, introduced as a replacement for CFCs and HFCs due to their low climate impact, are now known to degrade into trifluoroacetic acid (TFA), a persistent PFAS. They are still frequently used as blowing agents in standard polyurethane foams, as well as in certain rPET foam blowing processes.*

Light commercial vehicles (LCVs)

Kia PV5 – 100% electric refrigeration concept (European premiere, nominated for the Innovation Awards)

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In a European preview, Lamberet is unveiling at Solutrons the first application of its FRIGOLINE HPI insulation technology on the new **Kia PV5 chassis cab, a 100% electric utility vehicle** launched by Kia in its PBV (Purpose-Built Vehicle) range. Based on the chassis cab version, this vehicle marks a major advance for urban distribution, thanks to one of the best ranges in its category and a cost of use comparable to that of a combustion engine equivalent.
This bodywork concept, which uses **innovative technologies** and was selected by the **Innovation Awards** jury, marks a break with the traditional approach to temperature-controlled urban distribution in the electric era: it is no longer a question of adapting an existing body to an electric base, but of **rethinking** the entire **refrigeration architecture**.

The first innovation lies in the insulation. The bodywork uses FRIGOLINE HPI foam, co-developed with Saitec and Kingspan. Its closed microcellular structure, formulated without HFO or PFAS, provides an unprecedented level of insulation for a light refrigerated commercial vehicle, enabling a target K coefficient of 0.30 W/m²·K to be achieved with 85 mm panels. **This performance significantly reduces heat loss** and, as a result, the load on the refrigeration unit, which is essential **for preserving the real range** of an electric vehicle in operation.

The second innovation concerns the vehicle's architecture: **the body is mounted directly onto the chassis, without a subframe.** This configuration, made possible by the complete integration of the body into the chassis, **reduces weight, lowers the centre of gravity and provides a significantly lower access threshold, which** is particularly valuable for regular delivery rounds. It also improves the available payload, a critical parameter for an electric utility vehicle where every kilogram counts in terms of the balance between range and carrying capacity.

The third key factor is the refrigeration system itself. Lamberet and its subsidiary Kerstner have chosen the **new eCoolJet 206 in an ultra-low consumption version**. Designed for 12 V power supplies via ePTO in battery-powered electric vehicles, this unit stands out for **its high efficiency** and controlled electrical demand (≈ 55 A), enabling continuous operation without an additional high-voltage converter. This solution, developed specifically for BEVs, reduces the energy required to maintain the cold chain and **directly contributes to increased range.**

Finally, **the fourth innovation is the installation of the refrigeration unit under the chassis**. The compactness of the system allows for a completely new integration on an electric chassis cab, where part of the floor is occupied by the battery pack. Placed under the vehicle rather than at the front, the unit frees up front space and allows for a **low-slung body,** with a **target overall height of 1.90 m in the low version,** while offering nearly 5 m³ of usable volume. This controlled height guarantees access to underground car parks, urban areas with height restrictions and class 1 tolls, without compromising on ergonomics or load capacity. A high roof version, offering 7 m³, will also be available for applications where volume takes precedence over access.

The package forms a 100% electric refrigeration solution that is energy-efficient, ergonomic for operators and high-performing from an operational standpoint. It combines **preserved autonomy, optimised payload, ultra-low threshold and maximum accessibility**. It is scheduled to go on sale in 2026 in European markets where Kia will be rolling out the PV5.

Ford Transit Modular Chassis – the new Lamberet flatbed body

Unveiled for the first time at Solutrans, this "flatbed cab" version based on the Ford Transit Modular Chassis inaugurates a generation of refrigerated commercial vehicles designed from the outset for urban distribution and catering/delivery. The choice of the Ford modular chassis is no coincidence: it offers a factory-fitted **lowered architecture,** allowing for the integration of wheel arches, ideal for accommodating a low-floor body **without the need for a subframe.** Lamberet exploits this structural advantage to offer a compact, perfectly integrated isothermal body that combines naturally lower floor access, better load stability and optimised usable space.
The vehicle presented at the show demonstrates what can be achieved through development carried out hand in hand with the manufacturer. Designed in partnership with the **Ford Pro Convertor** teams (European bodybuilder approval programme), this model benefits from the technical interfaces, validations and quality controls specific to the Ford Pro

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network. At Solutrans, the Lamberet Group also saw its **Ford Pro Convertor certification** officially renewed, recognising the compliance of its engineering and production processes with the manufacturer's standards.
In terms of use, the "floor-cab" architecture reduces the threshold height associated with delivery operations, streamlines rotations and reduces handling efforts. In this configuration, the 12 m³ body fits naturally onto the chassis without the addition of superfluous metal elements, offering two benefits: reduced weight and a lower centre of gravity, **improving driving comfort, safety and payload**.
Insulation remains at the heart of performance. The bodywork features the latest generation of 85 mm FRIGOLINE HPI panels, manufactured using Lamberet's exclusive continuous lamination process. With a thermal conductivity of λ = 0.019 W/m·K, the insulated envelope exceeds the requirements of the ATP "Reinforced Insulation" standard. In practical terms, this means fewer compressor hours to maintain the temperature, therefore less energy consumption, reduced noise levels during deliveries and, ultimately, lower running costs. More stable thermal performance over time also contributes to the vehicle's resale value, which is now a key criterion for operators.
Because a distribution van operates at a rhythm of successive stops, every detail of the body has been designed with repetitive movements in mind: low non-slip floor, peripheral protection designed to withstand everyday impacts, ergonomic "Easy-Handle" rear doors and on-board lighting for improved ergonomics at night.

IVECO Daily 7.2 t CNG – Dual-temperature alternative energy truck

In its Frigoline Pro dual-temperature configuration for 8 pallets, **the IVECO Daily 7.2 t with CNG (Compressed Natural Gas) engine** on display at Solutrans illustrates Lamberet's ability to support its customers in the energy transition. This vehicle is configured for STEF, a leading European player in cold chain logistics, whose requirements combine operational performance, long-term reliability and environmental commitment. Being selected by STEF for these demanding configurations is a strong recognition of Lamberet's technical expertise and the robustness of its solutions.
The CNG engine, which complies with Euro VI Step E, significantly reduces emissions, including up to 90% less NOx and virtually no fine particles, while reducing the carbon footprint by around 25% compared to a diesel equivalent. IVECO also highlights that the use of bio-CNG enables carbon neutrality or even a net reduction in CO_2, offering a realistic path for fleets seeking immediate decarbonisation. Furthermore, CNG allows unrestricted access to low emission zones, combining environmental benefits with continuity of service in urban centres.

The integration carried out by Lamberet is based on an isothermal cell with a useful volume of 18.5 m³, featuring **85 mm reinforced insulation**, ATP-compliant and optimised to maintain thermal performance over time. The non-slip composite floor, designed for high-frequency loading/unloading, ensures robustness and safety. The Thermo King V-800 MAX Spectrum refrigeration unit, with two ES400 evaporators and road/sector/heating management, enables **multi-zone negative cold** operation**,** guaranteeing temperature continuity in urban and suburban distribution.
The sliding cross partition, consisting of two independent sections, is assisted to facilitate and secure its handling. Intelligent LED lighting with a PIR sensor, work lights synchronised with the opening of the doors, and an **automatic air curtain** to **prevent heat loss** provide **ergonomics, time savings and safety for the driver**. During the delivery phase, the Dhollandia DH-LMA.10 aluminium tail lift (1,000 kg) completes the equipment, ensuring precise and less strenuous handling.
With a payload of nearly 3 tonnes in this configuration and the capacity to carry 8 pallets, this demonstrator highlights how Lamberet combines durability, thermal efficiency and modularity in a compact format, designed for regular routes and constrained environments.

A transitional solution that heralds the future of electric refrigerated commercial vehicles

The electric refrigerated utility vehicle segment will gradually move beyond 3.5 t GVW. This is because the battery packs required for real operational range increase the unladen weight of 3.5 t chassis, making 4.25 t, 5 t and even 7 t configurations essential to maintain payload. This trend is already being anticipated by transport companies, manufacturers and regulatory authorities.

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In this context, several factors will become decisive: the structural strength of the bodywork in the face of higher rolling masses and dynamic stresses; durability over 10 to 15 years, an opportunity linked to the extended service life of BEV vehicles (no mechanical wear equivalent to that of combustion engines); reinforced insulation, preserving electric range by reducing the demands on the cooling unit.
Lamberet's Frigoline Pro HPI bodywork, with its λ = 0.019 W/m·K foam, continuous lamination process and closed-edge design, already meets these future requirements, where many conventional 3.5 t bodyworks would reach their limits in terms of structural mass, mechanical strength and thermal stability.
This CNG Daily thus becomes a milestone in the transition. A solution that can be used immediately today, directly foreshadowing the architecture of tomorrow's 100% electric refrigerated commercial vehicles.

Integrated insulation vans – Lamberet's experience at the service of performance

For more than four decades, Lamberet has been perfecting its **expertise in integrated insulation for vans**. This industrial heritage is now reflected in conversions that consistently achieve the **ATP's reinforced isothermal** level**,** even when the vehicle is equipped with a sliding side door – a demanding configuration where airtightness and thermal stability must remain flawless. The units presented at Solutrans are UTAC and Cemafroid approved and are part of a reproducible quality approach: optimised internal structures, thermal bridge management, choice of sustainable and traceable materials, easy maintenance, **manufacturer certification.**

The new generation of Easyfit Lamberet vans has been designed as a coherent whole: rigorous insulation (target K coefficient < 0.40 W/m²·K in both positive and negative temperatures), interior fittings designed for resistance to intensive use, and clean electrical integration that preserves the ergonomics of the driver's cab and the basic manufacturer's warranty.

Peugeot Expert – a collaborative project that integrates the refrigeration control system into the original screen

On the Peugeot Expert, Lamberet is leading a joint project with **Stellantis, Thermo King and Standby** to integrate the **refrigeration unit control directly into the original infotainment system**. Thanks to Uniscreen technology, the driver has a single, easy-to-read interface on the vehicle's screen to control temperatures, modes and basic diagnostics. This native integration eliminates the need for additional boxes, improves ergonomics, makes the wiring more reliable and reduces the risk of operating errors. The Expert with this bodywork illustrates Lamberet's philosophy: to be simple, reliable and efficient, serving regular urban delivery routes.

Toyota Proace Max – integration in line with Toyota Professional standards

On **the Toyota Proace Max van,** Lamberet is deploying an Easyfit body with integrated ATP-class reinforced insulation designed to meet the particularly rigorous standards of **the Toyota Professional programme**. Lamberet's bodywork approval file is currently being processed, with site audits, technical reviews and process validations aimed at ensuring compliance with the manufacturer's bodywork guidelines, electrical safety and durability requirements. The integration is designed to preserve the original warranty, compatibility with driver assistance systems and the integrity of the wiring harnesses. With useful volumes of 8 to 10 m³ in positive or negative cold versions, this configuration combines robustness, ease of maintenance and thermal performance for uncompromising intensive use.

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Choose a leading bodybuilder for your integrated insulation vans

Working with Lamberet means benefiting from a bodybuilder that is certified and recognised by all manufacturers. In concrete terms, this means vehicles converted in strict compliance with OEM **bodywork guidelines**, validated electrical diagrams, anchors and reinforcements that comply with engineering calculations, as well as **preservation of the manufacturer's warranty** and active safety functions. It also means the assurance of a **committed CSR approach** — selected materials, **controlled processes, waste reduction, improved recyclability** — and an after-sales network trained in the specifics of refrigeration. For the operator, the benefits can be measured over time: stable thermal performance, controlled TCO, technical availability, preserved manufacturer's warranty and preserved resale value.

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Industrial vehicles (IV)

DOLPHIN Project – Innovation – Electric tractor unit + refrigerated semi-trailer: preparing for the future of temperature-controlled transport

At Solutrans 2025, Lamberet will be exclusively presenting a demonstrator from **DOLPHIN, an R&D programme coordinated by Renault Trucks and carried out with a consortium** of leading **academic and industrial** partners. The objective is simple to state but ambitious to achieve: to design, validate and pre-industrialise a 100% electric road train – **tractor plus refrigerated semi-trailer** – conceived as a single system in which energy, aerodynamics, safety and ergonomics reinforce each other.
The project brings together Lamberet, INSA Lyon (LaMCoS and Ampère laboratories), the Laboratory of Fluid Mechanics and Acoustics (LmfA), Clermont-Auvergne University via LAPSCO and Safety Tech (Gauzy Group) for 360° vision. INSAVALOR, INSA's commercialisation subsidiary, is supporting the implementation. All are working towards the same goal: to bring tomorrow's refrigeration system to life today.

The demonstrator on display in Lyon uses the programme's reference configuration: a **Renault Trucks T4x2 electric tractor coupled to an electrified Lamberet semi-trailer**.
On the trailer side, Lamberet adds a high-voltage **battery pack**, an **e-axle** generator and a proprietary AC/DC–DC/AC converter that manages the available energy between traction and refrigeration in real time. On the tractor side, an **e-PTO** completes the mix to power the refrigeration unit according to usage scenarios. This "complete convoy" approach is not limited to adding components; it takes advantage of control laws developed by the Ampère Laboratory to precisely balance incoming and outgoing flows according to actual mission profiles — urban, regional or long-distance. The result is a total cost of ownership for the refrigeration system that is in line with the best current diesel benchmark, without sacrificing long-distance range.

At the same time, **INSA Lyon and LmfA have carried out extensive aerodynamic optimisation work: numerical simulations, wind tunnel correlations and track testing campaigns** have made it possible to define prototype fairings that are compatible with everyday use (loading, access, turning angles) while reducing overall drag. The results guide the shapes and position of the appendages, with an explicit objective: to exceed, within the regulatory horizon, the VECTO targets applied to trailers and to anticipate the harmonious integration of GSR II requirements. This approach, which continuously compares calculations and tests, directly informs the design of the parts on display at Solutrans.

Active safety is a key focus. The **360° vision system developed by Safety Tech (Gauzy Group)** transmits high-definition video from the trailer to the driver's cab via a secure Ethernet connection. Beyond simple rear-view monitoring, the aim is to integrate **contextualised assistance for manoeuvring and approaching obstacles,** in line with the spirit of the new European requirements, and to document their operational benefits over time.

At the heart of the exhibition, this presentation is not an end in itself: it marks the start of a new series of dynamic tests designed to finalise the energy models and aerodynamic architecture with a view to launching concrete applications beyond 2026.
"Our responsibility is to build electric refrigeration solutions that deliver on their promises, both on the road and in the operating accounts. The simulations validated by the first test drives enable us to refine the fairings and the tractor-trailer energy balance; this is the prerequisite for a truly differentiating level of performance," comments Olivier Bas, consultant to Lamberet's industrial vehicle sales department, echoing the engineering analysis initially carried out by the Design & Service teams. He adds: "The price issue is crucial: **decarbonisation cannot be achieved at the expense of results**; DOLPHIN aims precisely to align TCO while providing measurable gains in range and operating comfort."
DOLPHIN's presence on the Lamberet stand serves as a demonstration: the industrial excellence of a specialist bodybuilder, the drive capacity of a major manufacturer, the methodological contribution of leading laboratories and the expertise of an on-board vision partner all converge in a single test object. This scientific and collaborative approach

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is the only one capable of simultaneously meeting two requirements that are often seen as contradictory: **future regulatory compliance and economic sustainability for transport companies.** This is the whole point of the DOLPHIN programme as announced by Renault Trucks: a laboratory vehicle that **paves the way for, experiments with and secures the next generation of electric road transport.**

SR2 X-City 27P – Urban distribution reinvented

Another highlight of the Lamberet stand is the **SR2 X-City 27P** semi-trailer, designed to meet the rapidly changing needs of urban and suburban distribution. As low-emission zones become more widespread and access restrictions in cities become stricter, this configuration offers a practical alternative to rigid trucks, combining volume and agility**. With a capacity of 27 pallets, representing more than 30% additional volume** compared to a 21-pallet 6x2/4 truck, the SR2 X-City reduces the number of trips per customer, optimises routes and directly lowers the operating cost per pallet delivered.

This increase in capacity does not come at the expense of manoeuvrability**. The rear steering axle, controlled by the Green-Steering cable system** — 100% mechanical, with no on-board electronics — guarantees remarkable steering precision when manoeuvring, even in narrow streets, courtyards, cramped loading bays or city centre markets. This system **reduces driver effort, limits tyre wear and reduces fuel consumption due to trajectory variations**: measurable benefits on a daily basis.

The bodywork, in multi-temperature configuration, uses the **ERGOWALL 2.0 partition**. Designed to be robust and lightweight, it is easy to handle, ensures thermal insulation and optimises usable space. It is complemented by the **DISTRI+ V3.2 CE pneumatic curtain, which is quiet, complies with the Machinery Directive,** and is designed to speed up opening/closing cycles while preventing losses at the dock. This equipment is the result of feedback gathered in the field from transporters specialising in high-frequency food distribution, where every stop counts and time saved translates directly into productivity.

The insulation is based on Lamberet's exclusive **FRIGOLINE HPI foam**, formulated without **PFAS or HFO** and featuring a microcellular structure with high thermal stability. It guarantees long-term performance, reduces the operating hours of the refrigeration unit and, as a result, improves TCO control over the actual service life of the vehicle, which is all the more strategic given the extension of operating times.
The semi-trailer on display is equipped with a Carrier Vector HE19 MT unit, **compatible with B100 biofuel** and electric power. This energy versatility makes it possible to adapt operations to local regulatory requirements, while preparing for future phases of progressive fleet decarbonisation.

Combining increased capacity, urban manoeuvrability, sustainable thermal efficiency and energy versatility, the SR2 X-City 27P offers a high-performance alternative to rigid trucks for mass distribution, urban networks, high-frequency food logistics and multi-stop routes. **It embodies a pragmatic evolution in mass refrigerated transport: better delivery, fewer trips, less energy.**

Refrigerated truck with overhead rails – Beeflift assistance for the meat industry

At Solutrans, Lamberet is presenting a **refrigerated truck** configuration **specifically designed for the meat industry**, based on a **Frigoline HD** body **mounted on a Renault Trucks D Wide 19 t**. This vehicle, ready for use in single-temperature negative FRC, is designed for the most demanding service conditions and the sustained pace of specialised operators.
The Frigoline HD body is distinguished by its reinforced structure and high-density composite panels designed and moulded in a single piece, guaranteeing mechanical rigidity, durability and ease of maintenance. The roof features integrated steel inserts that can safely accommodate a **Norman 25-gauge double-rail hanging rack,** a benchmark system in the meat industry for its reliability, stability and ability to withstand dynamic pendulum loads. The interior walls are

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protected **by INTERINOX, Lamberet's exclusive composite + stainless steel double protection,** known for its long-lasting resistance to repeated impacts from hooks and intensive washing cycles.

At the heart of innovation, the vehicle on display incorporates the **Beeflift assistance system**, a gantry that helps lower carcasses. This device mechanically assists the movement, drastically reducing the physical effort required by the operator and limiting the risk of MSDs (musculoskeletal disorders), while maintaining precision of movement. Beeflift assistance helps to secure the work area, stabilise production rates and improve quality of life at work, which are priority issues for transporters, cutting plants and slaughterhouses.

The bodywork chassis is designed to last: modular galvanised extension, integrated 1.5 t Dhollandia tailgate with Lamberet stainless steel/aluminium frame, ergonomic rear access and secure LED work lighting. Each component is designed to offer robustness, reliability and long-term value retention, typical of equipment used for 10 to 15 years in real-world conditions.
Lamberet points out that its long-standing expertise in meat applications is based on the combined mastery of three essential parameters: **structural load-bearing capacity, controlled hygiene and ergonomic handling.** In a context of increasingly stringent health requirements and operators who are increasingly attentive to the prevention of occupational risks, this configuration illustrates Lamberet's ability to design professional refrigerated vehicles that are truly adapted to the constraints of the field.
Finally, like all Frigoline bodywork, this range will benefit from the gradual adoption of **FRIGOLINE HPI** foam, an exclusive formulation free of HFO and PFAS, offering better thermal stability over time and reduced stress on refrigeration units.

Innovations and safety

The **ERGOWALL 2.0** partition has a lightweight yet rigid structure, can be operated with one hand and maintains high isothermal performance across multiple temperatures. It reduces the number of handling operations, preserves seals and fittings and better stabilises temperatures during routes with frequent stops.
In addition, the **fully pneumatic DISTRI+ V3.2 CE insulated curtain** opens and closes quickly and quietly. It limits refrigeration losses, reduces nuisance in urban areas and ensures operator safety. Its compliance with the Machinery Directive and simplified kinematics guarantee high operational availability.
The structural durability of semi-trailers has also reached a new milestone**: hot-dip galvanisation is now standard on SR2 chassis,** cross members, tailgate interfaces and areas exposed to salt spray. This **anti-corrosion** treatment**,** based on a controlled-thickness zinc bath process, delays the appearance of pitting, preserves structural anchors and protects residual value.
The SafeStair rear access system improves ergonomics and safety. **Its non-slip aluminium ramp unfolds and folds automatically**, without any physical effort on the part of the operator. It ensures stable ascent and descent, even in difficult weather conditions, reducing the risk of slipping and musculoskeletal disorders.
The **RFID Safety Lock** device **secures access to the rear doors during deliveries**. The doors can only be opened with an authorised badge, preventing any intrusion or unauthorised opening during stops. This system protects goods, improves the traceability of loading/unloading operations and keeps teams safe in dense urban environments.
These combined features reflect Lamberet's constant commitment to high-performance insulation, controlled ergonomics, structural durability and operational safety, adapted to the intensive use of modern refrigerated transport.

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LAMBERET

PRESS

For immediate release

Saint-Cyr-sur-Menthon, France, 10 November 2025

DispoFrigo – Availability at the service of your operations

Because our customers' priority remains **service continuity**, Lamberet is promoting DispoFrigo, its range of **ready-to-go** vehicles. These new refrigerated vans and lorries, already fitted out and available immediately, enable transport and catering professionals to cope with peaks in activity, urgent replacements and new contract start-ups, while minimising the time it takes to get them up and running.
DispoFrigo is based on close coordination between Lamberet, manufacturers and their networks: bodywork advances, complete vehicles and dedicated dealer stocks. This system guarantees technical compliance, the preservation of manufacturer warranties and the relevance of the configurations offered.
DispoFrigo illustrates Lamberet's concrete commitment to supporting its customers in their daily lives with reliable, fast and turnkey solutions.

Invitation – Solutrans Hall 4 • Stand D121

Through its presence at Solutrans 2025, Lamberet is reaffirming its ambition to be the European benchmark in innovative refrigeration solutions. With a range covering all energy sources and formats – from light commercial vehicles to semi-trailers – Lamberet presents industrialised, proven solutions developed in co-engineering with manufacturers and cold chain professionals. The objective remains unchanged: to deliver measurable gains in operational performance, safety of use and equipment durability.

Lamberet would like to thank all its customers, manufacturer partners, distribution networks and operators for the trust they place in us. We invite transporters, logisticians and food professionals to come and discover our demonstrators, talk to our teams and work with us to design their next refrigeration configurations, tailored to their constraints and their businesses.

See you in Hall 4 – Stand D121, at Eurexpo Lyon, from 18 to 22 November 2025.
"Lamberet – All the energies of refrigeration, one requirement: excellence."

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Related media

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Lamberet: find out more

Lamberet, a key player in corporate social responsibility

Lamberet is firmly committed to corporate social responsibility (CSR), focusing on five areas: governance, the environment, social issues, society and the economy. The group's goal is to achieve carbon neutrality by 2040, with concrete initiatives such as installing photovoltaic panels on its sites and reusing refrigerated body components to construct eco-friendly modular buildings.
In addition, the group carries out a carbon assessment that includes the indirect impact of its activities, particularly those of its supply chain. In social terms, Lamberet makes it a point of honour to promote inclusion and diversity, guaranteeing optimal working conditions for its 1,200 employees in Europe. The group is also committed to developing partnerships with local suppliers to strengthen the company's social footprint.

Key figures for the Lamberet group

- Leading French refrigerated bodybuilder in terms of range and services
- 30% market share in France and 10% in Europe (all segments combined)
- 2024 turnover: €237 million
- 2024 production: 7,000 bodies, including 3,900 industrial vehicles and 3,100 refrigerated utility vehicles
- 1,200 employees in Europe, including 1,000 in France

About Lamberet: a major player in the cold chain

Lamberet is a key player in the refrigerated body sector in Europe, renowned for its technological innovations and industrial expertise. The group develops a comprehensive range of solutions for temperature-controlled transport, covering the needs of light commercial vehicles, industrial trucks and semi-trailers.

Thanks to a long-term investment plan, Lamberet continues to innovate while responding to environmental challenges. The company, a member of the international industrial group AVIC, has strengthened its development with the opening of a state-of-the-art factory in Saint-Eusèbe, specialising in the production of commercial vehicles. Lamberet is the only player to design and produce four types of refrigerated bodies: integrated insulation for vans, bodies for flatbeds and chassis cabs, industrial trucks and semi-trailers. In addition, the group develops innovative refrigeration units for commercial vehicles through its subsidiary Kerstner.
Lamberet stands out with a distribution network in 40 countries, with 50% of its production volumes destined for export, ensuring a strong international presence.

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