



SR2
GREEN
LINER

**A strong point
for your energy savings**

 **LAMBERET**

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 CO₂ emissions.



THE LAMBERET BONUSES

Steel roller shock absorbing stop guards

Developed and patented by our R&D Department, they combine horizontal shock absorption and vertical rolling on 1 or 2 levels. The electrogalvanised steel tubes with a honeycomb elastomer core provides a longer durability.

The chassis high inertia reinforcement arms (160 mm high) absorb the residual efforts.

Integrated Docking Assistance (option)

Protect the rear from violent impacts! Ultrasound sensors locate the effective distance up to the dock and trigger the successive application of the brakes. This optional system is entirely integrated into the chassis and the EBS to provide flawless reliability. The sensors are protected.



A white semi-truck with a long trailer is shown from a side profile. The trailer has "SR2" in large grey letters and "GREEN LINER" in green letters below it. The truck is parked on a reflective surface. In the background, there is a blurred cityscape at dusk or night, with a large circular structure, possibly a stadium or arena, visible.

SR2
GREEN LINER

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.



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.



US
GR



CXsystem

The response to the demands of carriers looking for real savings that can be exploited immediately on 100% of transport flows.

- + AERODYNAMICS
- CONSUMPTION
- CO₂



Aerodynamics

Aerotail spoilers:

Fitted on the rear doors, their deployment and concealment are automatic and do not require any additional action by the driver.

- > Exclusive technology linked to the Lamberet double-acting hinges
- > Opening and closing assisted by return spring
- > Tested saving of 1% minimum in consumption with distribution profile

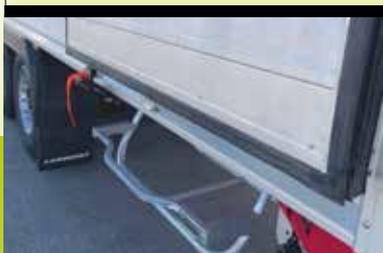


Integrated door lock bars:

The stainless steel handles are embedded, as are the double-acting hinges. The slightly convex smooth rear face reduces the disturbances of parasitic drag, benefiting consumption. This "Eco-friendly" design also allows a gain in usable length of 40 mm to facilitate the loading of 33 Euro pallets in a multi-temperature setting. Marketing communications are also more visible and not "cut".

Protected rear doors

During manoeuvres, the double-acting hinges keep the doors away from the dock (additional 40 mm). The integrated door lock bars make it possible to push the doors completely back against the sides making docking safe without the risk of catching. Each door leaf is thickened (90 mm) and strengthened by entirely composite profiles, and has better insulation capacity.



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.



Bolted, reinforced HD stainless steel frame

The modular Heavy Duty stainless steel frame combines solidity, impact resistance, easy fast maintenance with low operating costs.

The vertical uprights, H-shaped beam type, are in stainless steel. They are bolted directly to the panel edges and also attached on the upper cross-beam, as they are on the stainless steel sill, by 4 UHS steel 12 mm brackets and bracket plates. In this way they provide optimum rigidity, a guarantee of longevity, an exceptional capacity to withstand impacts and incomparable roadholding.

The HD frame is free of welding and therefore weaknesses. Its entire height is protected by extra thick rubber shock absorbers. It incorporates 2x4 stainless steel double-acting hinges, also protected by stops when the doors are open.



CX PROFIL



CX PROFILES

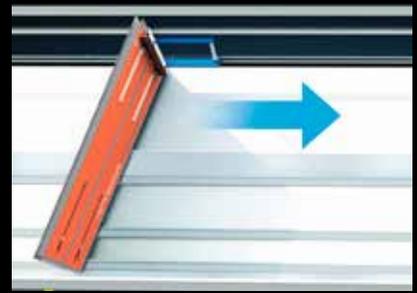
The vertical uprights incorporated into the front face vector the air flow sideways and act on the vortex generated between the tractor and the body shell. The spoiler incorporated into the chassis accelerates the unit's cooling air renewal cycle.

"OPTIFLOW" PATENTED SIDE FAIRING:

Its "aircraft wing" profiled shape limits disturbance of the air flow and converts part of the deflected air into thrust to reduce aerodynamic disturbances and drag.



FAIRING
OPTIFLOW



The development in the distribution of products under controlled temperature (food or pharmaceuticals) requires multi-compartmental vehicles for fresh (positive cold) and frozen (negative cold) use at the same time. It is ESSENTIAL that partitioning of these compartments is perfectly insulated, watertight, modular, resistant and easy to handle.

ERGOWALL, the new LAMBERET bulkhead, fully meets all these criteria and is a real technological breakthrough via innovative, exclusive solutions. It is made up of two rigid, combined 1/2 panels, made with skins that are impact-resistant and have unmatched flexibility, combined with a shape memory insulation.

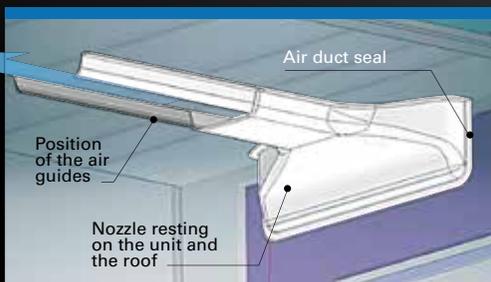
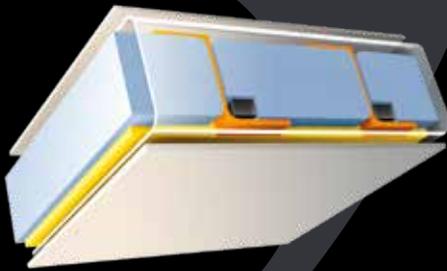
The hyper-compact lifting assistance tool, favours the usable height under the bulkhead and reduces the risk of tangling the load. The ERGOWALL bulkhead with its lower weight reduces the handling stress for operators by a fifth, thus decreasing the risks of MSD*.

Expert in composite technology

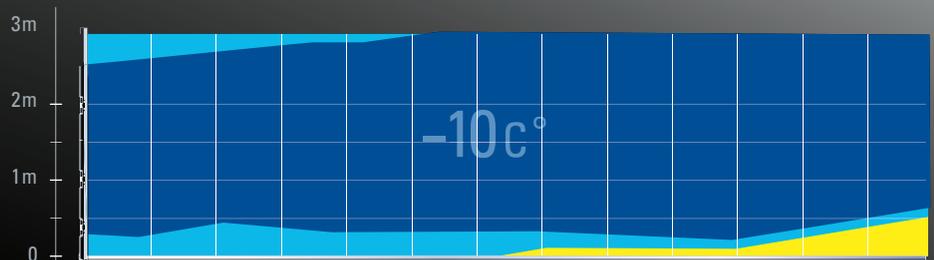
The Lamberet insulating panels are the fruit of years of experience, research and development.

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, without any metal and therefore no corrosion and economical to repair, waterproof and vapour proof.

The SR2 HD is equipped with panels strengthened with strong section inserts and reinforced with a thickened facing.



Patented IAFO system



Internal aeraulics

Homogeneous control of air temperature at approx. 0.5°C, i.e. the objective of the standard, NF X15-140, required in pharmacy. Reduction in the unit's consumption.

Patented IAFO system

This revolutionary open triple component system is made up of:

- > A nozzle which channels the air flow from its outlet.
- > A central channel which straightens the air flow.
- > An open air guide system which channels this flow to the rear of the vehicle.

Energy efficiency

Increase in motor performance of the cooling unit

The CX profiles combined with the chassis spoiler reduce pressure drops and favour air intake depending on a vertical vector on the unit, optimising motor performance.



Better level of insulation and watertightness

The preformed polyester foam composite panels are 16% more insulating than the panels with metal coverings and injected foam. The single-piece, multi-lip seals (8) in very high quality rubber provide unmatched watertightness. They have the benefit of Teflon treatment to facilitate opening.

* Internal Air Flow Optimizer



REINFORCED COUPLING SPOUT

The coupling plate spout is reinforced with steel caissons making it possible to resist the high frequency of shocks or heavy sliding of the tractor or handling machines fifth wheels.



INTEGRAL REAR PROTECTION SYSTEM

Large vertical buffers at the end of the side threshold and horizontal roller shock absorbing stop guards at the back of the chassis. Frame equipped with large buffers on the threshold and the vertical posts.



INTEGRATED SOFTDOCKING (option)

When approaching the delivery bay, the two integrated and protected radars in the chassis rear crossmember detect the presence of the bay and slow automatically the semi-trailer down thus avoiding violent shocks.



ANTI-LOSS REAR DOOR

The doors constitute an insulating and water resistant barrier, with 90 mm of thickness, 8 lip seals and a threshold 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 of 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 restitute all the unit blowing power.



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.



SMOOTH REAR SURFACE: AESTHETIC AND FUNCTIONAL

The recessed handles and locking gears are a better protection against break-ins and ripping off. With an interior length increased by 40 mm in comparison with traditional solutions, the 33 euro pallets are loaded in multi-temperature easily.



HIGH CAPACITY ALUMINIUM TANK

Ageing and corrosion resistant, its 250 litre capacity provides an autonomy of about 5 days. Practical with its double fillers and safe with its key locking and its anti-siphonage.



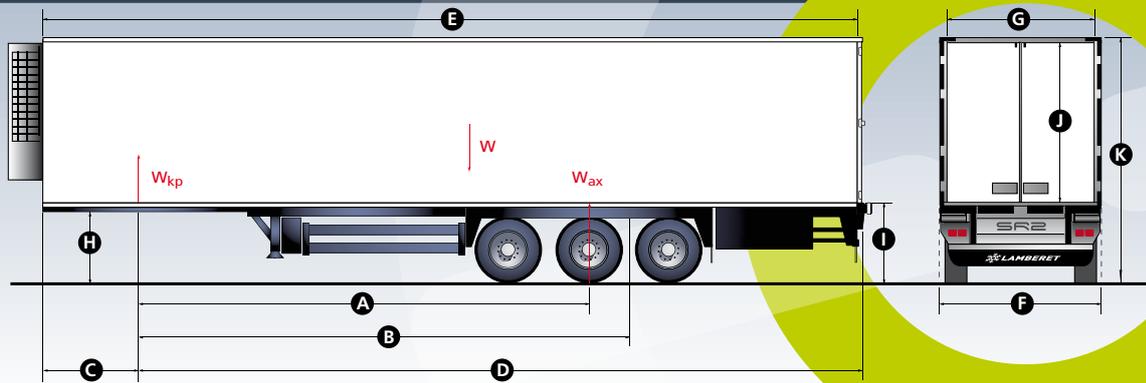
TREATMENT OF THE CHASSIS BY SHOT BLASTING AND POWDER COATING,

6 year anti-perforation warranty. Possibility to match the colour of the chassis with your colour scheme (100% of the RAL colour chart available).



SUSTAINER BRAKING CONTROL

In order to optimise the driver's manoeuvre during the numerous uncouplings of semi-trailers, the parking brake and brake release commands are situated at the level of the sustainer crank handle.



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

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.

SR2 turning circle

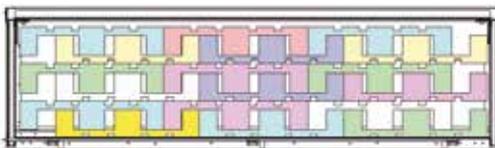
SR2 vehicle configuration	without lift axle, without self-steering axle	With 1st lift axle, without self-steering axle	With 1st lift axle, with self-steering
Interior turning radius for an external turning radius of 12.5 m	6 m 04	5 m 31	6 m 12

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.

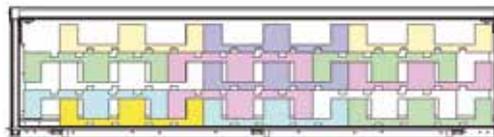
Coupling and unloading height

	EMPTY			EMPTY		
H Coupling height	1100			1150		
J Interior usable height	2600	2650	2700	2600	2650	2600
K Overall height	3930	3980	4030	3980	4030	4030
I Rear floor height						
Road	1240	1240	1240	1290	1290	1340

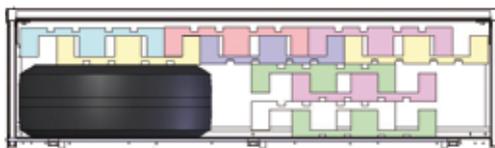
Pallet storage box



36 euro pallets



30 euro pallets



28 euro pallets with one spare wheel



22 euro pallets with one spare wheel

*Normal conditions of use and regular chassis maintenance, in accordance with the user manual recommendations. ⁽¹⁾VHYS stands for Very High Yield Strength