SR2 SUPER BEEF

Super stable

LAMBERET

SEMI-TRAILER

SR2 SUPER BEEF

UNEQUALLED STABILITY DEDICATED TO YOUR SAFETY

Born from the cooperation between LAMBERET and the biggest carriers, their federations and the public organisations in charge of road safety, SR2 Super Beef targets the issue of semi-trailers stability for a trade, the transport of hanging meat.

The multiplication of roundabouts, the increase in the useful height and centre of gravity, the power and the torque of the tractor units are some of the factors which are detrimental to the current stability of semi-trailers, the design of which is more than 25 years old. It is not surprising that rollover is nowadays the cause of more than 60% of semi-trailer accidents.

The transport of hanging meat by its nature makes these risks greater: a heavy load, high centre of gravity, significant sway, all at the rhythm of the cold chain, and often at night. The slightest driving error can have serious consequences.

The SR2 Super Beef retains all the assets of the SR2 Heavy Duty* and adds a new chassis and new suspension to increase its stability. The assembly is completed by a body dedicated to the stresses of the hanging meat transport.

*SR2 Heavy Duty (HD) elected best semi-trailer of the year at the 2011 International TRAILER Show (Courtrai - Belgium)

LAMBERET

THE LAMBERET BONUSES

Reinforced anti-impact protection

SR2 Super Beef is designed to master the docking constraints of meat trade: anti-racking double linkage recessed doors; higher keepers to minimise the lever effect on the cams; aluminium body trims ; 12 mm triple-layer stainless steel plinth integrating 4 elasto-mer buffers; chassis rear fitted with heavy duty vertical buffers and 4 shock-absorber buffers with steel rollers patented by Lamberet.

100% stainless steel HD rear frame

Developed to maximise the resistance and the rigidity of the loaded body. The high stainless steel crossmember is fitted then fixed directly on the hinged edge of the panel, like the H shaped vertical girders .

The assembly is integrally reinforced with cleats and gussets in 12 mm thick THLE steel , to absorb the loads without concentrating them in the angles. The assembly bolted on, without welding therefore no weakness, optimises the maintenance or repair times .

«Super Stable» chassis system

The suspension configuration, with its super compact rods, together with a contained thickness (180 mm) of the chassis THLE reinforced girders, lower the centre of gravity and stabilise the vehicle.
Wider drive train is unique: spar centre distance of the central module raised from 100 mm to 1400 mm brings the axle track to 2140 mm, i.e. the stability standard for tankers, which is the most demanding.

The controlled centre of gravity, the wider drive train, the 6 lateral stabilisers, the permanent control of the flattening of the suspensions and the tyres (Tyre Pilot option) in bends, form **an assembly which greatly improves the critical speed of driving in bends. The roll specific to hanging meat transport is therefore corrected and mastered.**

The road holding with the recommended spar distance of 7700 mm and a rollover threshold gain make it possible to regain **the pleasure of driving a road vehicle that is extremely stable, light in manoeuvre and bends greatly, reducing the tyre wear.**

360mm pneumatic suspension bushes

Over 44% of additional support surface, the load is better distributed, the suspension flattens less and offers more resistance, reducing the displacement of the centre of gravity. A double pneumatic circuit powers each side of the suspension independently.

The levelling valve nozzle is self-braked: slowing down the transversal compensation in order to absorb the roll in bends.

Lateral stabilisers

The weight of the meat hanging from the roof is conducted to the lateral sides.
These forces stored in the lateral sides of the floor are transferred towards the centre of the chassis by lateral supports integrated into the Super Stable chassis. The balance of the vertical forces improves the floor carrying capacity of the load, in aid of stability.

The «Super Stable» chassis increases the rollover threshold by 15%: gain in accordance with the CEE N° 111, appendix 4 regulation.

Composite technology: more insulating, more robust

Exclusively developed for the road cold chain, also adopted in the maritime industry for their proven watertightness, the composite panels are made up of a succession of insulating compartments lined with blocks of foam of a constant density of 35 kg/m3, i.e. 35 to 60% less than injected foam and all the more air gained for the insulating barrier! Their polyester lining has a thermal conductivity 150 times lower than steel. **The SR2 Super Beef thus has the advantage of incomparable isothermal qualities.**

The panels adopt a super-robust configuration dedicated to intensive use in hanging meat applications. Every 305 mm the DEFI steel inserts (double inverted filament winding, Lamberet patent) of the lateral sides, have a section doubled to 30x5 mm. They serve as an anti delamination barrier. The bi-axial weaving of the fibreglass at 45° distributes the loads over 100% of the fibers. It gives the facing 25% additional mechanical resistance. Lastly, to sustain the punching impacts of the bones, the internal facing is thickened to 3 mm.

Triple-function generator aluminium cowl

Its material resists to impacts and makes cleaning easier. Specially designed in a wind tunnel, it directs the air forced by the generator towards the 3 flows without any pressure loss. Lastly, its smaller size together with the exclusive design of the roof, makes it possible to extend the hangers towards the front end, giving an increased loading capacity.
Roll and impacts applied to the 1st row of the load are also drastically lowered.

Super ventilation with four different flows

Generator blower, micro perforated sleeve for the front, smooth sleeve without turbulence for the centre, and additional lateral diffusion sleeve to push cool air up to the rear of the cell.
In a semi-trailer fully loaded with meat, this unique fourth flow, together with front end modelled flows, optimises the circulation and return of air a constant temperature with an accuracy of one degree.

SAF Tyre-Pilot. The tyre pressure continually adjusts by means of an additional air tank and a slip ring axle body-valve connection. The risk of a blow-out by under-inflation is eliminated. The phenomena of tyres flattening in the bends are reduced minimising the displacement of the gravity center and therefore the rollover risk.

Independent 100% pneumatic raising & lowering . A LAMBERET - HALDEX exclusivity, it controls the raising and lowering valve from an additionnal air tank (60 litres). Operating not coupled and without electrical power, the internal control makes it possible to level the SR2 Super Beef without getting out of the semi-trailer.

Rear storage. This stores and protects the spare wheel, hook bins, cleat bars. The open door slides under the boot to optimise the useful height while making access to the controls and the opening of the rear doors easier. Available in transversal, right, left version, with or without a compartment intended for tools or the extinguisher.

Waterproof aluminium drain floor. Welded to the plinths, including the front, this permanently preserves the quality of hygiene and insulation of the SR2 Super Beef.
The stainless steel cornices and bumpers protecting the front side from pallets impacts are also welded in order to avoid any drilling and guarantee 100% waterproofness.

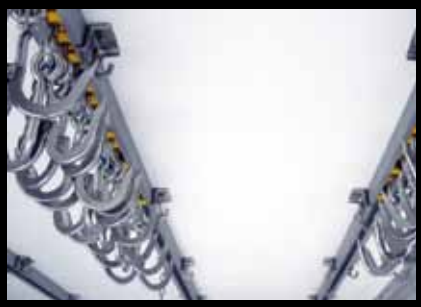
Vibra Seal reinforced plinths. 300 mm high and 7 mm thick at the level of the 5 wear grooves, these are entirely glued, then screwed or welded to the floor and bolted at the top. The 6.5 mm Monobolt steel rivets benefit from the Vibra Seal 156 Loctite treatment to resist high pressure washing.

Roof connection cornices - lateral sides. Made of aluminium, these provide more rigidity to the body and have the advantage of a thicker base and reinforced angles. The minimised fold does not interfere with the accessories or the loading.

Front side reinforced grid. This integrates additional vertical crossmembers with a spacing calculated in such a way that the bones of the carcasses cannot go through it. The protection of the fridge generator is optimal, without disturbing the ventilation, the meat transported is protected, cleaning is easier.

Sides lined with partial Interinox.
The interinox acts as a plating and doubles the polyester lining. The stainless steel slows the wear by abrasion and reinforces the lateral sides that are liable to be torn and punctured by the bones of meat quarters. This protection can also be completed by extruded aluminium rails.

4 extra flat ceiling lights with 8 LEDs.
These combine exceptional lighting, low consumption and durability (94 Lux at 2.60M –27 Watt –1.1Amp at 24V). Surface mounted, they do not impair the insulation and do not affect the structural integrity of the roof and its lining. Extra-flat, round and with recessed power source, they cannot catch on the load.



«Italian style» sliding hangers. The hooks slide on a rail directly fitted to the roof.
The height and weight are optimised for large carcasses (beef) or mixed transport of pallets and hanging meat.
Up to 6 rails with or without recess for the storage of the hooks.

19, 20 or 25 mm double-rail aluminium track hanger. The hooks roll between 2 rails, to make heavy load manipulations easier and safer (the hooks cannot fall). With a removable slaughter house connection and switch points at the back or the centre, this is a flexible and efficient system to operate in partial lots, whether the delivery takes place connected
to the warehouse rails or in «cold chamber».

Hanger with 49 or 60 mm diameter tubes.
The hooks (with a single roller if Ø 49, and just sliding if Ø 60) have an arm which goes round the galvanised or stainless steel rail and can be taken in any order.
This is an easy and fast system to use, flexible with a tilting switch. Cleats with lanyards secure each loaded hook.

SEMI-TRAILER

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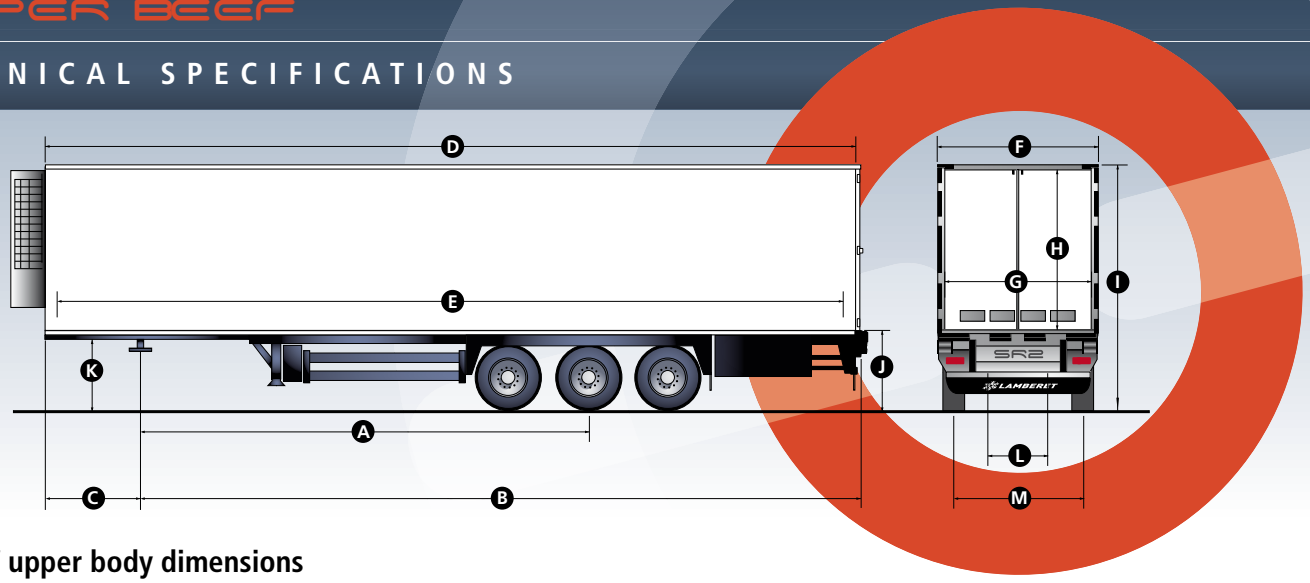
SOLUTRANS — PRIX de l'innovation technique de la carrosserie industrielle — Lauréat 2011 — Remorques et semi- remorques

TECHNICAL SPECIFICATIONS



Chassis / upper body dimensions

A	Wheelbase	7 m 45	7 m 70
L	Spar center distance Super Stable module	1 400 mm	1 400 mm
M	Axle track width Super Stable module	2 140 mm	2 140 mm
	Axle offset	120 mm	120 mm
	Lift axle	option	no
	Ø pneumatic suspension pads	360 mm	360 mm
B	Rear length	12 m	12 m
C	Front overhang (except group)	1 m 60	1 m 60

Body dimensions and configuration

D	Overall length	13 m 60
E	Maxi internal length (except internal fittings)	13 m 39
F	Overall width	2 m 60
G	Useful internal width between panels (except internal fittings)	2 m 46
H	Internal height (except internal fittings)	2 m 60 / 2 m 65 / 2 m 70*

Weights	SR2 SB without cold generator and hangers	SR2 SB with cold generator* without hangers	SR2 SB with cold generator* and Ø 60 x 5 tubular hangers without hooks
Empty kerb weight	7 900 kg	8 900 kg	9 450 kg
Maximum authorised loaded weight	38 t / 34 t	38 t / 34 t	38 t / 34 t
Total kerb weight (with towing vehicle)	44 t / 40 t	44 t / 40 t	44 t / 40 t
Estimated useful load	30 100 kg / 26 300 kg	29 100 kg / 25 300 kg	28 550 kg / 24 550 kg

*cooling unit including its full fuel tank

Coupling and unloading height (values in mm)

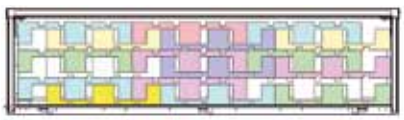
		EMPTY / LOADED			EMPTY / LOADED		
K	Coupling height	1 100 / 1 070			1 150 / 1 120		
H	Useful int. height	2 600	2 650	2700*	2 600	2 650	2700*
I	Overall height	4 002 / 3 972	4 052 / 4 022	4 102 / 4 072	4 052 / 4 022	4 102 / 4 072	4 152 / 4 122
J	Rear floor height: Mini	1 200 / 1 070			1 250 / 1 220		
	Road	1 290 / 1 260			1 340 / 1 310		
	Maxi	1 380 / 1 350			1 430 / 1 400		

* To be marketed

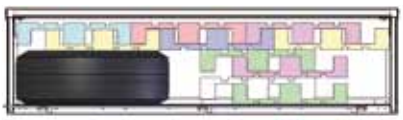
SR2 turning gear

SR2 vehicle Configuration	without lifting axle, without self steering axle	without 1st lifting axle, without self steering axle
Int. turning radius for an ext. turning radius of 12,5 m (wheelbase 7 m 45 / 7 m 70)	6 m 04 / 5 m 78	5 m 31 / -

Pallet storage box



36 euro pallets



28 euro pallets with one spare wheel

HD Heavy Duty / Intensive Use

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