



SR2
HD
HEAVY DUTY

The right weight,
in the right place



SEMITRAILER

SR2

HD

HEAVY DUTY

THE PROTECTION OF YOUR PROFIT MARGINS IN DISTRIBUTION

Refrigerated transport is evolving. Distribution through its intensive urban delivery cycles is putting new constraints on the equipment.

The SR2 Heavy Duty, dedicated to the distribution trade, reinforces to the maximum all the stress zones. Our expertise in the implementation of composite materials and our progress in the control of weight enable us to offer an exceptional robustness while maintaining a maximised useful load and a minimised consumption of fuel.

In order to sustain frequent couplings the SR2 Heavy Duty is equipped with a reinforced floor and a boxed front chassis module.

In order to withstand the frequent platform loading/unloading operations, the rear stainless steel frame is fixed directly to the reinforced internal hinged edge of the panels and integrates a 12 mm triple-fold stainless steel threshold. Assembled by bolting, without any welding and therefore no weakness, with a VHYS⁽¹⁾ steel body structure, it ensures maximum rigidity. The frame is protected from impacts with 60 mm buffers. The 8 double-knot stainless steel hinges move away and protect the doors from the contact area.

The shocks are absorbed by the rear chassis module through elastomer-steel rollers and large central buffers. Finally, the panel assembly is also equipped with specific and targeted reinforcements.



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.

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.





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.



Boxed front chassis module

55 mm thick, it integrates longitudinal stiffeners protecting the front face from the fifth wheel shocks.

For heavy uses by a third party (handling or RoRo), the enlarged plate option protects the whole width of the front face.

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





Modular stainless steel frame

The Heavy Duty frame combines solidity, resistance to shocks, easiness and rapidity of maintenance, and all that with low operation costs.

Thanks to its 12 mm thick VHYS⁽¹⁾ steel cleats and gussets, it gives unsurpassed rigidity to the body for incomparable road holding. Bolted, without welding and therefore without weakness, it offers quick and economical maintenance.

In order to withstand shocks, its vertical posts are made integrally of H beam of strong section stainless steel directly fixed to the panel reinforced internal hinged edge. It integrates 8 solid stainless steel hinges equipped with very thick ant-friction rings. The frame is protected on the whole body height and the threshold width by 60 mm rubber buffers.

Reinforced kickstrips

For exceptional stresses exceptional kickstrips: 5 ridges of 7 mm, recessed, glued and screwed into the floor return, 300 mm height glued and riveted on the whole length of the lateral faces, with additional screwing at the entry to the frame.

Triple-fold stainless steel threshold

12 mm of stainless steel to resist delivery bay platforms and 4 large rubber buffers to protect against loading from the ground by forklift trucks.





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 reconstitute 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

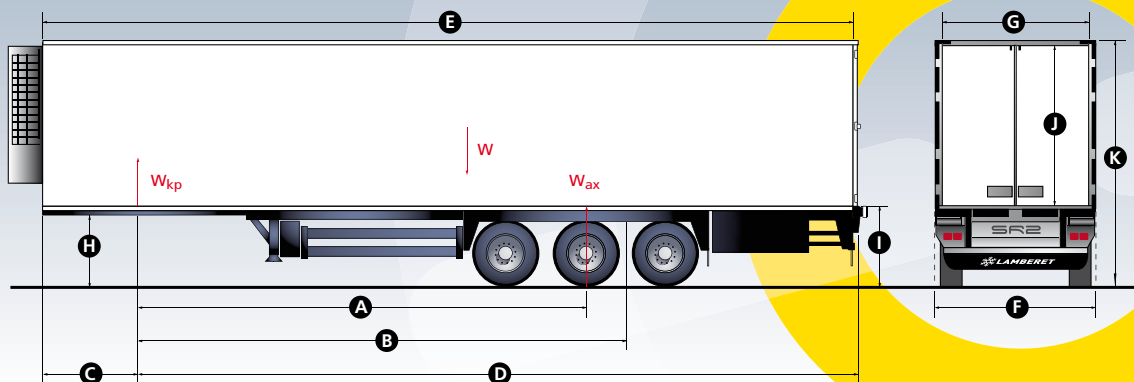
6 year anti-perforation warranty. Possibility to match the colour of the chassis with your colour scheme (100% of the RAL colour chart available).



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.

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

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)	5 850 kg	22 900 kg	20 930 kg
Fifth wheel (Wkp)	2 750 kg	10 130 kg	12 090 kg
Tractor front axle	5 150 kg	5 950 kg	6 170 kg
Tractor rear axle	4 560 kg	11 140 kg	12 890 kg
Curb weight (off unit and off option) SR2 Heavy Duty 7.25 tonnes			

Coupling and unloading height

	EMPTY		LOADED		EMPTY		LOADED	
H Coupling height	1 100		1 070		1 100		1 070	
J Interior usable height	2 600				2 650			
K Overall height	3 980		3 950		4 030		4 000	
I Rear floor height								
Mini	1 200		1 170		1 200		1 170	
Road	1 290		1 260		1 290		1 260	
Maxi	1 380		1 350		1 380		1 350	

Couronne de giration de SR2

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.
 †VHYS stands for Very High Yield Strength

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