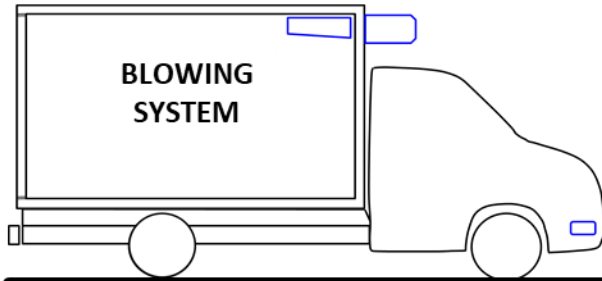




*Eutectic cold – Bodies with side doors*

# COOLING PRODUCTION

## BLOWING SYSTEM

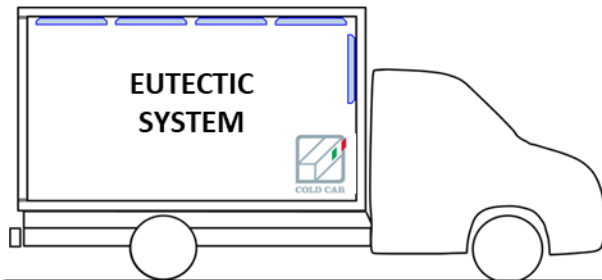


At the warehouse the refrigeration unit will operate connected to the mains. During the delivery round, it will be driven by the vehicle's energy, the engine of which must be in service so that the group itself can operate.

The refrigeration unit must operate each time the temperature rises inside the body and each time the doors are opened, the temperature will rise in the body. The more these door openings are numerous and close together, the more the group will be solicited.



## EUTECTIC SYSTEM



The refrigeration unit is electric only and will only work during the night, connected to the mains. It will lower the temperature of the eutectic liquid to  $-38^{\circ}\text{C}/-36,4^{\circ}\text{F}$  and the body's internal temperature to  $-33^{\circ}\text{C}/-27,4^{\circ}\text{F}$

The group will be disconnected in the morning before departure for the delivery round. The body will then be completely autonomous for the duration of the delivery round, the eutectic system will permanently maintain a temperature lower than or equal to  $-20^{\circ}\text{C}/-4^{\circ}\text{F}$  throughout the distribution round without any operation of the group, this even with a very large number of door openings.

### The advantages of the COLD CAR eutectic system are numerous:

- The body's internal temperature is permanently lower than or equal to the desired value (even with a large number of door openings)
- The eutectic system does not present any risk of breakdown during the distribution round (the refrigeration unit remaining stopped until the return to the warehouse)
- The eutectic system does not need energy during the distribution tour and is therefore perfectly suited to all types of vehicle motorization (also electric for example)
- The maintenance cost of the refrigeration unit is reduced compared to blower systems due to a purely static use limited to the cooling of the eutectic liquid



*Why choose our technical solutions?*

## Deliveries with access through the rear door(s):

### At each delivery the deliverer has to:

- deploy the rear stepladder
- Open the rear door
- Climb into the body
- Take the packages from the shelves
- Get off with the package in his hands
- Close the rear door
- Drop off the packages at the customer
- Close the stepladder



### For the deliverer:

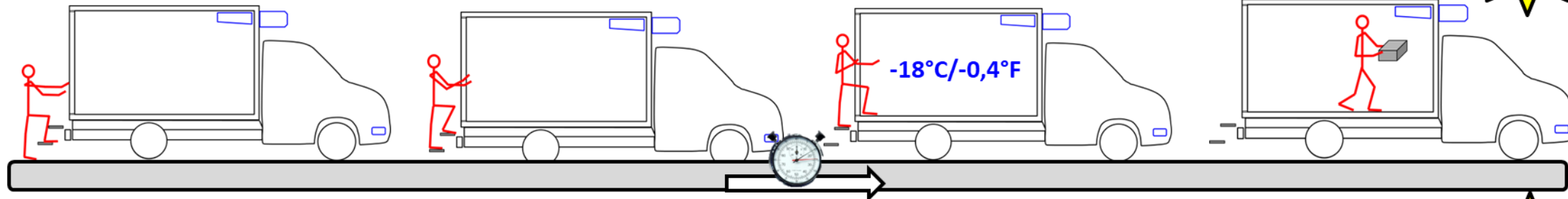
- Thermal shock at each delivery
- Risk of work accident
- Significant operation time

### For the goods:

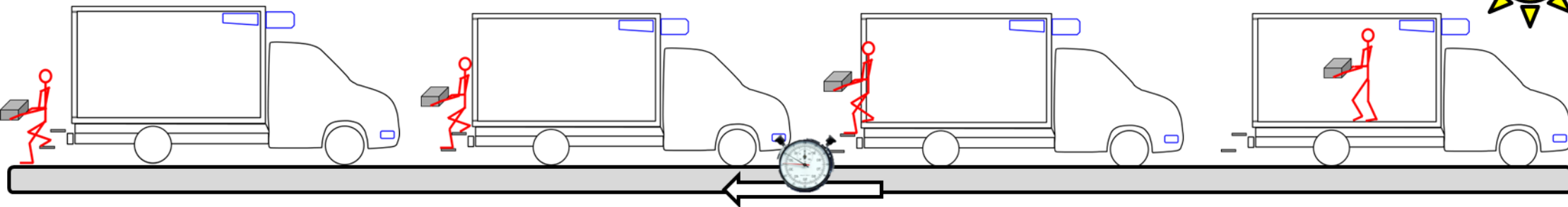
- Temperature rise inside the cell
- Greater risk of internal pollution

+30°C/+86°F

Here the deliverer goes from + 30°C/86°C to -18°C/-0,4°F (i.e. a difference of 48°C/86,4°F) x the number of deliveries made



+30°C/+86°F



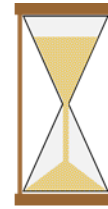
If the deliverer makes a round delivery of 60 deliveries, he must repeat these operations 60 times and will suffer this thermal shock 60 times.



## Why choose our technical solutions?



## COLD CAR with side doors:



### At each delivery the deliverer has to:

- ~~deploy the rear stepladder~~
- Open the ~~rear door~~ the side door
- ~~Climb into the body~~
- Take the packages from the shelves
- ~~Get off with the package in his hands~~
- Close the ~~rear door~~ the side door
- Drop off the packages at the customer
- ~~Close the stepladder~~

### For the deliverer:

- ~~Thermal shock at each delivery~~
- ~~Risk of work accident~~
- ~~Significant operation time~~

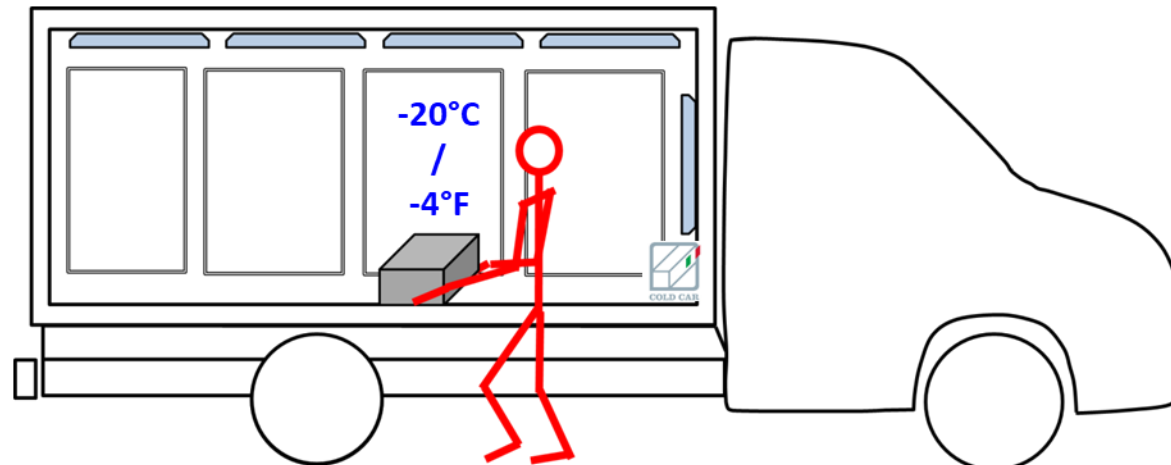
### For the goods:

- ~~Temperature rise inside the cell~~
- ~~Greater risk of internal pollution~~



+30°C/+86°F

No thermal shock for the deliverer



*Why choose our technical solutions?*



COLD CAR



## The ideal formula for distribution

Eutectic refrigeration and side doors body.

The performance and reliability of the eutectic system combined with the ergonomics and productivity of the side doors body.

**Without  $\text{CO}_2$  emission without noise pollution!**



COLD CAR

*Why choose our technical solutions?*



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