

Refrigerated trailers

“Fridges” are normally 13.6 m or 26 pallet trailers. You can also get them in Wagon and Drag. They are usually box trailers or (rarely) curtainsiders. These cannot be used for frozen goods though. The fridge engine is usually at the front of the trailer on the headboard. This will run on red diesel (gas oil) and the tank for this can be found under the trailer just behind the landing legs. When parking up a loaded trailer, it’s common to plug it into the mains., and switch over from engine to electrical. Be careful, as the power supply is 3 phase at 415V.



Panel



You will find the operating controls for the fridge connected to the engine on the near side of the trailer. This is a digital set-up. You adjust the temperature using the control panel. Some older models will have a small dial for the temperature control.

Split loads

Sometimes a split load is carried in a fridge; this could be part frozen and part chilled. When this is the case a bulkhead is dropped down from the roof of the trailer. This will form a seal and turn the trailer into two separate compartments. You can then set the temperature for each compartment. This is done either by setting the compartment 1 & 2 temperatures at the panel, or by setting a plug-in fan thermostat on the bulkhead itself. This is OK for short journeys, but over long hauls can cause the temperature in the chilled section to drop dangerously low.

Bulkhead

Load line

Connections



A fridge is best loaded no higher than the red line. This will allow the cooling air to circulate. When collecting a trailer that has already been loaded, check the temperature settings on the fridge match the numbers on your paperwork. If it is a split load, make sure it has been loaded the right way round. Picking up a trailer can be a bit awkward, due to the positioning of the airline and electrical connections and the fridge engine, plus the fact that fridges are usually close coupled.