



# LUMIKKO

❄️ 300DS ❄️



AN EFFICIENT REFRIGERATION  
UNIT FOR LOW, MEDIUM AND  
WARM TEMPERATURE  
APPLICATIONS FOR TRAILERS  
AND SEMI-TRAILERS

# LUMIKKO 300DS

## Diesel- and electric driven slimline refrigeration unit

Lumikko 300DS for national and international transports. Lumikko 300DS has been developed especially for trailers and semi-trailers as well as for multi-temperature transports. The slim line design makes it suitable between the truck and 33 Euro-pallets trailers.

The depth and shape of the unit allows installation on full length trailers. The external evaporator design gives maximum load space in the trailer.

The frame is a hot-zinc construction and the panels and doors are made of composite plastic.

The control panel is located in the lower part of the unit, adjustments and monitoring can be done by a person standing on the ground. Designed for the Nordic climate, Lumikko 300DS has sufficient heating capacity in winter conditions. Service is easy due to large service doors with quick-latches.

Environmentally friendly refrigerant R404A used. Lumikko 300DS is built of industry standard components; consequently spare parts are widely available all over Europe.

## Lumikko 300DS can also be used in multi-temperature trailers

Lumikko 300DS also comes in a multi-temperature version, for one, two or three separate temperatures in the same trailer. Frozen, chilled or heating in each compartment as needed.

Manufacturer:



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## STANDARD EQUIPMENT

- Battery
- Multi temperature readiness
- Automatic phase correction
- Fuel filter and pump

## OPTIONS

- Multi temperature evaporator
- remote heating system using coolant water from diesel engine
- Block heater 230 W / 24 V
- Fuel heater 12 V
- Cable box
- Start / Stop automatic
- Extra charger 24/65A
- Fuel tank 240 l

## CAPACITIES

Inside the body °C	Capacity kW	Max volume m <sup>3</sup>
+0	13,4	>105
-20	7,1	>105

## WARRANTY

12 months

## Technical data

### FRAME AND PANELS

Chassis:	Hot-zinc steel pipe
Exterior:	Composite plastic
Antivibration:	Compressor, electric motor and diesel engine are mounted on a separate frame isolated from the main frame by rubber-steel isolators

## COMPRESSOR

Compressor:	Bock V-4, designed for transport vehicles
Number of cylinders:	Four (4)
Lubrication:	Pressure oiling with oil pump

## ELECTRIC MOTOR

By diesel operation the motor works as a generator producing 400 V electricity.	
Electric motor:	Three-phase motor
Power:	11 kW, 400 V
Transmission:	V-belts

## DIESEL ENGINE

Diesel engine:	4-cyl. Kubota V1505
Power:	25 kW / 3000 r/min, ISO 3046-I
Revolutions:	2500 rpm
Transmission:	V-belts

## EVAPORATOR AND CONDENSER

Fins:	Aluminium
Tubes:	Copper
Electric heaters:	Built-in to the coil, exchangeable

## REFRIGERATION

Diesel engine or electric standby, both automatically controlled by a thermostat.

## HEATING

The air is distributed in the trailer by an efficient fan. During electric stand-by operation only the built-in heaters are used. On diesel-drive the electric motor functions as a generator, producing electricity to the heaters 4,5kW. Optionally diesel engine coolant can be circulated in a separate coil in the evaporator to give another 6 kW, totally 10,5 kW.



## DEFROST

Automatically controlled by a pressure difference switch or manual switch.

## SAFETY AND CONTROL DEVICES

- Oil pressure cut-out / stop of motor
- High coolant temperature cut-out / stop of motor
- Coolant level cut-out, expansion tank / stop of motor
- Automatic fuses 12 V / 400 V
- Compressor HP / LP cut-out
- Overheat cut-out
- Thermal relay
- Safety valve

## OPERATION CONTROL

- The unit is controlled by a thermostat, which automatically selects heating or cooling.
- Thermostat and display of body temperature in control panel
- Running hourmeter
- Glow /start switch
- Diesel/mains switch
- Idling
- Automatic defrost / manual operation

## Weight

- unit 850 kg
- tank 30 kg