INTRODUCING

PRECEDENT™ MULTITEMP

THERMO KING

INGENUITY. AS APPLIED TO YOUR BOTTOM LINE.

ALL-NEW PRECEDENT ARCHITECTURE

PRECEDENT

S-600M

With Precedent MultiTemp's architecture, we scrutinized everything. Components were meticulously researched, compared and optimized. In some cases, we made substantial upgrades. In other cases, we improved what already works. And in the end, we arrived at a system that delivers superior temperature control and pull-down performance while helping provide double-digit gains in fuel efficiency.

ELECTRONIC THROTTLING VALVE (ETV)

A standard feature of Precedent MultiTemp, the ETV uses a microprocessor to precisely control the refrigeration system to save you both time and fuel during pull down.

EVAPORATOR SYSTEM

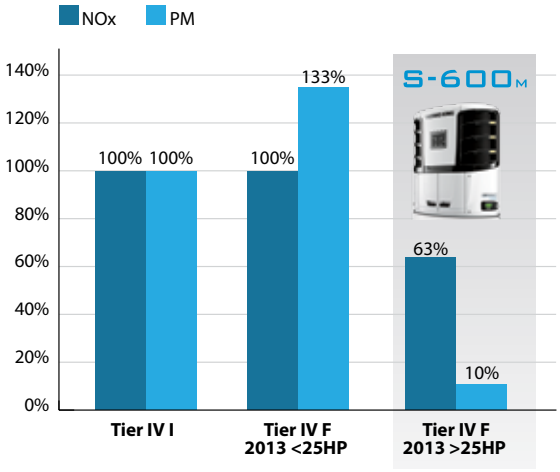
A new evaporator assembly moves air more efficiently than ever. Leveraging the Smooth Air™ blower system, the airfoil blade profile and contoured air inlets deliver high-speed airflow with low-speed engine power. As a result, you can expect improved fuel savings, optimal protection of fresh loads and greater efficiency in single-temp backhaul operations.

CONDENSER SYSTEM

Precedent MultiTemp's condenser system features two large coils and more than double the surface area. Plus, the electronically-driven fans can operate independently based on the needs and conditions of the engine and refrigeration system, saving fuel.

2013 EMISSIONS REDUCTION

(REGULATORY LEVELS)



THE MOST ENVIRONMENTALLY SENSITIVE MULTITEMP DIESEL-POWERED UNIT WE'VE EVER MADE!

ARCHITECTURE

DOUBLE-DIGIT GAINS
IN FUEL EFFICIENCY

ENGINE

REDUCED EMISSIONS:
90% REDUCTION IN PM
37% REDUCTION IN NOx

At first, you'll notice how quietly the >25HP Peugeot engine operates. On closer inspection, however, you'll quickly discover that the engine in our new Precedent S-600M is a breakthrough for the food distribution industry.

COMMON RAIL FUEL INJECTION

This engine utilizes a high-pressure common rail to elevate fuel pressure to approximately 20,000 psi to minimize particulate matter residues and emissions within the cylinder itself. As a result, the engine runs cleaner and avoids the costs and complexities of a high maintenance aftertreatment system like a Diesel Particulate Filter (DPF).

TURBO CHARGER

The small displacement turbo is utilized to control particulate matter emissions within the combustion chamber. A simple air-to-air intercooler provides maintenance-free operation for the 25,000 hour design life of the unit.

EXHAUST GAS RECIRCULATION

Our customized "EGR Light" solution recirculates a small amount of exhaust back into the combustion chamber in certain load conditions to help control NOx emissions standards without penalizing fuel efficiency and engine performance.

DIESEL OXIDATION CATALYST

Delivers industry-leading performance in the reduction of hydrocarbons and carbon monoxide emissions without relying on a filter.

tkprecedent.com/multitemp

Ingersoll Rand

Ingersoll Rand's Climate Solutions sector delivers energy-efficient HVACR solutions for customers globally. Its world class brands include Hussmann, a manufacturer of refrigeration and food merchandising solutions, Thermo King, the leader in transport temperature control and Trane, a provider of energy efficient heating, ventilating and air conditioning systems, building and contracting services, parts support and advanced controls for commercial buildings and homes.

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