RYDER used TK Equipment Information Matrix

Single Temp Trailer

1. SB-210-30 (diesel power only without electric standby) available with or without ETV (electronic throttling valve), available with or without electric standby (SB-210-50) 230V/3 phase or 460V/3 phase, most popular full size trailer unit made. Good in applications from 32’ to 53’ depending on insulation and required load temperature. SR-2 controller and X430L compressor.
2. SB-310-30 (diesel power only no electric standby available) Higher capacity than SB-210, ETV standard.

Good in applications up to 53’ and better at frozen temps than SB-210 due to added capacity. SR-2 controller and X430L compressor with 486VH (higher HP) motor.

1. SB-400 (diesel power only no electric standby available)

Greatest capacity at low temps, i.e. -20 more than any other unit, ideally suited for low temp applications, i.e. ice cream. uP-VI controller and S-391 screw compressor. (Seldom specified by Ryder)

1. SB-110-30 (diesel power only no electric standby available) Lower capacity than SB-210, suitable for some applications 26-48 foot long trailers. SR-2 and X426L compressor. (Very seldom specified by Ryder)

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1. S-II-190-30 (diesel power only no electric standby available) Available with or without ETV. Less capacity than SB series units, usually identified for ‘pup’ trailers, 24-36’ long. Limited in applications up to 48’. Uses up-VI controller and X430L compressor. (Sometimes identified for pup trailer and limited longer trailer applications by Ryder) (This variant, frame and evaporator opening, is no longer made and is uncommon to the industry today.)

Multi-temp Trailer

1. Spectrum SB (diesel powered only, a few units may have been specifically built with 230V/3 phase electric standby but they would be rare), (cross divided multi-zone temperature control system) Available in either 2 or 3 temperature control zone systems using S-3 (3-fan) remote evaporators individually or together in a given remote zone. Most common version of multi-temp unit in the Ryder system suitable for both ‘pup’ and trailers up to 53’ long. Usually requires side door(s) on the trailer.

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1. Spectrum Super-II (S-II) (diesel powered only), cross divided multi-zone temperature control system) Available in either 2 or 3 temperature control zone systems using S-3 (3-fan) remote evaporators individually or together in a given remote zone.

Usually used in shorter 26-36’ ‘pup’ trailers but could accommodate some applications up to 48’ long. Usually requires side door(s) on the trailer. (Less popular than the SB variant but some specific fleets may have quantities of the S-II Spectrum)

1. Spectrum DE (SB platform, diesel powered only) LONGITUIDINALLY divided, right to left. Available with a single S-3 rear remote evaporator to make a 3-zone configuration available with limited Z-3 capacity. Usually a 2-Zone application usually without side doors, everything comes out of the rear. (Seldom specified by Ryder)

Spectrum multi-temp trailer units use the uP-IV MT controller and X430L compressor. Earlier and later models use other controllers and compressor variants.

Vehicle Powered Truck

1. V-200/V-200 MAX, Limited application for local PU&D (pickup and delivery) operations. The V-200 is a R134a refrigerant equipped unit for medium temperatures only in the 6-12’ body length range subject to door events and specific application criteria. The V-200 Max has R404a refrigerant and is capable of lower load temperatures but still limited to 6-12’ bodies and is sensitive to the specific application criteria. These units are available with or without electric standby in 120V or 230V single phase.
2. V-300/V-300 MAX, Limited application for local PU&D operations. The V-300 is a R134a refrigerant equipped unit for medium temperatures only in the 8-14’ body length range subject to door events and specific application criteria. The V-300 MAX has R404a refrigerant and is capable of lower load temperature but is still limited to 8-14’ bodies and is sensitive to specific application criteria. These units are available with or without electric standby in 120V or 230V single phase or 230V/3 phase electric standby.

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1. V-500/V500 MAX, Limited application for local PU&D operations. The V-500 is a R134a refrigerant equipped unit for medium temperatures only in the 10-16’ body length range subject to door events and specific application criteria. The V-500 MAX has R404a refrigerant and is capable of lower load temperature but is still limited to 10-16’ body length range subject to door events and specific application criteria. These units are available in either 230V/1 phase or 230V/3 phase electric standby.

Diesel Powered Truck

1. MD-200, Available with or without 230V electric standby in either single phase or three phase. Standard refrigerant is R404a. Application is 12—16’ bodies subject to insulation specifications and application specifics. Uses X214 recip compressor. Common to Ryder applications.
2. MD-300, Available with or without 230V electric standby in either single phase or three phase. Standard refrigerant is R404a. Application is 14-20’ bodies subject to insulation specifications and application specifics. Uses X214 recip compressor. Common to Ryder applications.
3. RD-II SR, Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is 16-24’ bodies subject to insulation specifications and application specifics. Uses X426 recip compressor. Common to Ryder applications.
4. TS-200, Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is 12-18’ subject to insulation specifications and application specifics. Uses TK scroll compressor 4.0. Common to Ryder applications.

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1. TS-300, Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is 14-22’ subject to insulation specifications and application specifics. Uses TK scroll compressor 4.0. Common to Ryder applications.
2. TS-500, Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is 16-24’ subject to insulation specifications and application specifics. Uses TK scroll compressor 6.0 Common to Ryder applications.

Multi-Temp Diesel Truck Units

1. MD-200 MT, Two temperature control zones. Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is up to 16’. Uses X214 recip compressor. Not common in Ryder applications.
2. Spectrum TS, Two temperature control zones. Available with or without 230V/3 phase electric standby. Standard refrigerant is R404a. Application is up to 22’. Uses TK scroll compressor 6.0. Limited in Ryder applications.