



## FERRY-C : An trailer totally designed for ferry operations

**This CHEREAU Ferry C semi-trailer has been launched on the market in September 2006. It is built following the International Quality Standard Norm ISO 9367-2.**

The CHEREAU Ferry-C semi-trailer has been entirely designed to meet the various requirements of « unaccompanied » vehicle transport on ferries:

- Operating the semi-trailer by a specific vehicle (known as tugmaster) with a hydraulic fifth wheel over a large vertical height, and often carelessly driven.

- A limited place with large gradients between boat decks. All these factors can generate minor accidents.



- Designed for sea transport under bad weather conditions, for which the lashing of the semi-trailer to the deck must ensure the perfect stability of the vehicle and avoiding damage both to the chassis and the bodywork.

Simple

Strong

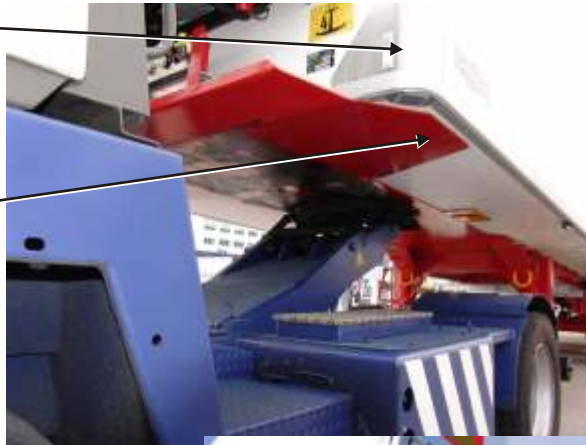
Economical

“Ferry-C”



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**The front corners of the semi-trailer are protected** against impacts by stainless steel plates and a **wider coupling plate** that effectively protects the front part of the vehicle if the hauler and trailer are not aligned when coupled.



**The suspension cushions are protected** against significant level differences by two protection devices: an anti-vacuum valve, which provides a long-lasting guarantee of minimum pressure, and cables (some types of axles do not need them, such as

the model presented here at the show) which retain the front axle when it is off the ground.

**4 Ferry securing points on each side** of the vehicle (i.e. a total of 8): at the rear, in the rear overhang, attached to the landing legs and forward of the landing legs (inset in the case of a recessed goose neck chassis).



**An underrun bar which is further forward and higher than ever**, and not very exposed to foul the ground. It has a cylindrical shape, which makes it stronger. It also resists scraping better, due to its two platform protections.

**The lights are not very exposed** to impacts, while meeting all regulation demands.



**The landing legs are equipped with rollers** compatible with loads involved in fast coupling and uncoupling operations. They make a

considerable contribution to preserve the equipment, and similarly for the four wide central buffers, which are prepared to effectively protect the rear of the semi-trailer, which can also be equipped with the CHEREAU Bumper.

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