

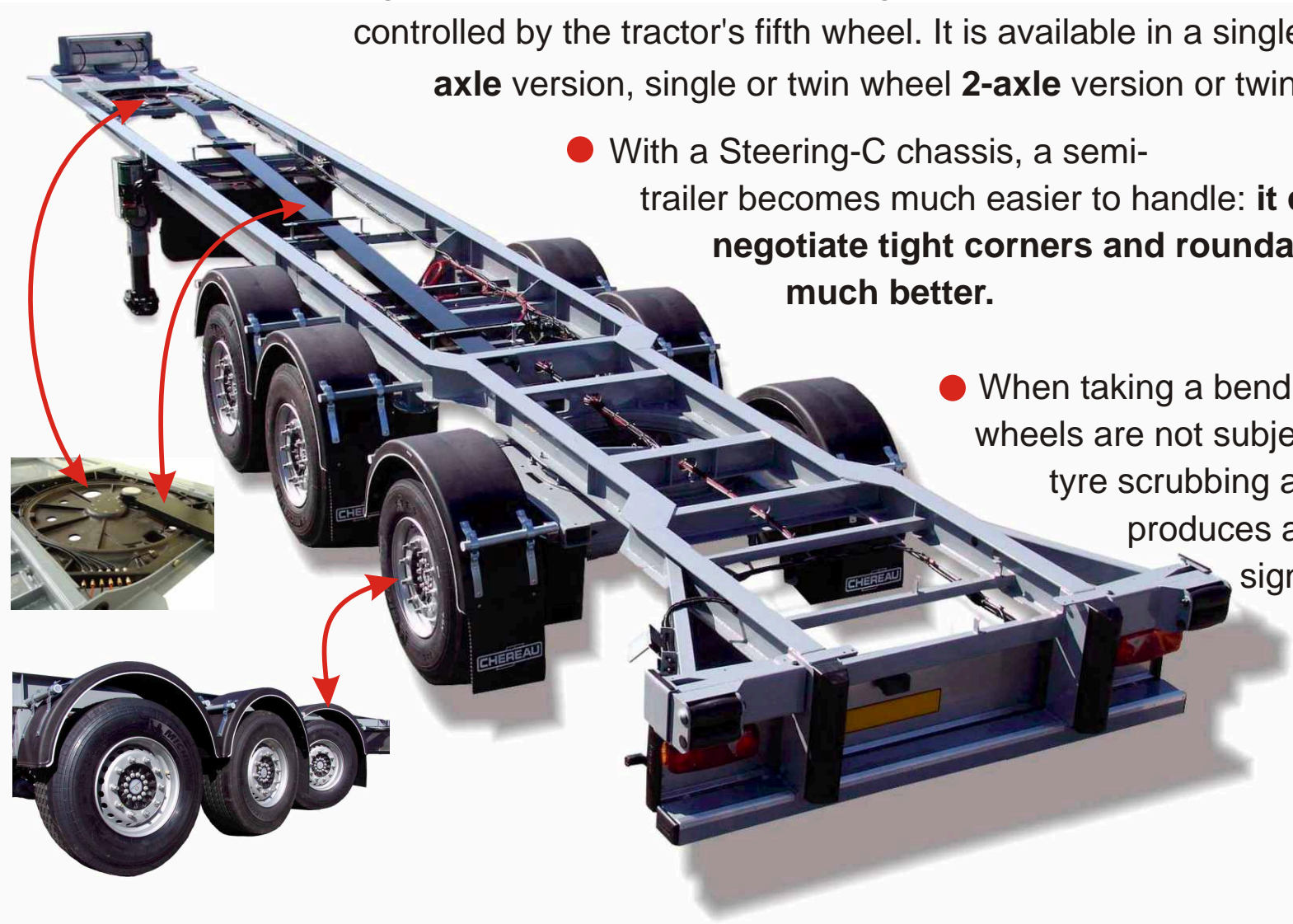


The Steering-C directional chassis

The CHEREAU Steering-C directional chassis was specially developed for refrigerated distribution semi-trailers. **It is RDW approved, in accordance with directive 70/311/EEC.** The steering-C is a chassis, the last steering axle of which is mechanically controlled by the tractor's fifth wheel. It is available in a single wheel **3-axle** version, single or twin wheel **2-axle** version or twin wheel

- With a Steering-C chassis, a semi-trailer becomes much easier to handle: **it can negotiate tight corners and roundabouts much better.**

- When taking a bend, the wheels are not subjected to tyre scrubbing and this produces a very significant saving.

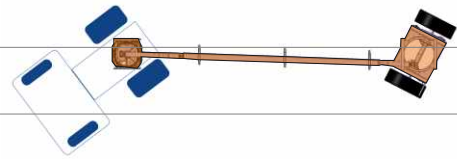


Unique

Economical

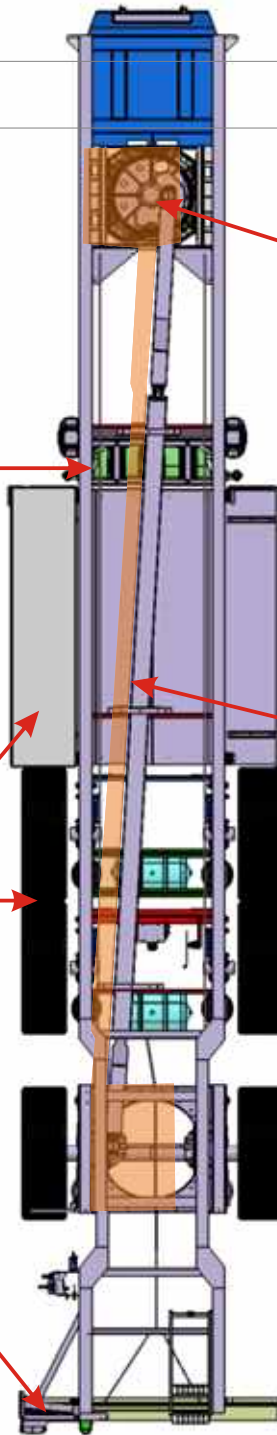
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The Steering-C directional chassis



The steering-C directional chassis

- 1 Increases the manoeuvrability of the semi-trailer
- 2 Produces very significant savings on tyres
- 3 Enables the Chéreau 250-litre refrigeration unit tank to be fitted between the stand legs
- 4 Makes it possible to fit a pallet carrier box
- 5 Makes it possible to fit wrap-around wings (conforming to European regulations). Imperative.
- 6 Enables the use of centralised lubrication (option) at 12 points: on the coupling plate and 6 on the rear ball race
- 7 Makes it possible to choose from the Chéreau rear chassis range: BAE+Bumper-C, folding tailgate without Bumper-C, or retractable tailgate with Bumper-C.



The steering system consists of a coupling section, which takes the place of the original fifth wheel, and an axle mounting plate, linked by a steering bar.

The coupling section is equipped with a kingpin and a fifth wheel cone which locks automatically into the tractor's fifth wheel when the semi-trailer is coupled. When the tractor goes around a corner, the crown plate in the coupling section is drawn through the fifth-wheel cone via the fixed connection. Using the bearing in the upper part of the crown plate, the steering bar transmits the turning movement to the mounting plate on which the axle is fitted.

The steering bar is in three parts: a front and rear part, plus a hollow central bar. Because of the robustness of this transmission, the turning movement is transmitted in a very direct way and there is no play in the system. This type of transmission also means that the axle can only perform a turning movement as a result of movements by the tractor. Ruts in the road and other factors have no negative effect on the vehicle's stability.

The Steering-C chassis directional system steers the semi-trailer during both **forward and backward** movements, with no stress and no extra manoeuvring. This means the vehicle retains optimum manoeuvrability in all situations.

Unique

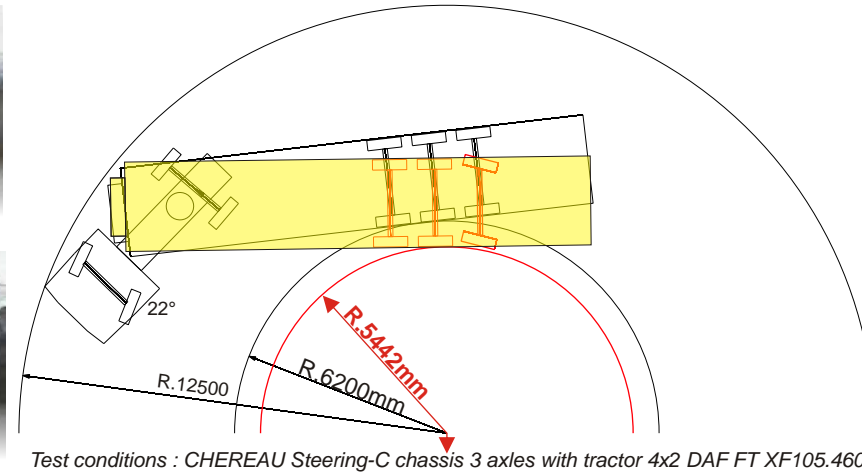
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The Steering-C directional chassis

For a semi-trailer travelling for 20% of the time on motorways and 80% of the time on other roads, the tyre wear on axles one and three on a Steering-C chassis is **reduced by two-thirds**.

An annual saving of €3040 (based on 80,000 km. per year and a unit tyre price of €380) to be multiplied by the life span of your Steering-C chassis



Unique

Economical

video

Steering-C chassis	No. axles	No. Pllts	Wh'base (m)	Ext. length (m)	Axle brand	Tailgates	Max. Allowable weight (kg)	Max. all'ble axle wt. (kg)	Tyre	Pallet box	Axle 1 lifting
	3	33	7,70	13,60	SAF, BPW, GIG.	folding	39000	27000	385/55 R 22,5 385/65 R 22,5	36 p.	yes
		33	7,35	13,60	SAF, BPW, GIG.	retractable (Dhollandia DHSMR)	39000	27000	385/55 R 22,5 385/65 R 22,5	no	yes
		33	7,97	13,60	SAF	Non	39000	27000	385/55 R 22,5 385/65 R 22,5	36 p.	yes
	2	33	8,50	13,60	SAF, BPW	folding	30000	18000	385/55 R 22,5 385/65 R 22,5	36 p.	no
		27	6,50	11,21	SAF, BPW	folding	33000	20000	275/70 R 22,5	no	yes
		27	6,70	12,03	SAF	rétractable (Dhollandia DHSP) or folding	30000	18000	385/55 R 22,5 385/65 R 22,5	no	yes
27		6,25	11,75	SAF	Rétractable (Dhollandia DHSMR)	30000	18000	385/55 R 22,5 385/65 R 22,5	no	yes	
1	24	6,16	10,81	SAF	(Dhollandia DHSMR)	18000	11000	275/70 R 22,5	no	yes	

Additional weight of the steering system = 650 kg.

No. (number) - Axles (axles) - Pllts (pallets) - Wh'base (wheelbase) - Ext. (exterior)(extérieur)