MobilRail-C swap body and chassis

With the saturation of road networks, the increased need for controlling operating costs and the pressure of political and public opinion concerning environmental issues, combined road-rail transport has become a new challenge for the transportation of goods by road.

Carriers faced with these new constraints and fiercer global competition will need to make intermodal transport a new and increasingly important part of their logistics strategies.

Provided that quality rail transport is available, road-rail combined transport (CT) can prove a judicious choice to complement road transport. It is well suited to national and international transport and is **guaranteed to be profitable for journeys of over 750 km (466 miles)**.

Combined transport enables motor carriers to **make significant savings in numerous areas:**

- **Fuel consumption**
- **Tyres and general maintenance**
- **Equipment resale value**
- **Customs formalities**
- **Motor parts**
- **Human resources**
- **Road tolls**
- **Insurance, etc.**

… which means an optimisation of costs and increase in productivity.

Carriers can also highlight the "eco-responsible" nature of their operations, which is an indispensable part of corporate communication these days.

2009 has seen the development of **Mobilrail-C**, CHEREAU's chassis and swap body assembly, which is specifically designed for combined transport.

This product was developed with the aim of producing high-performance refrigeration equipment that combines the quality and reliability of INOGAM bodies and CHEREAU chassis.

Both components therefore underwent a thorough study to ensure optimal operation for road-rail transport.

CHEREAU's MobilRail swap body is **En12410 approved** for use on the entire European rail network. Its dimensions and specifications comply with all standards in force.

For road to rail and rail to road, CHEREAU's MobilRail-C guarantees versatile, high-performance and long-lasting operation.

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Road-rail transport is often a one-man activity, which can mean leaving the semi-trailer and its load unattended for several hours, and sometimes longer. In such cases the quality of the body is especially important: it must ensure that precautions relating to the transport of perishable goods are respected and maintain the same temperature inside the body with absolute reliability.

CHEREAU's INOGAM is the most advanced and reliable refrigerated body on the market, and CHEREAU developed the MobilRail-C version on the basis of this cost-effective and proven equipment.

Fittings and special features:

- INOGAM **Class C** body with **reinforced side panels and 33-palette-capacity**.
- Optimised interior height (2780 mm max.)
- Independent interior **LED** lighting with time delay
- Micro-bead blasted **non-shrinking rear frame**
- Rear opening comprised of **2 doors and single lock bars**
- Rear **door retention system** with automatic return
- Upper and lower stainless steel protection strips
- Wide stainless steel lower **protection plates** on gripping zones
- **175 l.** aluminium refrigeration unit reservoir with double opening (60 hr autonomy), **check valves** and external fuel **gauge**.
- Regulatory marking
- Steel **reinforcement areas** around the anchor points on the exterior underside

Restrictions: No rear and side clearance lights / Double decking only available in class A / Available dimensions (refer to list) / Refrigeration units available according to railway clearance gauges (refer to list) / Technical specifications of the chassis carrying the body to be checked if the body is sold separately (CHEREAU Services can modify the existing chassis if required).
Non-compatible options : Hanging rails / Longitudinal flush-mounted rail (not SNCF approved) / INOGAM antitheft security device. (Alternative options: Lock barrels or Bolt on lock bar) / Longitudinal partition.

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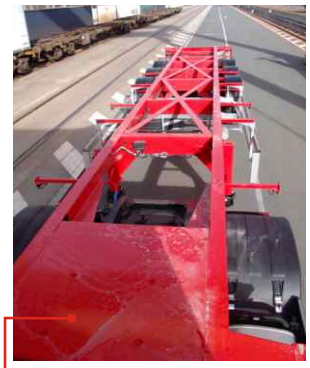
Chassis designed for combined transport are unlike other chassis: their frame must **stand up to all stresses**, whether being used without a body or for carrying a swap body without risking damaging it through deformation.

The MobilRail-C chassis is first and foremost a CHEREAU chassis, which means the guarantee of **exceptional initial quality**, with additional developments **specifically designed with road-rail transport in mind**.

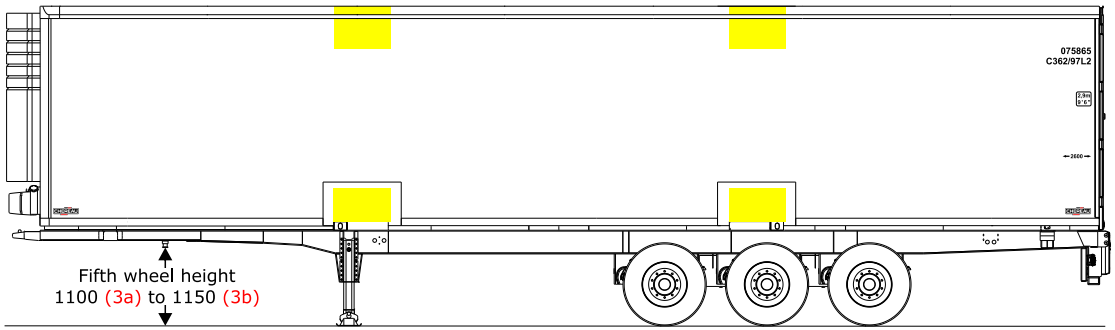


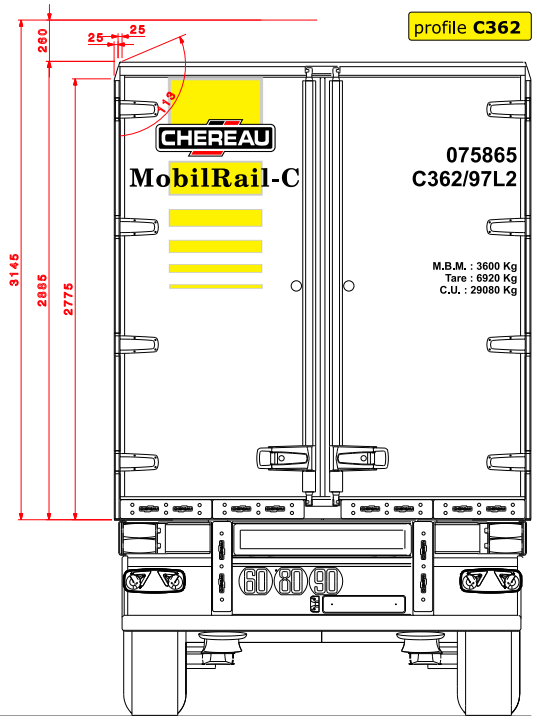
Series specifications and fittings:

- Height of fifth wheel: 1.10 to 1.15 m
- Front chassis thickness: 130 mm
- Unloaded chassis height: 1.23 m
- Wheel base: 7700 mm
- Unloaded weight: 4400 kg (without options)
- Three 9T disc axles: BPW – SAF – Mercedes – Gigant
- Tyres: 385/65 R22.5 Michelin XTE3
- Rear under-run bar 01
- 4 Twist locks for securing rail-road bodies in conformance with standard EN 12410
- EEC approved aluminium side under-run guard (Directive 89/297/EC)
- Enveloping thermoformed side mud guards with anti-splash system
- Lighting and indicators in conformance with directive 76/756/EC (side clearance lights built into chassis)
- 24S+24N+15 sockets – pins totally protected against shocks

Options available: Chereau bumper / Self-steering axle / Front (wheelbase 7450 mm) and/or rear lifting / Tyres: 385/55 R22.5 and Michelin Xone
Restriction: Tailgates: must be ordered specially, only for MobilRail-C bodies with restrictions according to the model
Non-compatible options: Stainless steel or steel mud flap / Stainless steel tool compartment / Rear step plate / Widened coupling plate / Flush chassis.

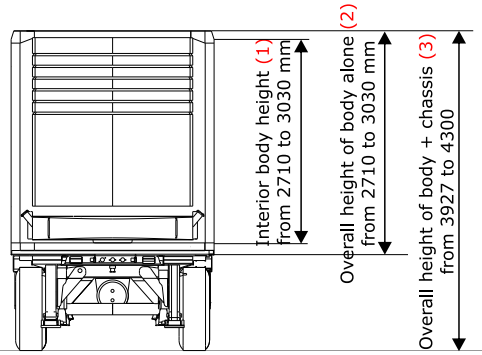
MobilRail-C swap body and chassis





MobilRail-C dimensions and weight:

Overall length of body:	13,600 cm
Overall length of body + chassis (excl. buffers):	14,040 mm
Overall width of body:	2600 mm
Overall width of body + chassis:	2600 mm
Overall height of body:	2710 to 3030 mm
Overall height of body + chassis:	3927 to 4300 mm
Weight of body (with TK Maxima 1300 ref. unit):	6150 Kg
Weight of chassis:	4400 kg
Weight of body + chassis:	10,550 kg
Max. payload - Rail:	29,600 kg
Max. payload - Road (on 38,000 kg total loaded weight):	27,450 kg



codes C standard	Choosing the right height				Choosing the right refrigeration unit				
	Interior body height (1)	Overall height of body alone (2)	Overall height of body + chassis (3)		VECTOR		MAXIMA 1300	SLX 100 200 et 400	SL 100 200 et 400
			fifth wheel 1100 mm (3a)	fifth wheel 1150 mm (3b)	standard	« SILENT »			
352	2530	2780	4000	4050			X		
355	2560	2810	4027	4077			X		
357	2580	2830	4050	4100			X		
360	2610	2860	4077	4127	X		X		X
362	2630	2880	4100	4150	X		X	X	X
365	2660	2910	4127	4177	X		X	X	X
367	2680	2930	4150	4200	X		X	X	X
370	2710	2960	4177	4227	X	X	X	X	X
372	2730	2980	4200	4250	X	X	X	X	X
375	2760	3010	4227	4277	X	X	X	X	X
377	2780	3030	4250	4300	X	X	X	X	X

! on special order !