



Franz Mersch GmbH + Co. KG • Postfach 13 36 • 48271 Emsdetten

## Twin deck body

## "Düsseldorf"

## *Completely galvanized*



The car transport body "Düsseldorf" can be mounted on any suitable truck chassis of your choice. (Gross vehicle weight 7.5 t - 12.0t, wheelbase 3.7 m - 4.8 m) It is a **completely galvanized fixed bed twin deck body, with manually extendable drive-on ramps.**

The length of the body is approximately 5.5 m to 6.5 m. The width of the body is 2.55 m.

The "Düsseldorf" is **suitable for transporting two passenger cars one upon the other, two SUVs, a panel van or a high motor caravan.**

It can be **combined with various trailers** for example with the "Soest" trailer (for 1 passenger car or 1 panel van) or with the "Rheine" trailer (for up until 4 passenger cars or 2 panel vans) which can be close coupled behind the truck with just a very small distance between them. This small space between truck and trailer is bridged by purpose-built semi-circular interlocking plates which need not be removed when driving and which can be directly driven over when loading.



### Technical data:

#### Substructure:

Consists of two side members **in accordance with the bodybuilder guidelines of the truck manufacturer.** The body is equipped with sufficiently solid cross members to support the perforated tracks or the closed cargo area.

#### Upper deck:

Is made of two special-folded profiles with a screwed-in frame to support the tracks. **The platform can be lifted or lowered hydraulically both in front and behind.** To prevent the platform from dropping down during transport, the lifting cylinders are mechanically arrested. The platform can be arrested in several positions behind and if necessary also in front to allow the optimally adjustment for the cargo. **The operating of the rear arrestment is made pneumatically** and is installed together with the hydraulic equipment on the left or the right of the vehicle, so that **all the functions of the body can be centrally activated.**



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- Cargo areas: The cargo area will be surfaced with **punched sheet tracks** of aluminium or galvanized steel. The punched sheet tracks remain open in the middle or can, on request, be closed with corrugated sheet of aluminium or galvanized steel.
- Drive-on ramps: The vehicle is equipped with two **aluminium drive-on ramps** which are installed at the rear of the body. When retracted, the ramps are mechanically arrested and also prevented from rattling. The arrestment holds both ramps simultaneously and is operated centrally from either the left or the right side of the vehicle.  
We offer as an option an **aluminium centre ramp**, which when combined with the outer ramps, provide a smooth drive-on area, so that lighter recovery jobs are also possible.  
As an alternative, **telescopic drive-on ramps**, which can be pushed together and kept at the rear of the body, are also available. When pulled out to its complete length they are 3.1 m and provide a sufficiently flat ascending angle, when combined with a pin coupling, too.
- Trailer coupling: The body can be equipped as required with a **ball coupling or a pin coupling**, or with both.
- Hydraulic unit: Power-supplied by an electric hydraulic aggregate or by a power take-off with hydraulic pump which is a part of the truck chassis equipment.  
The operation of the complete body and the hydraulic winch is carried out by means of **hand lever control valves in sandwich construction** which is kept at the rear of the body on the right in an **illuminated operating cabinet**.  
**The hydraulic cylinders are all equipped with corrosion-proof, nichrome-coated piston rods.**  
A cable remote control or radio remote control is also available for the hydraulic winch for a surcharge.
- Paintwork: **The body is completely galvanized.** The visible parts are additionally painted with **high-performance two-component acrylic-based paint** in the colour requested.
- Vehicle documents: The vehicle is delivered complete with TÜV (MOT) approval and with the required vehicle documents.
- Optional equipment:
- Aluminium central ramp (closed drive-on area)
  - Ramp attachments for vehicles with spoiler
  - Middle-closed cargo area with corrugated sheet of aluminium or galvanized steel
  - Ball coupling
  - Pin coupling
  - Side drive-under protection
  - Outer frame impact protection made of corrugated sheet aluminium
  - Wheel stops and lashing straps for securing load
  - Toolboxes
  - Working spotlight
  - Trailer socket 12 or 24 V
  - Electric or hydraulic winches with accessories
  - Moveable winch carriage, manual or hydraulic
  - Radio remote control for winch and winch carriage
  - Central lubrication system
  - Base beacons or rotating lightbars
  - Waste bin with broom and shovel
  - Cable deflecting pulleys
  - Visible parts with Metallic paintwork