



Tringa Boat

THE ONLY ROADABLE BOAT

A unique lifestyle, turning your residence into a genuine marina.
From your garage to high sea without leaving your helm chair.



A FULLY ROAD COMPLIANT VEHICLE

Easy to drive with a regular driving license.

From your house located just a few miles away from the shore, TRINGA enables you to sail after a short drive from your garden (10 mph).



A VERY SEAWORTHY BOAT

At sea, the wheels are sheltered into the hull, that is being automatically closed by a water proofed door thanks to a unique patented technology.



AN ALL TERRAIN VEHICULE

All wheel drive
Anti-slip device



IN YOUR GARDEN

TRINGA crawls under a car-port.



INTUITIVE CONTROL

Tringa is controlled by a very intuitive i-pad, including a number of driving and piloting aids.



A LARGE SET OF OPTIONS

TRINGA enhances all your favorite leisure activities thanks to a span of more than 40 options.



FISHING



DIVING

SUN-BATHING



PICNIC



PROMENADE

A RANGE OF 3 FINISHING

T650 range is offered in 3 finishes :

ARMORIC - PREMIUM - EXCLUSIVE



Specifications	Sailing	On-road and Off-road
	Naval architect : Pierre Delion	www.archi-delion.com
Construction	Hull & internal structure : Marine grade aluminum ; Deck : Infused sandwich polyester	
License	Sailing license *	Car driving license
Category	C (winds not over 27knots, mean wave height not over 6 ft 5")	Leisure amphibious roadable boat
Passenger capacity	(6 adults) or (4 adults + 4 children < 83 lbs) - ISO 12217	4 persons
Length	Hull overall : 21 ft 10" (with anchor roller and stern ladder) Hull alone : 20 ft 6" At waterline : 18 feet 1 inch (without stern ladder)	With out-board engine : 23 ft 8"
Width	Overall: 8 ft 1" ; Inside deck : 6 ft 8 "	
Height	Deck to covering board : 2 ft 1" minimum Deck to guardrail : 2 ft 7" Air draft : 8 ft 1"	Wheels out, windshield up 9ft 7" down 8 ft 7" Wheels out, with T-top : 11 ft 3" Wheels in, windshield up 8 ft 2" down 7ft 2" Wheels in, with T-top : 9 ft 7"
Water draft	Hull alone : 1 ft 4" ; Out-board engine : 2 ft 2"	
Weight	Hull without fuel/outboard engine/anchor: 2 716 lbs Ready at sea : 3 364 lbs (with 150HP OB engine, fuel, anchor, electronics) Max : 5 205 lbs (ISO 12217)	Weight empty : 3 225 lbs without gasoline / anchor At max load : 4 542 lbs
Dead rise	12° at stern	
Outboard engine power	Outboard engine : gasoline 4 strokes injection Minimum : 115 HP Recommended : 150 HP Maximum : 175 HP	In-board engine : twin-cylinders injection 25 HP 3 wheels drive EPA compliant
Fuel tank (Gazoline)	Shared for sailing and driving : 26,4 gallon US + extra storing capacity for 2 containers of 7,9 gallon US	
Maximum speed	Outboard engine 115 HP : max 27 Knots, cruise 20 knots Outboard engine 150 HP : max 31 Knots, cruise 22 knots Outboard engine 175 HP : max 34 Knots, cruise 23 knots	Max 10 Mph (1 mile = 6,5 minutes) Slope till 31% In slope start till 22%
Estimated fuel consumption	At cruising speed : 0,26 gal / nm with 2 persons on-board, full tank and little extra load	6,8 gal / 100 miles
Propulsion	Hydraulic steering Power steering	Power steering Short turning radius = 24 ft 5" Off-road tyres Anti-slip function, all independent wheels for slippery grounds Bow video camera shows off at GPS screen Front wheel video camera Drive capability in Crawl position
Monitoring	Digital screen "Real Time Dashboard" with real time 3D animation, dubbed by push-buttons for manual back-up operation, and numerous driving aids.	Ditto for Sailing
Safety	Removable white 360° sailing light Ground engine compartment extinguisher Deck extinguisher storing facility Two life raft storing locations Suspension on pilot and co-pilot seats Fuel tank natural ventilation Electric fan for ground engine compartment ventilation	LED Homologated traffic light (front low beam, front and rear position and direction lights, stop lights, slow vehicles...) 4 safety belts removable at sea, mirrors, Automatic parking brake Windshield whippers and spray





**UNIQUE FRENCH
TECHNOLOGY**

RINGAboat is an innovative tech company founded in 2011.

TRINGA merges the technologies of shipbuilding, aircraft landing gear, and road vehicles.

Engineering and serial production is made in France, almost exclusively from european and US components.

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