

Special air suspension components from BPW.

Greater efficiency for vehicle manufacturers.



3-D trailing arms: The ingenious „three-dimensional trailing arm“ (3-D) enables vehicle manufacturers to assemble air-sprung tri-axle suspension systems with an LL self-steering axle onto the same frame as a rigid unit without any problems – there’s no need to have a special offset frame. It goes without saying that the 3-D trailing arm offers the same functions and quality features as BPW trailing arms for rigid axles.



BPW 3-D trailing arms – Features and benefits

- ▶ Straightforward installation of air suspension units on the vehicle frame
- ▶ Optimum integration of a steering axle in a standard vehicle chassis (no offset vehicle frame is required)
- ▶ Highly flexible spring steel
- ▶ Hot-rolled, shot peened with cataphoretic dip-coating and zinc-phosphating (KTL_{Zn})

More information:

▶ BPW air suspension hanger brackets (pages 98, 102) ▶ BPW trailing arms (page 44) ▶ KTL_{Zn} coating (page 9)



Channel crossmembers: Vehicle manufacturers all over the world quickly appreciate the assembly benefits of this component. Whether it’s the hanger brackets, the shock absorber attachments or the crossbraces, everything is integrated to save space. Even steering axles can be connected to it without additional preparation. The channel crossmember is available in two versions – with an open, narrow hanger bracket for welding or with a cover plate for bolting/riveting onto the vehicle frame. The channel crossmember can even make additional crossmember unnecessary, depending on the frame design.



BPW channel crossmembers – Features and benefits

- ▶ Optimum support for the force application into the vehicle frame
- ▶ Reducing the stress on the frame construction (lower stress)
- ▶ Possibility of adapting to installation and service units (brake, air suspension)
- ▶ Simple installation on the vehicle frame, optimised for production
- ▶ Increased payload by lightweight construction (e.g. perforated C-section)
- ▶ Pre-adjusted unit reduces the number of mistakes in the installation of the complete module (e.g. tolerances in the spring centre after installing individual channel crossmember)
- ▶ Possibility of optimum integration of the LL self-steering axle in the standard vehicle frame
- ▶ Design available with shock absorber attachment (articulation point) for LL self-steering axle with 3-D trailing arms
- ▶ Cataphoretic dip-coating with zinc-phosphating (KTL_{Zn}) for optimum corrosion protection

More information:

KTL_{Zn} coating (page 9)