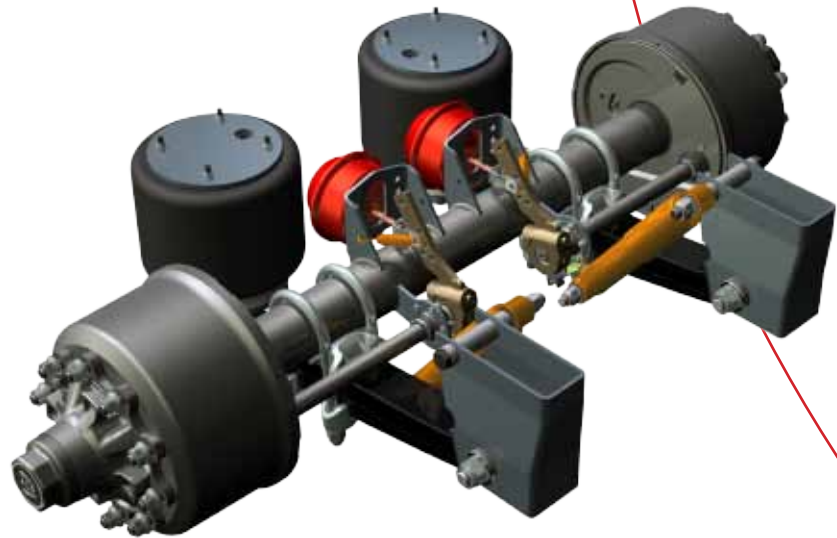


# PNEUMATIC SUSPENSIONS





**Air suspension is nowadays the most popular on commercial vehicles.**

> Owing their success to simple construction, modularity, the versatility of use.

These properties, combined with the large circulation have strongly favoured the unification of the main components, thus improving the availability of spare parts and offering an efficient and responsive service to the users.

Compared to traditional leaf springs, the air suspension gives many advantages:

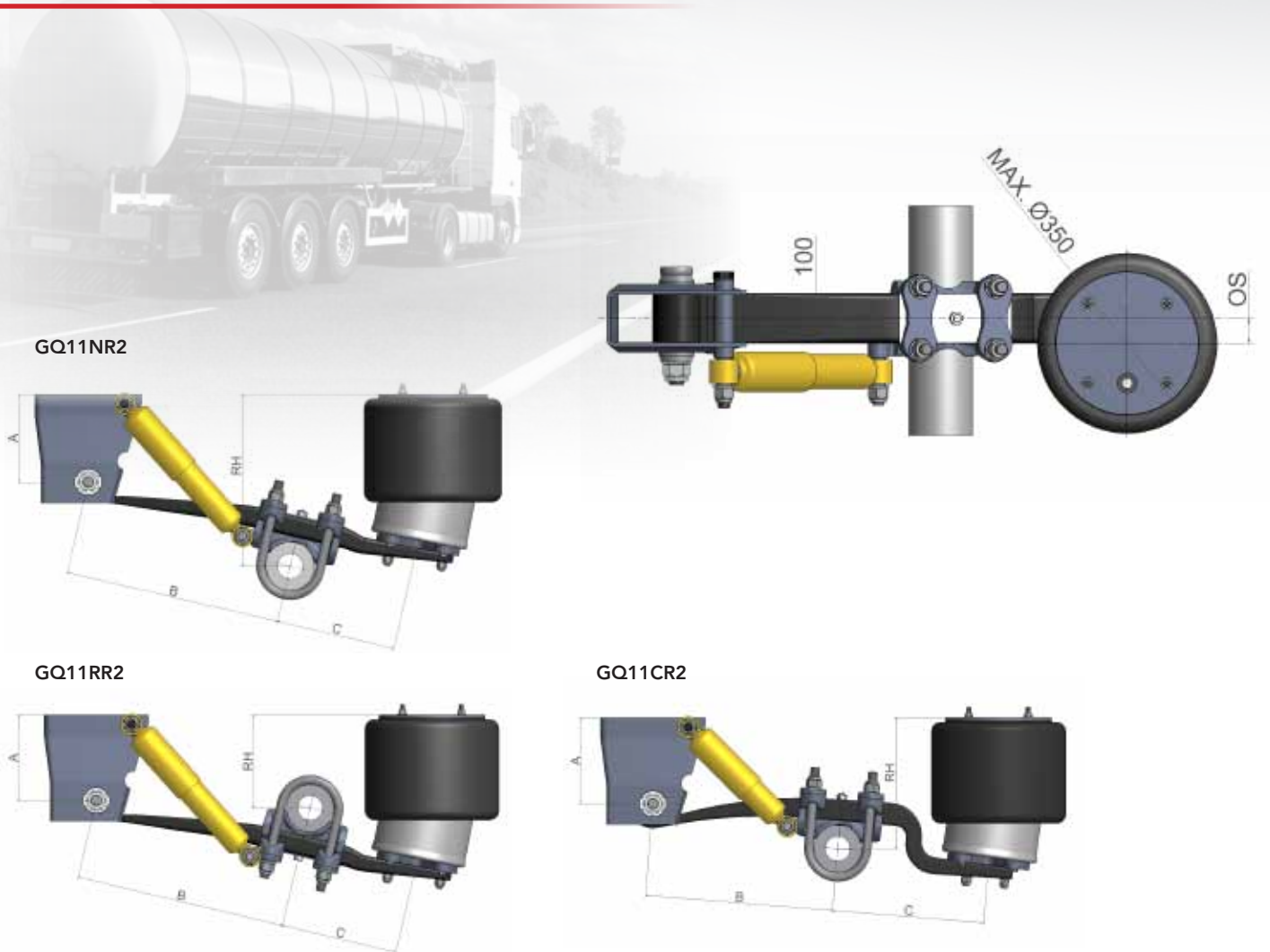
- can change the vehicle attitude according to the loads and routes;
- has the self-levelling feature to keep the height of the vehicle constant independently of the load conditions;
- can automatically compensate the braking dynamics, always ensuring proper adherence;
- can stabilize the vehicle while cornering and integrate ABS and ESP devices to optimize the behaviour of the vehicle under the safety aspect.

The modularity of this type of suspension allows to design assemblies with practically unlimited number of axles.





## 10 TON PNEUMATIC SUSPENSION

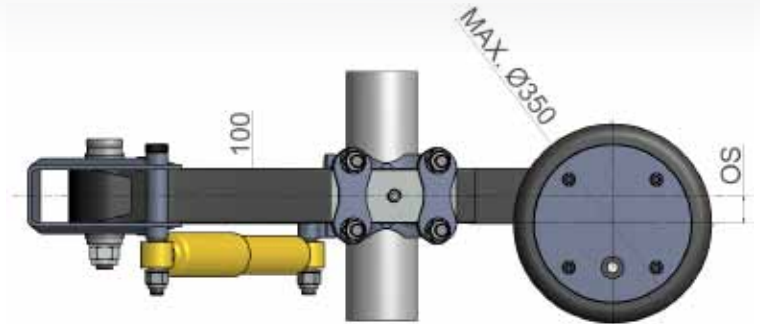
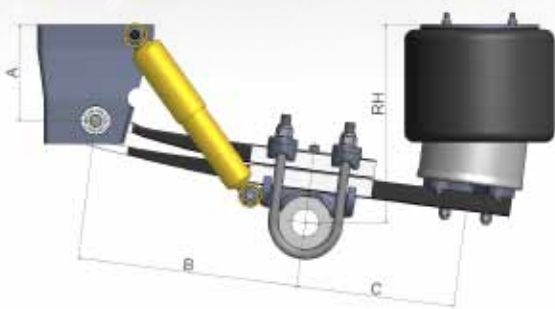


TYPE	CAPACITY	AXLE BEAM	RIDE HEIGHT (mm)	STROKE	B SIZE (mm)	C SIZE (mm)	MAX OFFSET (mm)
<b>10 TON PNEUMATIC STANDARD SUSPENSION</b>							
<b>GQ11NR2</b>	10000	○ 127	da 400 a 550	+ /- 100 mm	550	370	85
<b>GQ11NS2</b>	10000	□ 120	da 400 a 550	+ /- 100 mm	550	370	85
<b>10 TON PNEUMATIC CRANKED ARM SUSPENSION</b>							
<b>GQ11CR2</b>	10000	○ 127	da 320 a 500	+ /- 100 mm	525	375	85
<b>GQ11CS2</b>	10000	□ 120	da 320 a 500	+ /- 100 mm	525	375	85
<b>10 TON PNEUMATIC UNDERSLUNG SUSPENSION</b>							
<b>GQ11RR2</b>	10000	○ 127	da 305 a 405	+ /- 100 mm	550	370	85
<b>GQ11RS2</b>	10000	□ 120	da 305 a 405	+ /- 100 mm	550	370	85

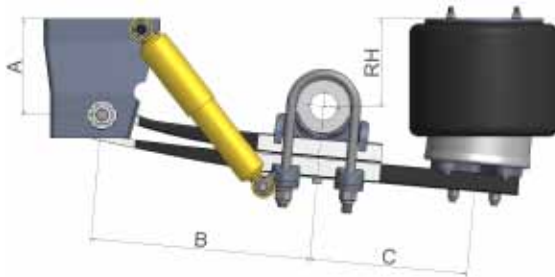
## 13 TON PNEUMATIC SUSPENSION



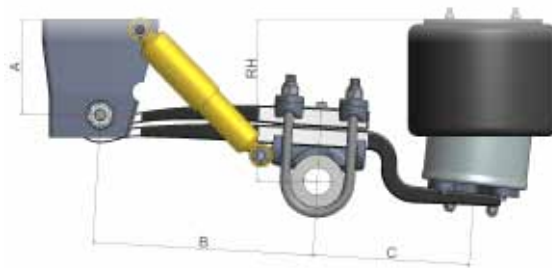
**GQ13NR2**



**GQ13RR2**

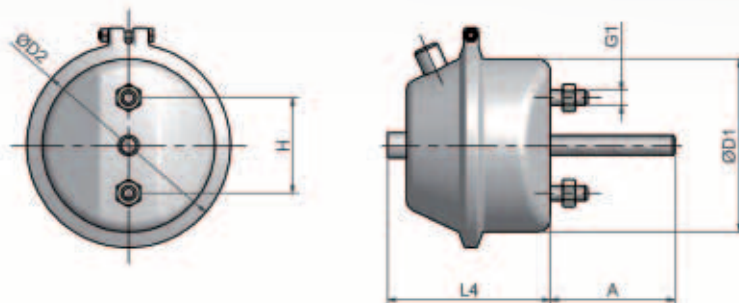


**GQ13CR2**



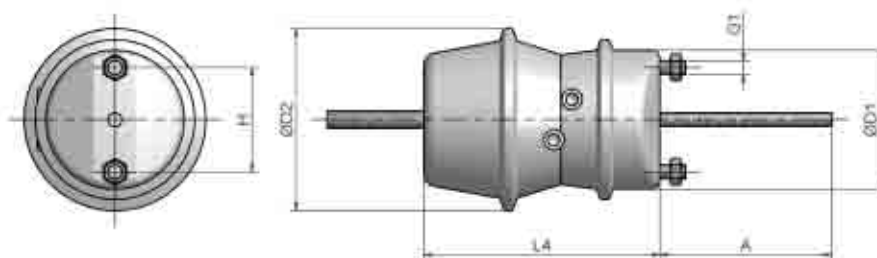
TYPE	CAPACITY	AXLE BEAM	RIDE HEIGHT (mm)	STROKE	B SIZE (mm)	C SIZE (mm)	MAX OFFSET (mm)
<b>13 TON PNEUMATIC STANDARD SUSPENSION</b>							
<b>GQ13NR2</b>	13000	○ 127	da 400 a 550	+ /- 100 mm	550	370	85
<b>GQ13NR4</b>	13000	○ 146	da 400 a 550	+ /- 100 mm	550	370	85
<b>GQ13NS5</b>	13000	□ 150	da 400 a 550	+ /- 100 mm	550	370	85
<b>13 TON PNEUMATIC CRANKED ARM SUSPENSION</b>							
<b>GQ13CR2</b>	13000	○ 127	+ /- 100 mm	525	375	85	85
<b>GQ13CR4</b>	13000	○ 146	+ /- 100 mm	525	375	85	85
<b>GQ13CS5</b>	13000	□ 150	+ /- 100 mm	525	375	85	85
<b>13 TON PNEUMATIC UNDERSLUNG SUSPENSION</b>							
<b>GQ13RR2</b>	13000	○ 127	da 260 a 360	+ /- 100 mm	550	370	85
<b>GQ13RR4</b>	13000	○ 146	da 260 a 360	+ /- 100 mm	550	370	85
<b>GQ13RS5</b>	13000	□ 150	da 260 a 360	+ /- 100 mm	550	370	85

## BRAKE CHAMBERS



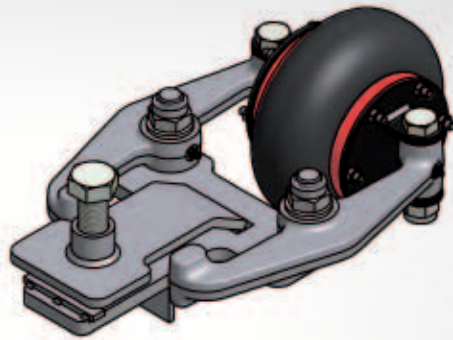
CODE	TYPE	TECHNICAL DATA						STROKE
		ØD1 (mm)	ØD2 (mm)	G1 (mm)	H (mm)	L4 (mm)	A (mm)	mm
81402	12"	121	145	M12 x 1,5	76,2	120	200	73
81403	16"	138	163	M12 x 1,5	76,2	130	200	80
81404	20"	150	176	M16 x 1,5	120,7	130	200	79
81405	24"	161	185	M16 x 1,5	120,7	130	200	78
81406	30"	182	208	M16 x 1,5	120,7	140	200	86

## TRISTOP CYLINDERS

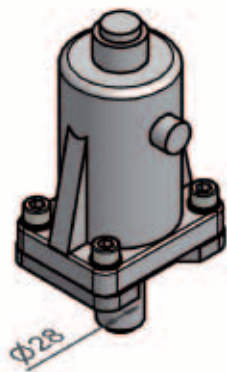


CODE	TYPE	TECHNICAL DATA						STROKE
		ØD1 (mm)	ØD2 (mm)	G1 (mm)	H (mm)	L4 (mm)	A (mm)	mm
81901	20/30	150	208	M16 x 1,5	120,7	265	200	75
81902	24/30	161	208	M16 x 1,5	120,7	265	200	75
81903	30/30	182	208	M16 x 1,5	120,7	265	200	75

PNEUMATIC ALIGNMENT FOR SELF-STEERING AXLE



PNEUMATIC LOCKING DEVICE FOR SELF-STEERING AXLE



PNEUMATIC LIFTING DEVICE

