

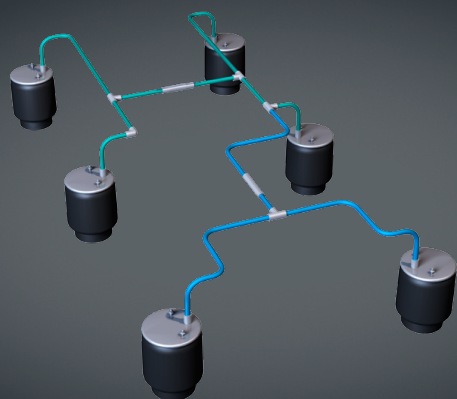
INTELLIGENT AXLE LOAD MANAGEMENT



EB+ Load Transfer

Unbalanced weight can overload a truck's rear axle during unloading of freight. EB+ Load Transfer distributes tractor-trailer axle loads as ideally as possible for continuous optimum axle load.





Simplified schematic

EB+ Load Transfer

Automatic weight distribution

- › Helps prevent truck rear axle overload and damage
- › Weight per axle does not exceed legal limit
- › Less tyre wear on third axle when cornering
- › Third axle can be lifted if weights on first two axles do not exceed legal limits
- › Can be disabled during winter
- › Improved cornering due to shorter wheelbase



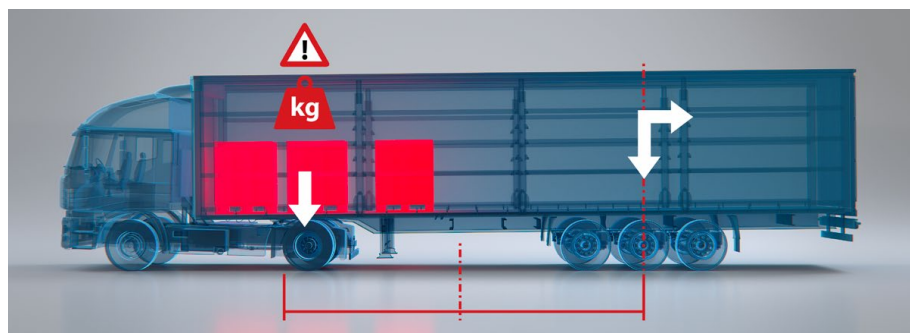
Exceeded axle load balanced automatically

Axle loads often shift when the trailer is partially unloaded to the detriment of the drive axle. If the remaining load becomes concentrated at the front of the semi-trailer, the axle load can quickly exceed permitted limits.

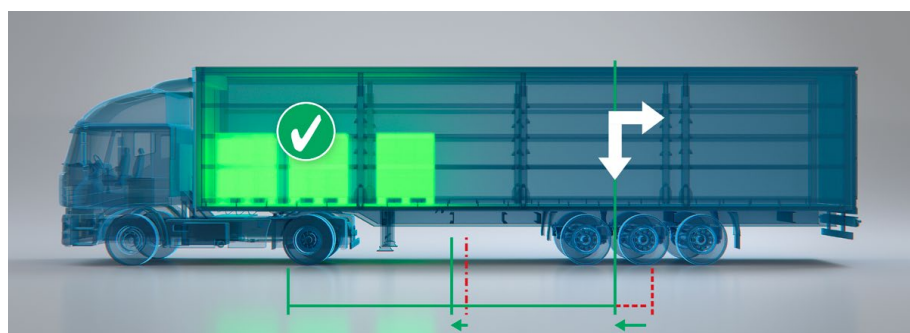
The solution to this problem is EB+ Load Transfer by Haldex. With EB+ Load Transfer, the EB+ electronic brake system, air suspension and lift axle valve work in harmony to balance vehicle axle load.

Maximum benefits

As soon as the ignition is turned on and EB+ is supplied with power, EB+ analyses axle weights then calculates the axle load reserve for the first and second trailer axles. EB+ Load Transfer automatically relieves the pressure on the last trailer axle by redistributing it to the first two trailer axles within permitted limits.



Without EB+ Load Transfer



Equipped with EB+ Load Transfer

When EB+ Load Transfer is engaged, the centre of gravity always moves forward slightly. This shortens the theoretical wheelbase, which reduces pressure on the semi-trailer tractor's drive axle. This is how pressure on the axle is relieved.

But it is not just the drive axle that benefits. Less pressure on the last trailer axle improves tractor-trailer cornering as a whole, reduces tyre wear and improves the vehicle's overall rolling resistance.

