LOGISTICS PRO’S
L.I.T. Group strategy

TRAILER AXLES
Jost relies on Haldex

COMPLIANCE
FTA has ‘Vision’

AGRICULTURAL ENGINEERING
Safety first

VEHICLE CONSTRUCTION
Fliegl: A success story
EDITORIAL

Real added value through maximum safety: Our client L.I.T. is an example of what this looks like in practice. This company in northern Germany equips both trucks and trailers with state-of-the-art technology, including the Soft Docking and Safe Parking systems. What really makes us happy: Even experts behind the wheel are impressed. Carsten Harms, who manages technology and professional driver training at L.I.T., makes the point: 'Feedback from the drivers about the Haldex systems is very positive, and the systems have been very well received'.

Safety goes hand in hand with compliance. Jim Crawley, Homologation Engineer at Haldex UK, has been in the business for a long time, and he is very familiar with technical and legal obstacles. He is very pleased that the British Freight Transport Association (FTA) actively helps its members with compliance, so we decided to take a look at what the United Kingdom does.

Through its ModulT series, Haldex offers the lightest 22.5-inch trailer disc brake, which it also supplies to axle manufacturer Jost. So how is business, and what does production look like? We put our questions to Norbert Rehbein, Managing Director of Jost Achsen Systeme.

We also present an array of additional topics for readers, from new developments and user tips to Fliegl’s 25th anniversary, as well as new guidelines and product solutions in agricultural engineering — a healthy mix.

We hope you enjoy this issue.

Yours

Andreas Richter
Senior Vice President, Europe and ROW Sales

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A HEALTHY MIX

Haldex Magazine no. 34, Spring/Summer 2017 PUBLISHER: Haldex Europe S.A.S., 30 rue du Ried, 67720 Weyersheim, France, info.eur@haldex.com, www.haldex.com PUBLISHER MANAGER: Diana Spieler EDITORIAL SERVICES, PRODUCTION AND LAYOUT: LZ Media GmbH and Co. KG, Marktstraße 26, 67655 Kaiserslautern, Germany PRINTING: Kehler Druck GmbH and Co. KG, Weststr. 26, 77694 Kehl, Germany PHOTOS: Haldex archives, FTA, Fliegl, L.I.T., LZ Media, Countrypixel/Fotolia, testphoto/Fotolia, Jost COPYRIGHT: No part of the publication may be reproduced without prior written permission from the publisher. FREE SUBSCRIPTION / CHANGE OF ADDRESS: info.eur@haldex.com or the publisher’s postal address. PRINT: 11,000 copies. LANGUAGES: English, German and French.
ISO 50001 for Haldex Europe

Effective January 2017, the Haldex logistics centre in Weyersheim, France (near Strasbourg) has been certified for compliance with ISO 50001, sustainable and cost-effective energy management.

Nine key performance indicators (KPIs) were identified and examined prior to certification. Haldex will now continuously monitor these KPIs. This effort is part of a larger strategy to reduce CO₂ emissions at the Weyersheim facility while contributing to the sustainability goals of the company as a whole.

Award for ModulT

Haldex has received a 2016 ‘Top 20’ award from the American trade magazine Heavy Duty Trucking for its ModulT air disc brake. Top 20 selections are judged on product innovation, ability to address top industry issues and the potential to improve long-term fleet performance whether through maintenance savings, increased efficiency or improved safety. ‘The new ModulT disc brake is the perfect solution for fleets looking for high efficiency and greater control and stability with a longer service life and lower total cost of ownership’, says Walt Frankiewicz, Senior Vice President North American Sales. ‘It’s an honour to have these benefits recognised by industry professionals’. Haldex received the award in late February at the 2017 TMC Annual Meeting & Transportation Technology Exhibition in Nashville, Tennessee. The ModulT series was launched in the United States in March 2016. The latest Haldex ModulT disc brake product video is available for viewing on the Haldex channel on YouTube.

Certified

Go to ModulT video

Motivated

Ben Prickett responsible for the UK Aftermarket

Ben Prickett has joined Haldex as UK Aftermarket Sales Manager. He reports to Göran Jarl, Vice President Aftermarket Europe. Thirty-six year-old Prickett has many years of experience in the automotive industry, in customer service, manufacturing and sales. Before joining Haldex, Ben was the business development manager for Valeo Service UK. He was responsible for current and new business development in the UK automotive aftermarket.

Recognised

Haldex granted A-supplier status in TecDoc catalogue

TecDoc, the international standardised database for spare parts for the automotive industry, has recognised Haldex as an A-supplier. This status denotes suppliers who meet the criteria for excellent and error-free supplied data. TecDoc is part of TecAlliance, a leading global industry solution for the automotive aftermarket.

Ordered

Ordering made easy

Starting in March, Haldex Select distributors in Europe can also order online. This means 24-hour access to the full range of Haldex replacement parts along with availability and price information. After logging in, users can access personal account information as well as order and invoice status. A brand-new function allows users to put items from the Findex product catalogue directly into their shopping basket. The online shop is available in English, German, French and Spanish, and is being continually rolled out to other European countries.

Visible

Clear the stage

It may still be a few months off but preparations are well underway! In Autumn 2017 Haldex will exhibit at two trade shows:

Agritechnica (12–18 November in Hanover) and Solutrans (21–25 November in Lyon). Whether in northern Germany or southeastern France, Haldex is looking forward to your visit.

Error-free

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WHERE DO I FIND CONFORMITY CERTIFICATES FOR MY HALDEX AIR TANKS?

All conformity certificates can be found on the Haldex website under ‘Services & Support’. You can search by manufacturer, serial number, and production date, and print the appropriate certificate.

WHERE CAN I FIND TEST REPORTS FOR ACTUATORS?

The Trailer Application Guide at www.haldex.com/trailer-application-guide can help with this as well. Choose English, German or French. Go to the ‘Contents’ tab, then the ‘Actuators’ tab. From there you can download the report you need.

MY DIAGNOSTICS USER INTERFACE DOESN’T WORK. WHERE CAN I DOWNLOAD THE LATEST VERSION OF DIAG+?

Open the Trailer Application Guide on the Haldex website (www.haldex.com/trailer-application-guide) and click on ‘Software’ in the ‘Service’ section.

YOU CAN FIND THE DOCUMENT AT WWW.HALDEX.COM UNDER ‘SERVICES & SUPPORT’.

GET HELP FAST AT WWW.HALDEX.COM
ALL ABOUT THE EB+ ELECTRONIC BRAKING SYSTEM

EB+ vehicle parameters

The EBS I need to replace is not working, and I can’t restore the vehicle parameters in order to copy them to the replacement valve. Where can I get the vehicle parameters?

The vehicle’s EBS settings are configured by the Original Equipment Manufacturer (OEM). Therefore, only the OEM can provide you with the parameters for a particular vehicle. To get the parameters, you need to provide the OEM with the vehicle’s VIN serial number. If the OEM no longer exists, you will have to perform a manual system configuration by referring to the builder’s plate on the vehicle chassis.

EB+ indicator lights up on first braking

The ABS/EBS indicator light in my truck or semitrailer tractor goes on when I brake for the first time. Is this normal?

The EB+ system has an optional double power supply, with ISO 7638 and an optional 24N emergency power supply. Each time the electrical power is switched on, EB+ triggers an ON-OFF indicator light sequence. If the driver steps on the brake at a speed of less than 10 km/h, an additional flash is activated to confirm that the 24N emergency power supply is also operational. This additional flash is only triggered once when starting.

Orange connector when replacing EB+ Gen2 with EB+ Gen3

When I replaced an EB+ Gen2 with an EB+ Gen3, I noticed the orange end connector (power supply to brake lights) is no longer present in the new casing. Can I connect the orange cable to the black Super AUX connector?

The orange connector can be connected to the black Super AUX connector; the Super AUX cable has two supply wires for the brake lights (red and white).

More information about EBS can be found in various brochures posted in the ‘Products’ section of the Haldex website.
The Freight Transport Association (FTA), headquartered in Tunbridge Wells (Kent), is the largest transport trade association in the United Kingdom. It was founded in 1889 as the Mansion House Association on Railway Rates by a group of traders who worked with canal and railway companies. It became the Freight Transport Association in 1969 and currently represents more than 16,000 members from all sectors of freight transport – road, rail, sea and air. The Association’s reach extends beyond the UK with a permanent office in Brussels. FTA also supports Transaid, a charity that assists transport in developing countries, through FTA member donations.

Multinational corporations can be found in FTA’s ranks as well as small and medium-size companies. FTA’s scale of operations is huge: FTA members operate more than 200,000 trucks, almost half the total domestic fleet, which account for approximately 70 percent of UK sea and air freight as well as more than 90 percent of UK rail freight. Regardless of transport mode, the Association is focused on secure, sustainable and efficient logistics. FTA represents its members at the local, national and European levels on logistics matters, and it also promotes the industry’s public image. It offers training programmes as well, for everyone from drivers to board members.

“We have an advice centre that provides our members with information on various topics such as compliance. We also organise events regularly, including a series of conferences for transport managers where we provide up-to-date overviews of governmental policies and legislation as well as best practices in managers’ respective sectors”, says Claire Britcher, the FTA’s public relations manager.

In March 2017, FTA organised a high-profile Brexit conference at
Experts such as Haldex homologation engineer Jim Crawley, give lectures at events and conferences on the subject of logistics. He also refers to the national guidelines on vehicle safety regarding compliance.

Simply follow the QR code.

The FTA’s headquarters are located in Tunbridge Wells, in Kent. The British transport association currently represents around 16,000 members from the road transport, sea and air freight sectors as well as the rail freight transport sector.

Westminster, in London, entitled ‘Keep Britain Trading’. Speakers from the world of politics and business, including representatives from Commonwealth countries such as Australia and Canada, discussed the importance of negotiating new trade arrangements with Europe and the rest of the world.

Jim Crawley, a homologation engineer at Haldex Brake Products Ltd, appreciates FTA: “We communicate on a regular basis. I presented the latest developments in trailer brake systems at a FTA conference. I always keep myself informed about the ‘Vision’ platform. In my opinion, this is a very effective support tool in terms of compliance’. Local traffic commissioners in the UK can demand more frequent inspections and shorter inspection intervals than in most other European countries. ‘The regulations, therefore, are far more stringent, and FTA helps companies stay on the safe side’, adds Jim Crawley.

By definition, compliance means that a business has followed all legal requirements and corporate guidelines. Compliance is of fundamental importance to FTA members. To create a practical one-stop shop to help members remain compliant, FTA’s own team of developers and in-house legislative experts created Vision, ‘an exclusive, cloud-based platform that provides all relevant management information from a single website’, explains Claire Britcher.

Vision software is divided into, basically, three areas – drivers, fleets and organisation. Topics covered include driver hours and tachograph analysis (with options for remote importing), monitoring of vehicle compliance including access to inspection and maintenance schedules, availability of training tracking as well as overall driver performance based on a number of factors.

‘The target page is currently being developed’, says FTA developer Sam Varrall. ‘It will provide a number of compliance-relevant performance indicators including vehicle maintenance, driver hours and tachograph data’. This will include in-depth analysis of driver data as well as various options for importing the data, such as via its own uploader or via various telematic providers. Driving-style analytics could be added upon future expansion (already available in combination with Mercedes Fleetboard).

The software saves complete information for each vehicle ranging from regular maintenance dates and safety inspection alerts to latest repairs. Graphical images provide the user with a quick overview that can be expanded into specific categories.

It also includes an overview of professional driver qualifications and any required training courses. In brief, a truly comprehensive tool for transport industry compliance.

You can find more information at www.fta.co.uk.
When transport industry insiders see the term ‘COLAS’ or ‘ILAS’, they know the score: It’s all about air suspension, or rather air suspension control valves from market leader Haldex, to be precise. The range is rounded off by EGP (engineering grade plastic) levelling valves for level control. All three products — COLAS, ILAS and EGP — are noted for their light weight, fast and simple installation, and robustness. They are also suitable for dual and single circuits. But let’s start at the beginning.

Haldex’s current generation of COLAS+ raise and lower valves combines three functions — RoRo, automatic resetting and deadman — in one system. The RoRo (roll-on roll-off) function locks the trailer in a fixed position to prevent movement during transport by ferry or rail. Reset to Ride, controlled by the ABS/EBS, automatically resets the trailer height when towing is resumed. This prevents damage to the trailer and to the chassis. The deadman function is a safety feature: As soon as the driver releases the control lever when raising or lowering the trailer, all movement stops.

ILAS E+ lift axle valves feature new die-cast housing, and the valve’s design and fit ensure that only one screw is needed, even for installation when two lift axle valves are used, and that the valves will not twist. Up to seven ports are available for maximum flexibility. Additional valves can be connected directly without complicated end ports or T-connectors. Haldex’s latest products undergo fully-automated testing to ensure optimum quality: Every single lift axle valve has been subject to meticulous function and leakage testing.
VEHICLE CONSTRUCTION

VEHICLE CONSTRUCTION

FLIEGL FAHRZEUGBAU HAS EVERY REASON TO CELEBRATE ITS ANNIVERSARY. ‘SUSTAINABILITY’ IS THE KEYWORD.

Starting with the International Motor Show (IAA) 2016 and bringing things to a glorious close with a big celebration in early May, Fliegl Fahrzeugbau is celebrating its 25th anniversary in great style, yet with a healthy dose of self-awareness: ‘Those who have managed to gain a place as one of the leading trailer manufacturers and stay there must have done something right!’ says Helmut Fliegl. He continues: ‘Sustainability is a buzzword to which we’ve added real meaning’.

The 48-year-old managing director sees sustainability as not simply ‘a nod towards environmental protection’ but as much more: ‘Along with rigorous lightweight construction, we are committed to sustainability throughout the entire manufacturing process, and to ensuring versatility, safety, everyday usefulness and durability of the product itself’. A carefully-selected pool of suppliers is an important part of the overall concept. The fact that Haldex has appeared on this list for many years is no coincidence. Helmut Fliegl says, ‘We rely on Haldex EBS systems because we believe they are the most dependable on the market’. As such, the Thuringia-based company was also the first German manufacturer to equip all of its semitrailers and central-axle trailers with Haldex EB+ systems, with TEM Safe Parking as standard, as early as 2012. Helmut Fliegl says, ‘Drivers, freight and vehicles alike now benefit from a considerable increase in road and occupational safety’. Be it raise and lower valves or lift axle valves, various types of Haldex components can be found. ‘We have developed a very strong relationship over the years’, says Dietmar Psille, Haldex Sales Engineer. ‘Since 2004, we have worked together closely and have been involved in several new projects. We look forward to continued cooperation’.

The company’s success story began in 1991, after the fall of the wall, when the Fliegl Group acquired an agricultural machinery maintenance company. The last 25 years have been filled with countless innovations – from galvanised low-loader chassis and tandem trailers for disposal companies, weight-optimised ultra-light vehicles and high-capacity trailers — with a total height of four metres outside and three metres inside — to the first twin-axle tractors with ten-tonne axles and the extended ‘X-tra Long’ model. Helmut Fliegl has no concerns when it comes to the company’s future: ‘We’re not the leaders in everything, but our core products are superior’.

Fliegl’s production line is located at its main factory, Plant One, in Triptis, Germany, and at Plant Two, which opened in 2005, near the A9 autobahn. Thanks to Haldex EB+, the TEM Safe Parking system is standard equipment on Fliegl semitrailers and central-axle trailers.

A FAMILY-RUN BUSINESS

Two generations of the Fliegl family: Margit and Helmut Fliegl with children Maximilian, Johannes and Lina with family dog Kira.
The L.I.T. Group headquarters in Brake, about 50 kilometres north of Bremen, is one of the major players in the market. The company has about 1,400 employees and 900 trucks, its own workshops, and warehouses, washing facilities, and filling stations for diesel and AdBlue. When it comes to transport and logistics, they have everything covered. The secret of their success lies in their specialisation. Or, as Carsten Harms, head of Engineering / Professional Driver Training at L.I.T., puts it: ‘The trick is to make the customer’s expectations reality.

That is why we determine the specifications for our vehicles ourselves, why we focus on specific segments, and why we are so good at what we do’. Need an example? Ultra-light vehicles, at about 175 units, comprise a large part of the fleet. These include 7.5-tonne trucks for the old (German) class 3 driving license as well as 8.6-tonne trucks for high-volume transportation. ‘These are ideal for lighter loads such as insulation materials’, says Carsten Harms. Because drivers of lighter-class vehicles also deserve comfort when driving long distances, L.I.T. commissions their vehicle manufacturer to occasionally build custom cabins. This is how an Atego with an ‘Efficiency Cab’ — a high-ceiled driving cabin that offers full standing headroom plus a wide couch — was born, something you cannot get from the factory. And drivers are also taken care of on the road: Stand-alone air conditioning systems are standard, and on payday, it’s clear what a difference a premium system for economical, environmentally-friendly driving makes.

Carsten Harms puts great value on driver training, whether instruction in handling the truck-mounted forklift, economical driving or safety systems. Regarding the latter, L.I.T. is certainly investing in the right area. ‘For example, we have already equipped
200 trailers with ‘Soft Docking’, and it does exactly what Haldex promises – we now have far less downtime due to damage. After all, it is simply a fact that when it comes to trucks, most accidents happen when reversing’. In addition to the ramp approach aid, he is also very impressed with the entire TEM Safe Parking system, which is why more and more of L.I.T.’s own central axle trailers and semitrailers are equipped with it: ‘The fact that the vehicle cannot roll away is an enormous benefit in terms of safety’.

As he discusses the point with Haldex Sales Engineer Andreas Spannaus, Spannaus notes: ‘We have to train not only drivers but also workshop personnel. If they are not familiar with the system, they might detach the tires during manoeuvring’. Nonetheless, drivers are pleased with the aids, attests Carsten Harms: ‘Driver feedback about systems from Haldex is very good - they are well-received’.

In the aforementioned vehicle configuration à la L.I.T., Haldex has made its way into another specification as standard equipment. No matter the trailer manufacturer, disc brakes from the ModulT range should be used. ‘Haldex is our clear favourite, especially because they provide us with all relevant data such as brake pressures. We pay attention to such data, especially pilot pressure to the trailer’. Andreas Spannaus resumes discussion of vehicle configuration: ‘Basically, we are in the process of advancing and optimising trailer technology together with vehicle manufacturers, and we are doing it openly and transparently with all industry partners at one table. German manufacturers clearly have some catching up to do in this regard, and they need to get used to freight forwarders coming to them with their own requirements rather than simply buying ready-made trailers. For example, for some time now, it has been common practice for the Dutch to work hand in hand with the freight forwarding company

One truck fits all: The L.I.T. Azubi Truck

To assist the search for future logistics specialists, at the beginning of 2016, L.I.T. presented a forward-looking concept: A proprietary semitrailer tractor exclusively for logistics trainees, featuring state-of-the-art technology and high-quality equipment. The trainee looks after the vehicle, manages vehicle transports, and handles all arrangements. The specially-designed Volvo FH 500 is used not only in local and long-distance transport but also serves as a calling card for the company at trade fairs and informational events. This has a positive effect not only on trainees: ‘We recently attended a student party here in the region to promote the profession. It was mainly mothers who sat in the trucks’, recalls Carsten Harms with a smile. When asked why a Volvo FH was chosen when the L.I.T. fleet contained no other vehicles from the Gothenburg company, he replied: ‘We intentionally wanted something that was truly stand-alone, which we would not otherwise have. We asked our trainees and they requested a Volvo, and they are very enthusiastic about it’. There is another compelling reason for this choice: Trainees become familiar with semitrailer security systems such as Haldex Soft Docking and Safe Parking at an early stage.
to configure vehicles’. Carsten Harms nods in affirmation, adding: ‘We provide trailer manufacturers with our standards and also monitor them. We basically track the entire construction of the vehicle’.

Be it low-platform semitrailers for transporting drinks, large-capacity road trains such as a semitrailer train or truck-trailer unit, the aforementioned ultra-light vehicles, or even long trucks for inter-factory traffic: L.I.T. is familiar with many different concepts. In addition, a proprietary telematics app has been developed in cooperation with an external IT service provider. ‘We have also implemented guided navigation to minimise non-revenue kilometres, and to ensure the most fuel-efficient routes’, says Carsten Harms. This is clever because sometimes a short detour over flat terrain can be more efficient than climbing a hill, even if the incline is the more direct route. When it comes to avoiding empty runs or optimal unloading, the European Freight Forwarders’ Association (Europäischer Ladungs-Verbund Internationaler Spediteure — ELVIS) comes into play: L.I.T. was a founding member in November 2006, and is still a driving force within the association. To date, more than 160 partners have joined, representing more than 16,000 trucks. Environmental protection is another major theme: By 2018, L.I.T. wants to reduce emission pollutants within their own logistics group by at least 20 percent. The comprehensive action plan includes promotion of combined transport and alternative fuel use: Around 60 percent of Scania vehicles in the L.I.T. fleet already run on natural gas. As a rule, the company’s own fleet, predominantly MAN, Mercedes and Scania, is 100 percent Euro 6 compliant, and is equipped with state-of-the-art technology. Some extra details: The environmental project also includes cultivation of a fruit tree orchard, something you would not expect from many transport companies.

A TRULY HANDS-ON ENVIRONMENTAL PROJECT

Elsfleth, a little town in northern Germany, has something special: an orchard of fruit trees cultivated by L.I.T. This environmental project was launched in an effort to reduce the company’s carbon footprint in a sustainable way. Covering 1.4 hectares, the planning of the area and its management was done in cooperation with the conservation organization NABU children’s and youth group. ‘The children have great fun with it’, says Ulrike Bley (right), who is responsible for environmental management at L.I.T., with a smile. It is evident the project is close to her heart. The first fruit trees were planted at the end of 2014, followed by a dead hedge, two bee colonies, and nesting aids in the spring of 2015 — all done by the children themselves. Autumn is now regularly celebrated with an apple festival. The children eagerly work the juice press, and homemade juice is sampled on the spot. Who knew environmental management could be so much fun?

New reg means new calculation

According to an assessment by Haldex, EU regulation 2015/68 clearly increases vehicle safety - always at the forefront at Haldex - in the agricultural sector. The new directive, which covers agricultural and forestry trailers, is not a problem for Haldex: The previous programme for parts provides everything that is technically necessary. But braking calculations and resultant part lists have changed. Agricultural trailers must now satisfy the brake bands and friction requirements mandated by the directive. Vehicles must present braking calculations as proof that they can meet specified values. The vehicle will not be approved under national or EU law without this information. ‘We are doing this calculation for various trailer manufacturers in Heidelberg and at other Haldex locations throughout Europe’, says Burkhard Kamratowski, Key Account Manager for agricultural vehicles. Even though some smaller manufacturers still do braking calculations in accordance with national laws, such as Road Traffic Licensing Regulations in Germany, EU approval makes more sense when it comes to export of new vehicles.

The new EU standards have been incorporated in Haldex’s own ‘Brake IT’ software calculations since Spring 2016. Manufacturers and EU authorities are still clarifying inconsistencies and responding to detailed questions. Or as Burkhard Kamratowski jokes: ‘Fine-tuning is still underway’. 
The rather dry designation 2015/68 is the EU directive for agricultural and forestry vehicle brakes. It came into force on 1 January 2016. The new directive also had consequences for Haldex’s product portfolio, albeit to varying degrees. Burkhard Kamratowski, who is responsible for agricultural engineering at Haldex, says: ‘It was not necessary to develop new components for trailers. Our existing programme complies with the new requirements in all respects. However, we had to develop a new generation of brake control valves for towing vehicles’.

The result is the ‘Solenoid Trailer Control Valve’, or S-TCV for short. It will go into series production during the second quarter of 2017. Basic technical background: Tractors generally have hydraulic brakes whereas trailers usually have compressed air. S-TCV synchronises the two braking systems and also combines previously isolated functions. This approach both saves space, a scarce commodity in today’s high-tech tractors, and lowers costs, especially in terms of reduced expenditure for assembly. The hydraulic medium is also flexible. Either mineral oil or brake fluid can be used.

‘The S-TCV replaces the hydraulic trailer control valve that was developed more than 30 years ago’, says Burkhard Kamratowski. ‘It integrates up to four valves that were previously mounted on an external bracket that has been eliminated. Furthermore, in the majority of tractors with pneumatic trailer control, the parking brake used to be actuated mechanically by a link or a cable. With S-TCV, a solenoid now performs this task’. A second solenoid valve, if requested by the customer, is responsible for the pressure lead. The valve supplies low pressure to the trailer before the pneumatic pressure builds up. This prevents the trailer from colliding with the tractor.

To ensure that future homologated tractors meet the requirements of EU Directive 2015/68, the S-TCV needs a ‘tear-off’ function, which has been stipulated for trucks since the 1970s: The driver must also be able to use the trailer brakes if the pneumatic connection breaks or is damaged. Haldex has developed the new ‘Emergency Line Restrictor’ (ELR), which is used in combination with the S-TCV for this purpose. The start-up of ELR production is planned for the second quarter of 2017.

The complete S-TCV and ELR package satisfies all requirements. Feedback from various tractor manufacturers about the first models has been extremely positive.
The big day was 1 January 2015: JOST World had acquired Mercedes-Benz TrailerAxleSystems, and it was time to get started. Since then, JOST Achsen Systeme has produced and sold trailer axles ‘engineered by Mercedes-Benz’.

Says Norbert Rehbein, Managing Director of JOST Achsen Systeme: ‘We provide the entire European market with trailer axles. The brand change from Mercedes-Benz to JOST was complete by IAA 2016 and was very well received by customers’. Together with Haldex, JOST has developed an extremely light product loaded with value: The DCA-L7 22.5-inch disc brake based on the ModulT series. ‘With this product, we made what was already the lightest axle in its class even lighter’, explains Norbert Rehbein. ‘We save an additional 24 kilos per three-axle unit’. In addition to its light weight, the DCA-L7 brake, which is available for every axle in the DCA series, offers optimised corrosion protection and is very easy to maintain. An optional brake lining wear indicator, which can be retrofitted, is also available.

The full range of JOST axle systems includes both trailers and trailer axles with disc brakes. A shared feature of the DCA series is the compact axle beam known as a ‘Durable Compact Axle’ (DCA). With this product, the axle tube, trailing arm, brake flange and axle journal have been integrated into one light yet robust unit. Cathodic dip priming permanently protects against corrosion. Since 2016, the axles have been built in a newly-constructed factory in Nowa Sól, Poland, about 100 kilometres east of Cottbus. ‘The site in Poland has continually ramped up output since axle production started there in 2015’, says Norbert Rehbein. ‘Although we had only single-shift production at start-up, we now have two shifts throughout. We can add a third shift if needed in the event of more growth’. ‘The DCA Weightmaster, configurable from a starting tare weight of 381 kilograms, is the foundation of the series’, continues Norbert Rehbein. Thanks to its modular design, it is suitable for various trailer applications, from platform semitrailers...
to tipping silos’. The DCA Airmaster has a different lightweight construction where the axle housing simultaneously serves as a 40-litre compressed air reservoir for braking and air suspension. There is no need for conventional compressed-air reservoirs, which saves up to 50 kilograms in weight. Other special products include the DCA Railmaster and the DCA Pavemaster. The former is designed for combined road-rail-sea transport. To prevent damage to the air bellows during crane loading, JOST uses a split air bellows system: When the semitrailer is lifted, the two parts separate; they rejoin when it is set down. The DCA Pavemaster is also designed to prevent damage to the air suspension system, but in a different way. It is specially-built for road finishing, and the optimised shape of the air bellows support kit plus an extra robust design protect against damage.

For large volume semitrailers with a three-metre high ceiling, the low-ride DCA Megamaster is the perfect solution. And last, but not least, the steer-axle DCA Steermaster, which is compatible with all DCA axles, helps drivers negotiate even the tightest curves with ease thanks to a steering angle of up to 21 degrees.

Norbert Rehbein emphasises: ‘We have managed to achieve a seamless transition, not only in production but also spare parts. Customers are buying spare parts for both Mercedes-Benz and JOST trailer axles’.

The weight-optimised DCA-L7 is based on the ModulT DBT 22 LT from Haldex. Under 30 kilograms (including pads), it is the lightest 22.5-inch trailer disc brake on the market.

Founded in 1952, JOST World is the world’s leading manufacturer of vehicle connection systems, modules and components for the truck and trailer sector. The product range is divided into four areas: The JOST brand itself stands mainly for fifth wheel couplings, landing gears and trailer axles, in addition to other components. The Rockinger brand covers towing hitches, towing eyes and tow bars for vans, trucks and agricultural vehicles. The Tridec brand is a leading supplier of steering systems and single-wheel suspensions for trailers. And Edbro stands for vehicle-mounted hydraulic systems, such as cylinders for tippers. The JOST Group employs over 3,000 people across sales and production facilities in 18 countries.
Whether vehicle construction, workshop repair or spare part distribution, the Trailer Application Guide provides unique electronic access to all Haldex systems for trailers.

Test it now:
www.haldex.com/trailer-application-guide