

Changing the dynamic axle load using Wabco Optiturn.

Wabco can deliver EBS systems with the integrated Wabco Optiturn function.

This system can change the axle load distribution in the trailer during driving by lowering the axle load from the rear axle. The result is better cornering behavior on trailers with rigid axles.

The Wabco advise is that the Optiturn maximum air spring pressure, programmed in the EBS, should never exceed the air spring pressure at maximum axle load in the EBS.

The pressure in the air springs from the trailer is used to calculate the brake pressure in the axle-brakes (load depending). When the air spring pressure (axle load) from the rear axle is lowered than the air spring pressure (axle load) in the other axle / axles will go up.

If the trailer builder raises this Optiturn pressure higher than the maximum axle load air spring pressure than this can result in reduced brake performance, possibly creating dangerous situations. It can also result in a reduced life from the higher loaded parts in the trailer.

The brake system programming is using the standard maximum legal axle loads and air spring pressure. A change from this Wabco programming can lead to a not legally approved situation.

This situation from overloading the axle using Optiturn cannot be compared with the overloading from axles using the traction help which is legally approved according to EU 1230/2012.

Please follow the Wabco advise for the Optiturn pressure. When trailers have been programmed with a too high Optiturn pressure, please have it corrected at Wabco authorized partners, because it is legally not allowed and can create dangerous situations or early failure of trailer parts.

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