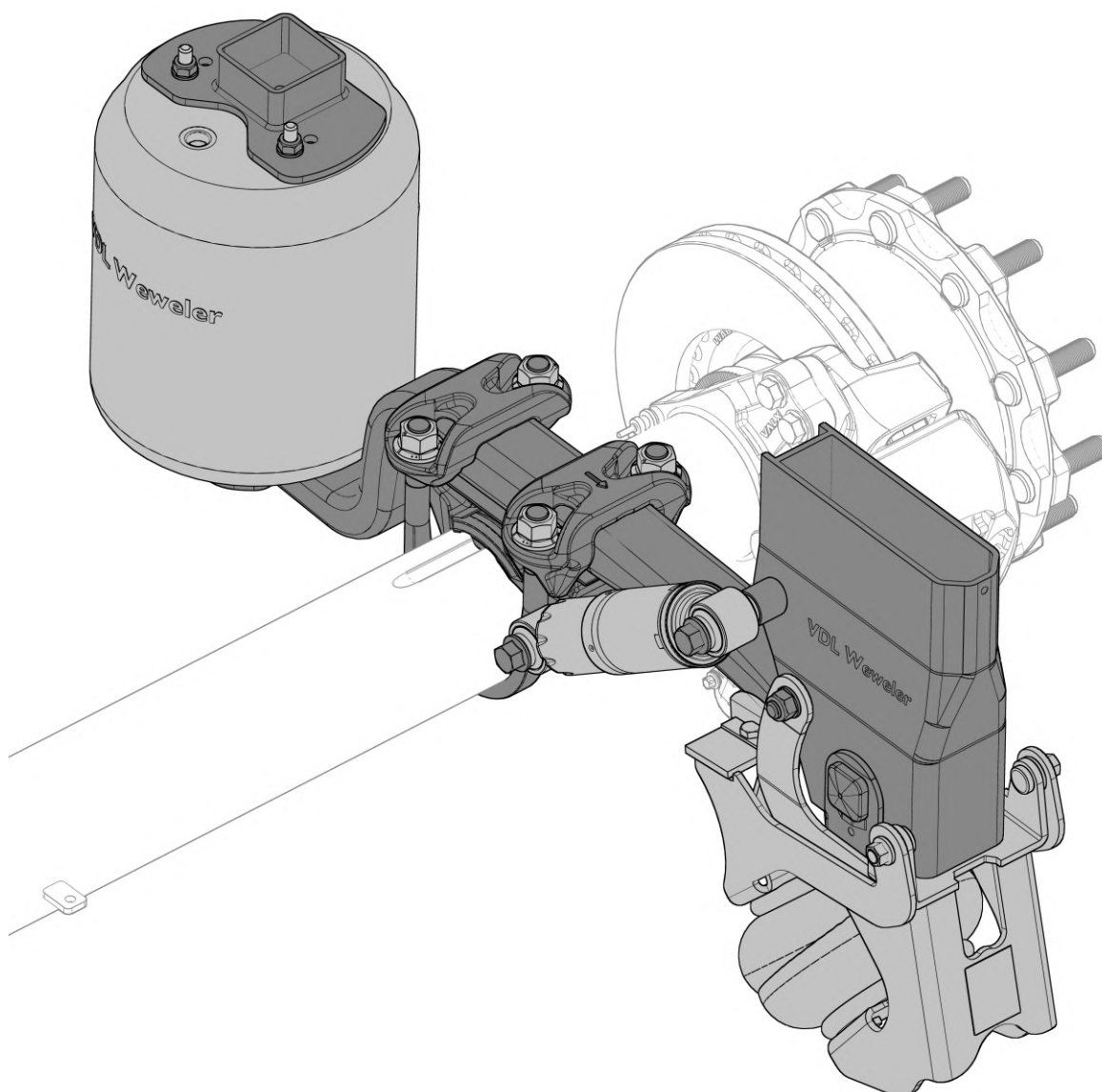




MBS V2

SUSPENSION INSTALLATION GUIDE



MBS-V2 Range Air Suspension for grooved VALX axles

Document: TBM_2052-05
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Revision: 05

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Revision summary

Date	Revision Number	Comments
March, 2018	01	Initial version
May 2020	02	Ø300 Combo & Ø350 air springs added. Mounting air spring at 20mm offset on 95mm trailing arms modified. Hanger bracket from HD range added. Standard hanger bracket height 380mm added. Source reference added.
November 2020	03	Added comments regarding parallel positioning of the air spring piston to the trailing arm.
April 2021	04	Welding instruction casted bracing improved. Section 4.7
December 2022	05	Add zinc plate under front U-bolt plate to all systems.

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The information in this document⁽¹⁾ has been prepared solely for the purpose of providing information about assembly, disassembly, repair and maintenance on the trailer axle and the suspension system (hereafter: trailer axle). It has been compiled in good faith by VALX B.V. and is provided without any express or implied warranty as to its completeness or accuracy. We reserve the right to make amendments to this document to reflect further developments.

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(1) VDL Weweler B.V. (2020, juli). MBS-VIF RANGE AIR SUSPENSION FOR GROOVED VALX / FUWA AXLES. <https://www.vdlweweler.nl/support/downloads>

Preface

Use of this manual

This Trailer Builder Manual is intended for trained and for qualified persons to enable them to perform design, installation and repair tasks on VALX products in an efficient, safe and environmentally sound way.

TAKE THE TIME TO READ THIS MANUAL THOROUGHLY BEFORE STARTING WORK ON THE TRAILER, TRAILER AXLE AND/OR ON OTHER VALX COMPONENTS.

KEEP THIS MANUAL IN A SAFE PLACE, BUT READY TO USE WHEN NEEDED.

THIS MANUAL REPLACES ALL PREVIOUS VERSIONS, IF ANY.

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General notes

The installation instructions in this manual are specific for the Valx International B.V. MBS-V2 air suspension and not valid for other systems. The used assembly jig(s) are examples that can assist with proper installation. The illustrated chassis and cross bracings are solely drawn as examples for installation as cross bracing and component dimensions depend upon the respective vehicle type and its field of application. The data is intended as a guideline for the trailer builders vehicle design.

The design of the vehicle chassis is always the responsibility of the trailer builder.

Further desired or required data for the Valx International B.V. air suspensions such as additional dimensions, permitted centre of gravity heights, etc. can be found in the additional technical documents (f.e. the standard and/or application system drawings).

Welding remarks

The trailing arms, air bags and plastic shock absorber covers are to be protected against welding sparks and weld spatter when carrying out all welding work. The earth clamp must never be connected to the trailing arm or the axle hub.

No welding is allowed on the trailing arms!

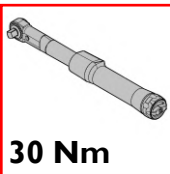
Warranty and liability

Valx International B.V. warrants all in house manufactured products and all non Valx International B.V. components needed to complete a Valx International B.V. product, for a period as per listed in the “Warranty tables” in the “Valx International B.V. - General Warranty and Liability Statement” or otherwise agreed in writing.

The “Valx International B.V. - General Warranty and Liability Statement” can be downloaded from our website www.valx.eu

Pictograms & symbols

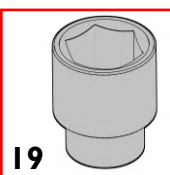
In this manual the following pictograms and symbols are used to illustrate specific instructions or warnings:



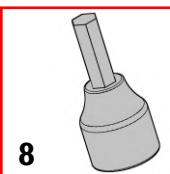
Use an appropriate calibrated torque wrench.
Tighten the fastener to the torque in Nm given in the left-hand corner.



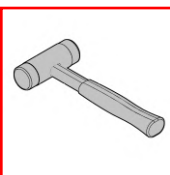
Use an appropriate calibrated torque wrench.
Tighten the fastener to the torque in Nm + the additional specified turn of the fastener in degrees given in the left-hand corner .



Use a socket wrench.
The value in the left-hand corner is the socket wrench size.



Use a hex socket wrench.
The value in the left-hand corner is the hex socket wrench size.



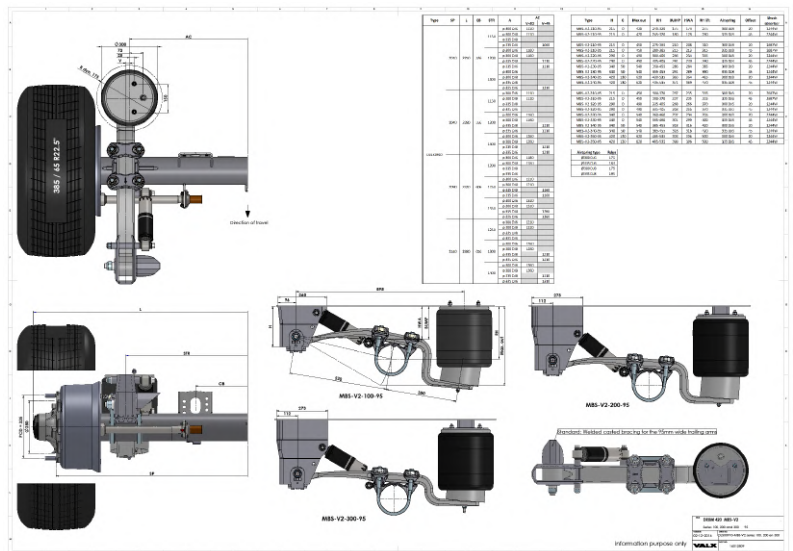
Use a rubber or plastic hammer.



CAUTION
Weight exceeds 25 kg.

I - Explanation MBS-V2 Air Suspension system coding

The MBS-V2 air suspension code refers to the individual available system drawings. The code can be found in the table on the drawing.



MBS-V2 code explanation

- Code example and options:

MBS-V2-I10-75-300-20-(B)

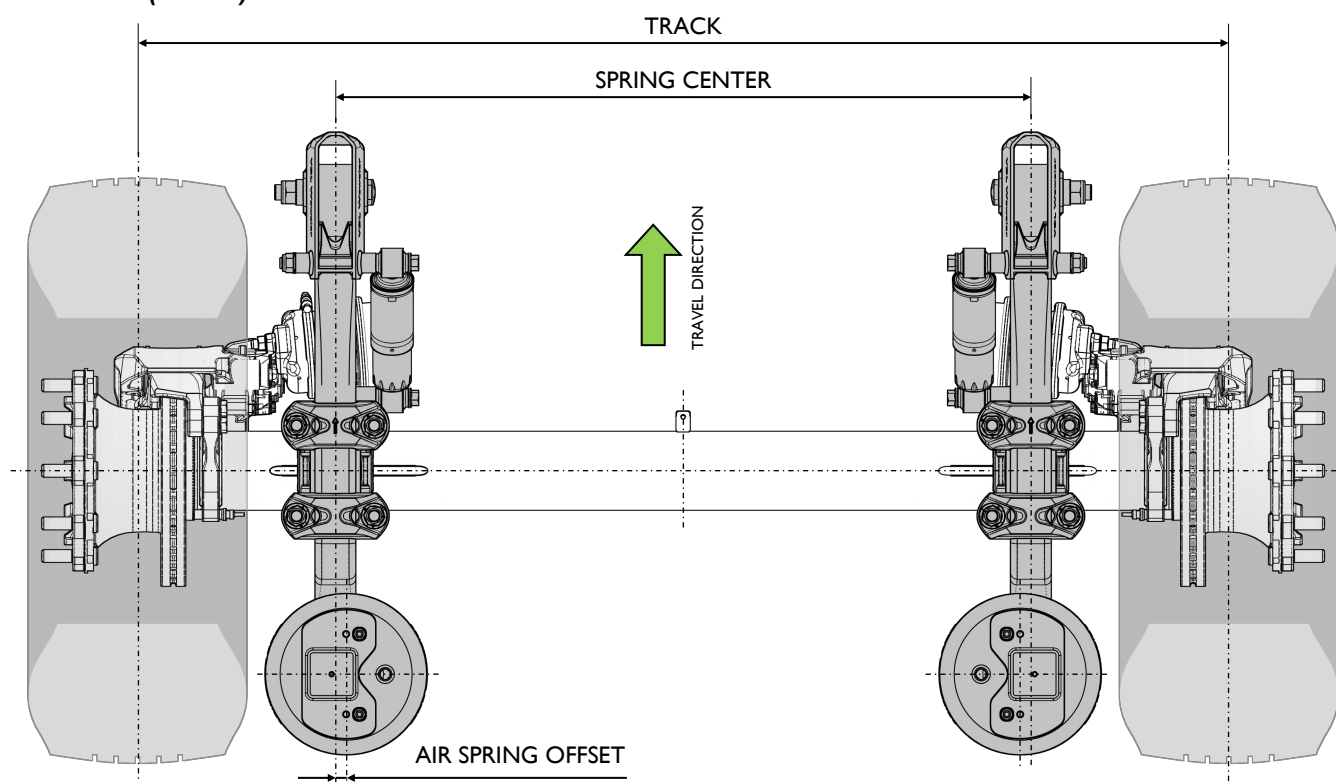
MBS-V2	Air suspension system
I10	<p>Defined specification / riding height range according VALX MBS-V2 Green book.</p> <p>Main series:</p> <ul style="list-style-type: none"> MBS-V2-100 MBS-V2-200 MBS-V2-300 MBS-V2-400 MBS-F-500
75	<p>Trailing arms</p> <ul style="list-style-type: none"> 75 wide trailing arm 95 wide trailing arm
300	<p>Air spring diameter</p> <ul style="list-style-type: none"> Ø300 DJ6 Combo air spring Ø300 DJ6 air spring Ø335 DJ6 air spring Ø350 DJ6 air spring Ø300 DJ8 air spring Ø335 DJ8 air spring Ø350 DJ8 air spring
20	<p>Air spring offset</p> <ul style="list-style-type: none"> 0 offset in combination with Ø300 DJ6 Combo air spring 20 offset in combination with Ø300 air spring 45 offset in combination with Ø335 air spring 50 offset in combination with Ø350 air spring
(B)	<p>Optional casted bracing</p> <ul style="list-style-type: none"> - Prescribed for trailers with rigid body (such as reefers, tankers, moving floor) 75 wide trailing arm - standard without casted bracing 95 wide trailing arm - standard with casted bracing

2. Axle & air suspension combinations

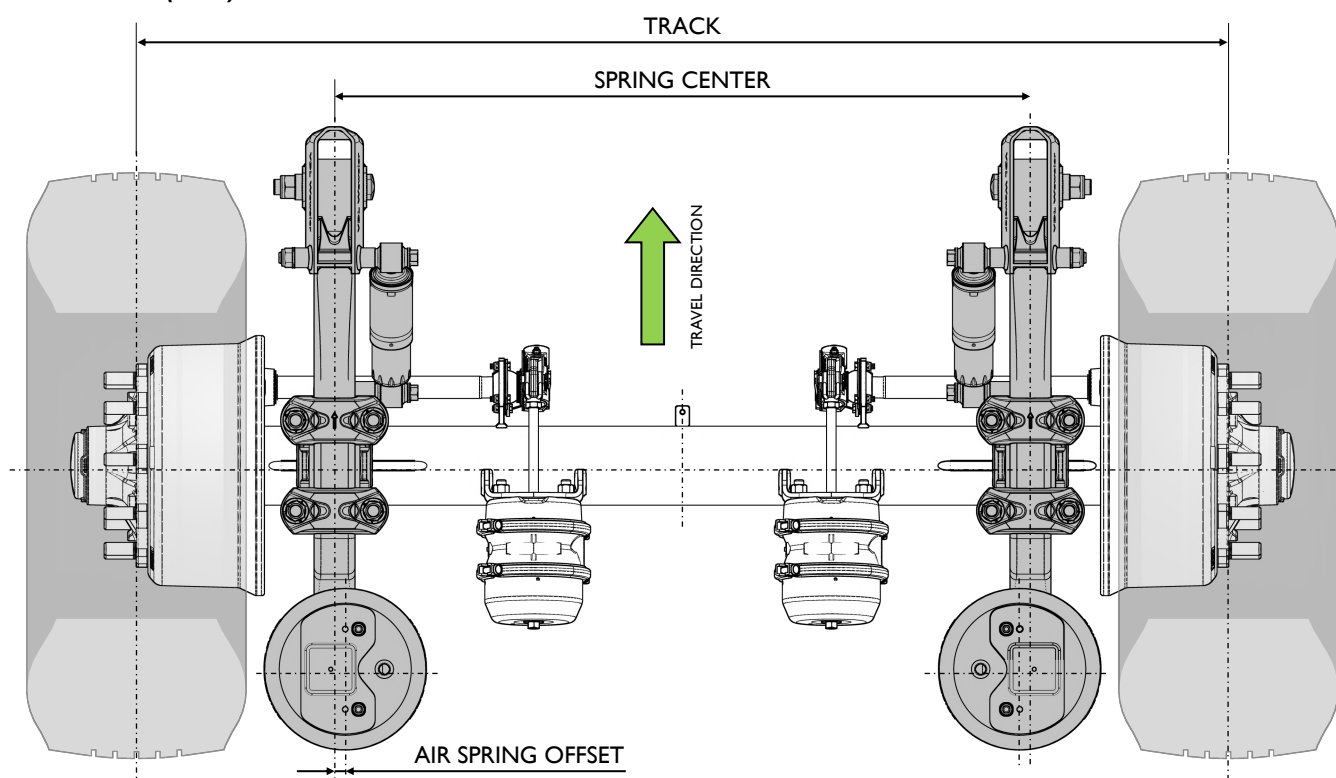
The Valx International B.V. MBS-V2 air suspension is specifically designed for the VALX axle range. Therefore it is only suitable for the VALX disc and drum brake axles equipped with the patented groove.

For specific (technical) information concerning the axle we refer to the VALX documentation and instructions.

Disc brake axle (ET 120)

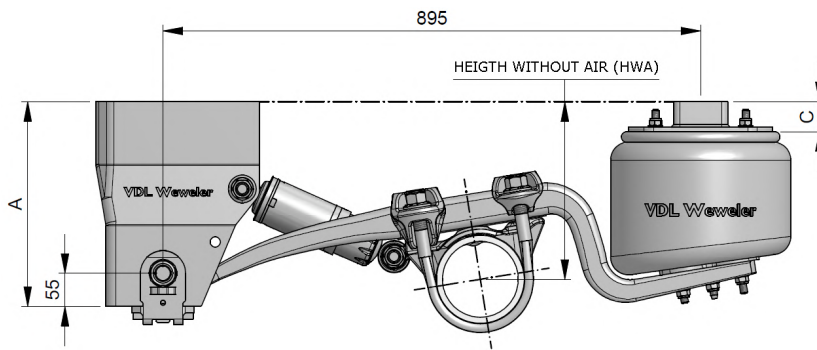


Drum brake axle (ET 0)



3. Technical specifications / design information

MBS-V2 air suspension system layout and overall system dimensions.



Height Without Air & Bump:

Internal bump stops inside the air spring are used to limit the upward suspension stroke.

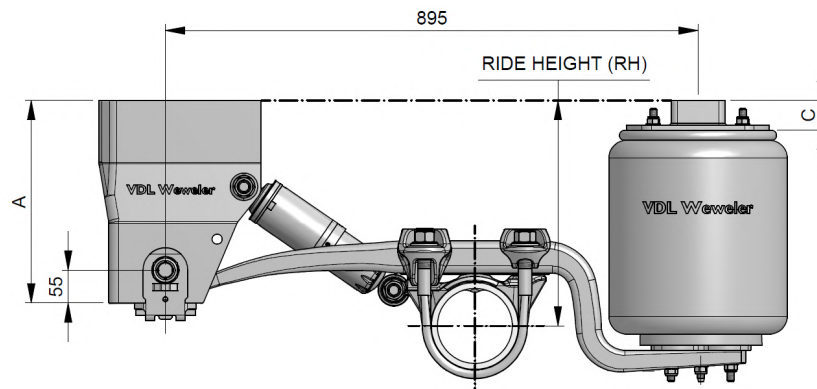
Bump

When the vehicle is empty without air the system rests on the bumpstop. This gives the system "Bump" dimension. The dimension bump also determines the lift height.

Height Without Air (HWA)

When the vehicle is fully laden without air the bump is compressed by a certain distance depending on the type of air spring. This gives the system "Height without Air (HWA)".

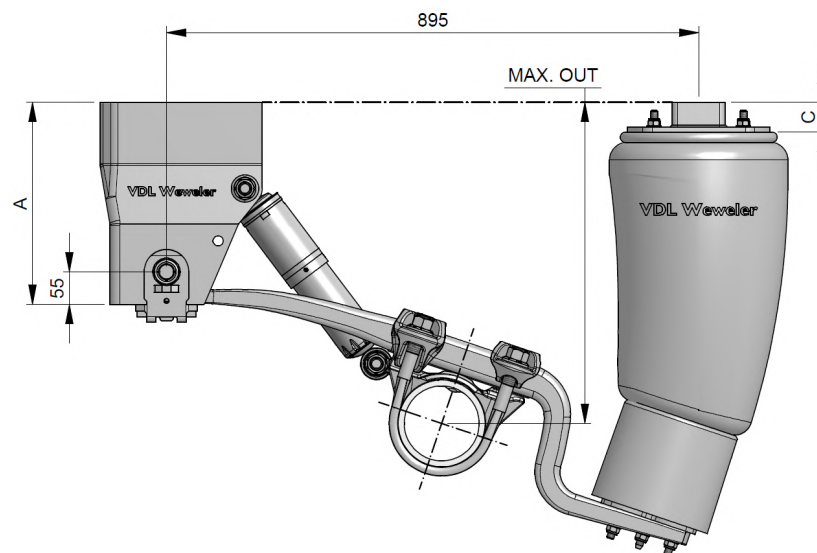
When an air spring failure occurs the internal bump stops enables the user to run (without air pressure) at very low speed for a short period of time to get to the nearest service station. To prevent further damage, always make sure that there is enough clearance for all moving parts.



Ride height (RH):

The ride height can be set with the levelling valve within a certain range. Check the specific system drawing for the possible settings.

If the vehicle is equipped with a raise/lower valve it is only allowed to use this valve for loading and unloading. Driving with the valve engaged may cause damage to the load, trailer, brakes and suspension system.



Max. out:

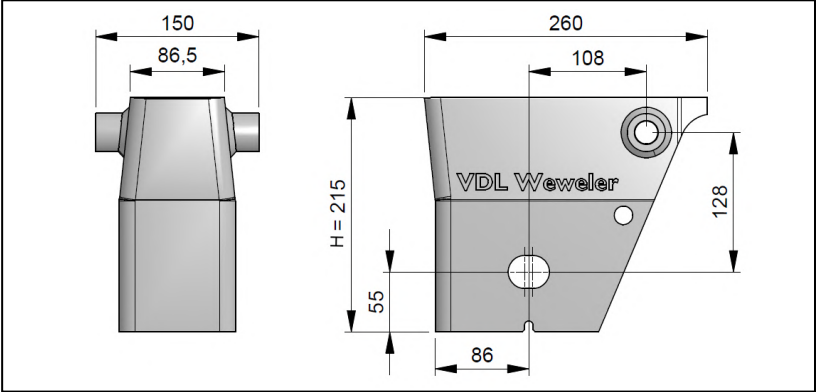
The Valx International B.V. air suspension systems have been engineered so that the shock absorber acts as the outbound stroke limitation.

This obviates the need for check straps or other suspension stops.

The maximum shock absorber length and the air spring height at this maximum outward position are in relation to each other. Therefore the system configuration (hanger bracket height "A" and pedestal "C") may not be changed without the approval of Valx International B.V..

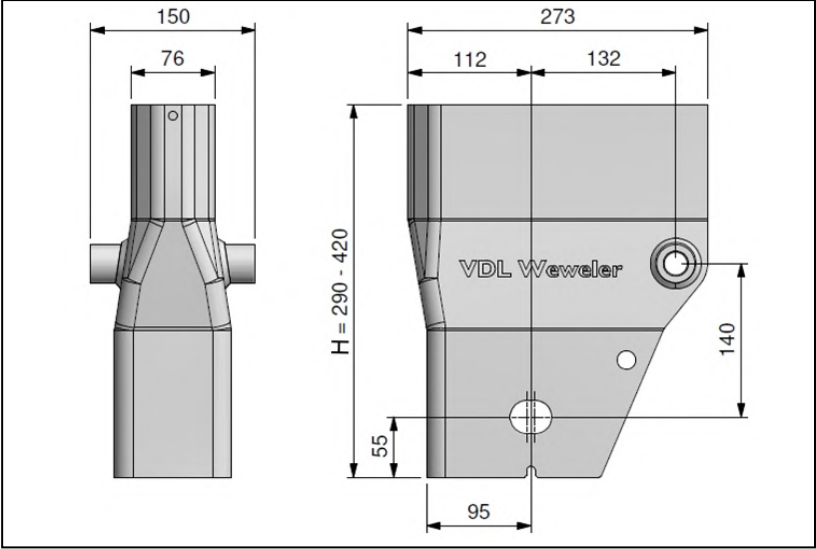
4. Hanger brackets & pedestals

4.1 Dimensions of hanger bracket & pedestal



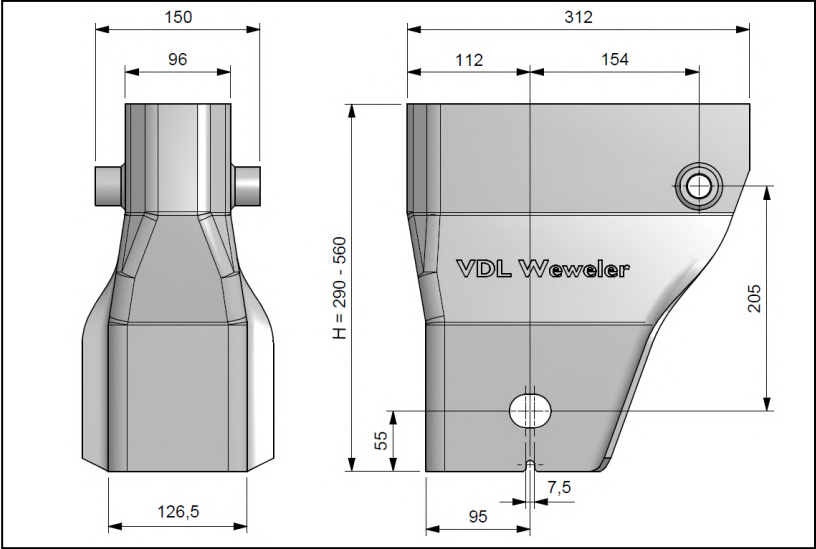
Hanger bracket height A = 215 mm

Standard hanger bracket available in height 215 mm.



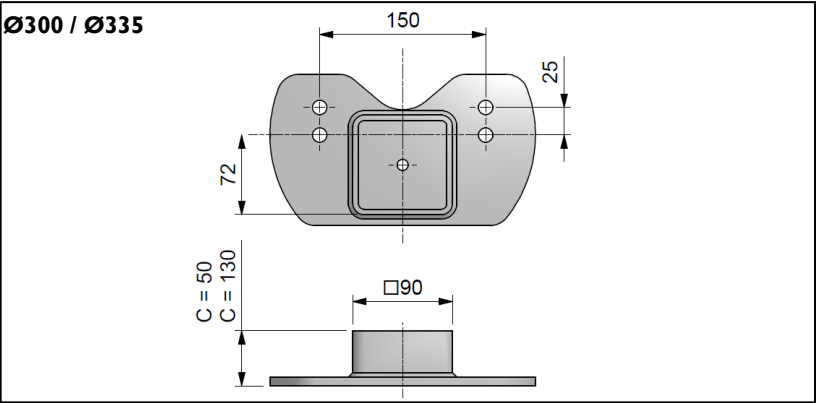
Hanger bracket height A = 290-420 mm

Standard hanger bracket available in heights: 290, 340, 380 and 420 mm.



HD (MBS-F) Hanger bracket height A = 290-460 mm

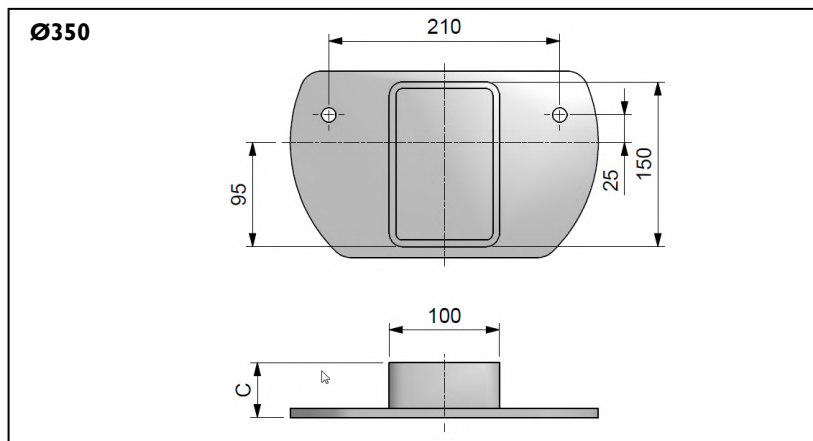
HD hanger bracket available in heights: 290, 310, 335, 360, 390, 410, 435 and 460 mm.



Pedestal for Ø300 & Ø335 air springs
C = 50-130mm

Standard pedestal available in heights 50, 90 and 130 mm.

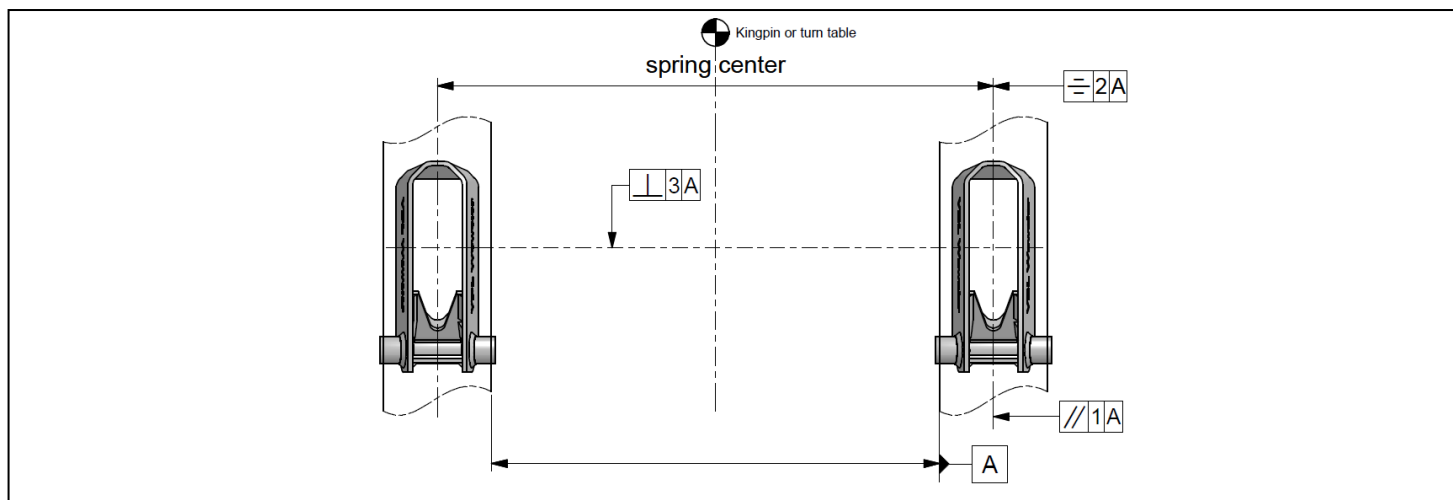
4. Hanger brackets & pedestals



Pedestal for Ø350 air springs
C = 30-225mm

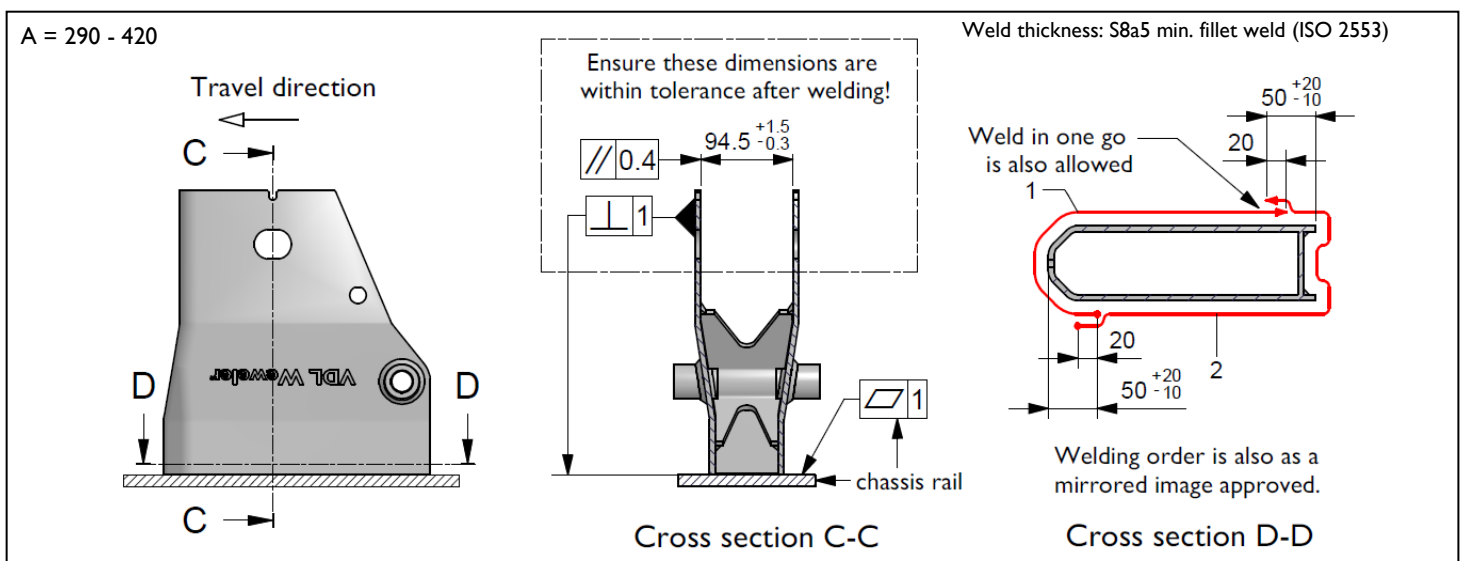
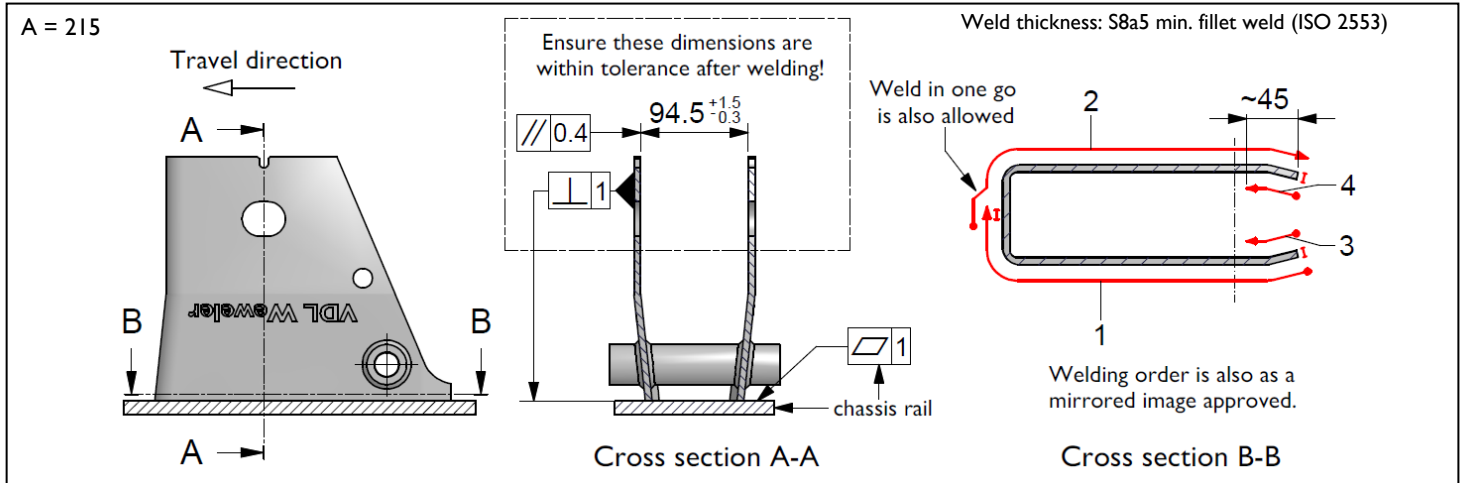
Standard pedestal available in heights 50 and 70 mm.

4.2 Alignment of hanger bracket



4. Hanger brackets & pedestals

4.3 Welding of standard hanger bracket



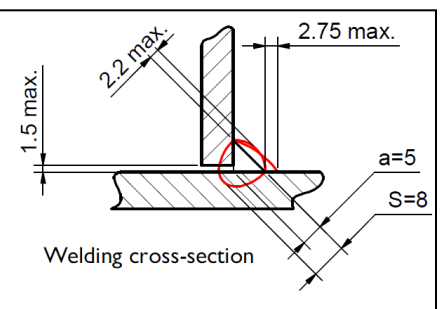
Welding order:

— Tack weld ● Begin → End

Material chassis = CEV ≤ 0.47%

CEV = C + (Mn/6) + ((Cr+Mo+V)/5) + ((Ni+Cu)/15)

Item	Specifications
Welding wire	Acc. DIN 8559-SG2 / EN 440-G3 SiI. Material-Nr I.5I25, Ø1.2 mm
Supply	I-wire technique
Gas mixture	92-8 Argon / O ₂ or Sagox2 84-13-3 Argon / CO ₂ / O ₂ or Sagox10 90-10 Argon / CO ₂
Welding parameters	Current: 240 - 340 A Puls voltage: 26 - 40 V



Check up:

1. Demands and qualification according DIN EN ISO 15614-1.

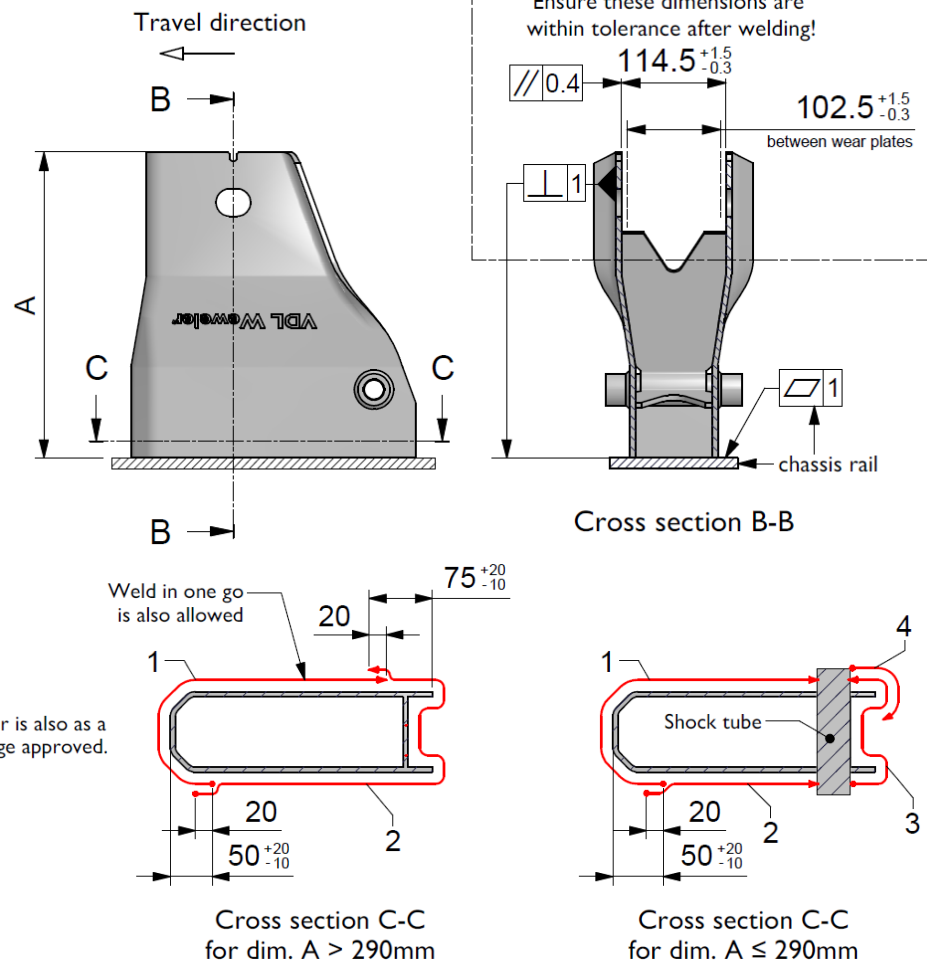
2. Judgement of craters according DIN EN ISO 5817 acc. class C.

Exept for the numbers: 2011, 2012, 2016, 2017, 5012, 5213. Those should be judged according DIN EN ISO 5817 acc. **class B**.

4. Hanger brackets & pedestals

4.4 Welding of HD hanger bracket

Weld thickness: S8a5 min. fillet weld (ISO 2553)



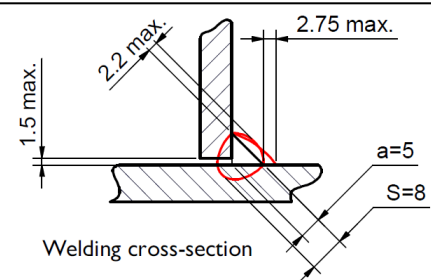
Welding order:

— Tack weld ● Begin → End

Material chassis = CEV ≤ 0.47%

CEV = C + (Mn/6) + ((Cr+Mo+V)/5) + ((Ni+Cu)/15)

Item	Specifications
Welding wire	Acc. DIN 8559-SG2 / EN 440-G3 SiI. Material-Nr I.5125, Ø1.2 mm
Supply	I-wire technique
Gas mixture	92-8 Argon / O ₂ or Sagox2 84-13-3 Argon / CO ₂ / O ₂ or Sagox10 90-10 Argon / CO ₂
Welding parameters	Current: 240 - 340 A Puls voltage: 26 - 40 V

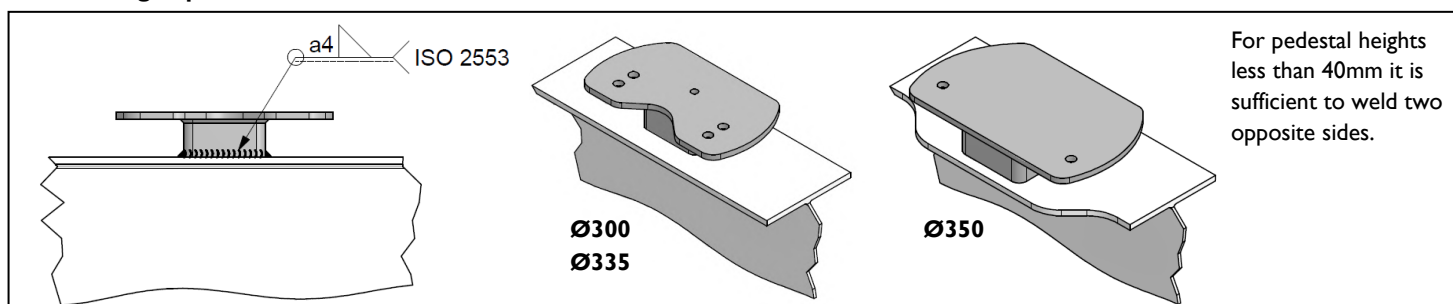


Check up:

1. Demands and qualification according DIN EN ISO 15614-1.
2. Judgement of craters according DIN EN ISO 5817 acc. class C.

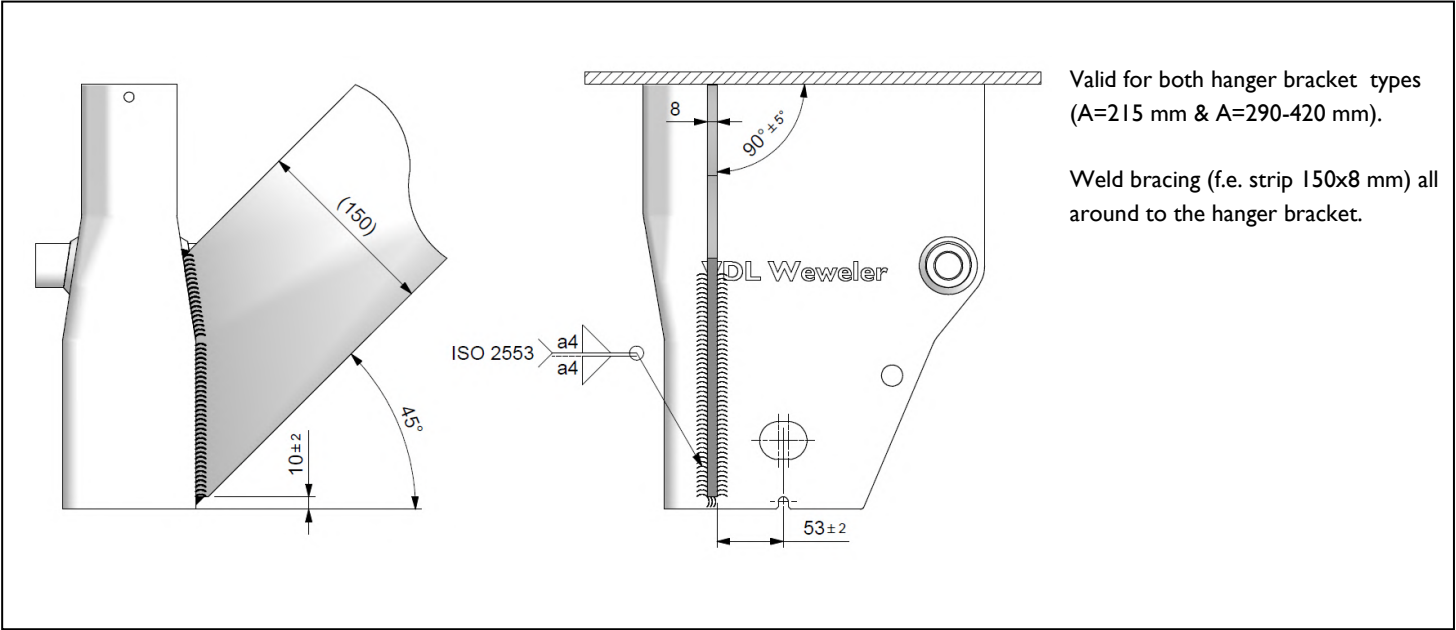
Exept for the numbers: 2011, 2012, 2016, 2017, 5012, 5213. Those should be judged according DIN EN ISO 5817 acc. **class B**.

4.5 Welding of pedestal

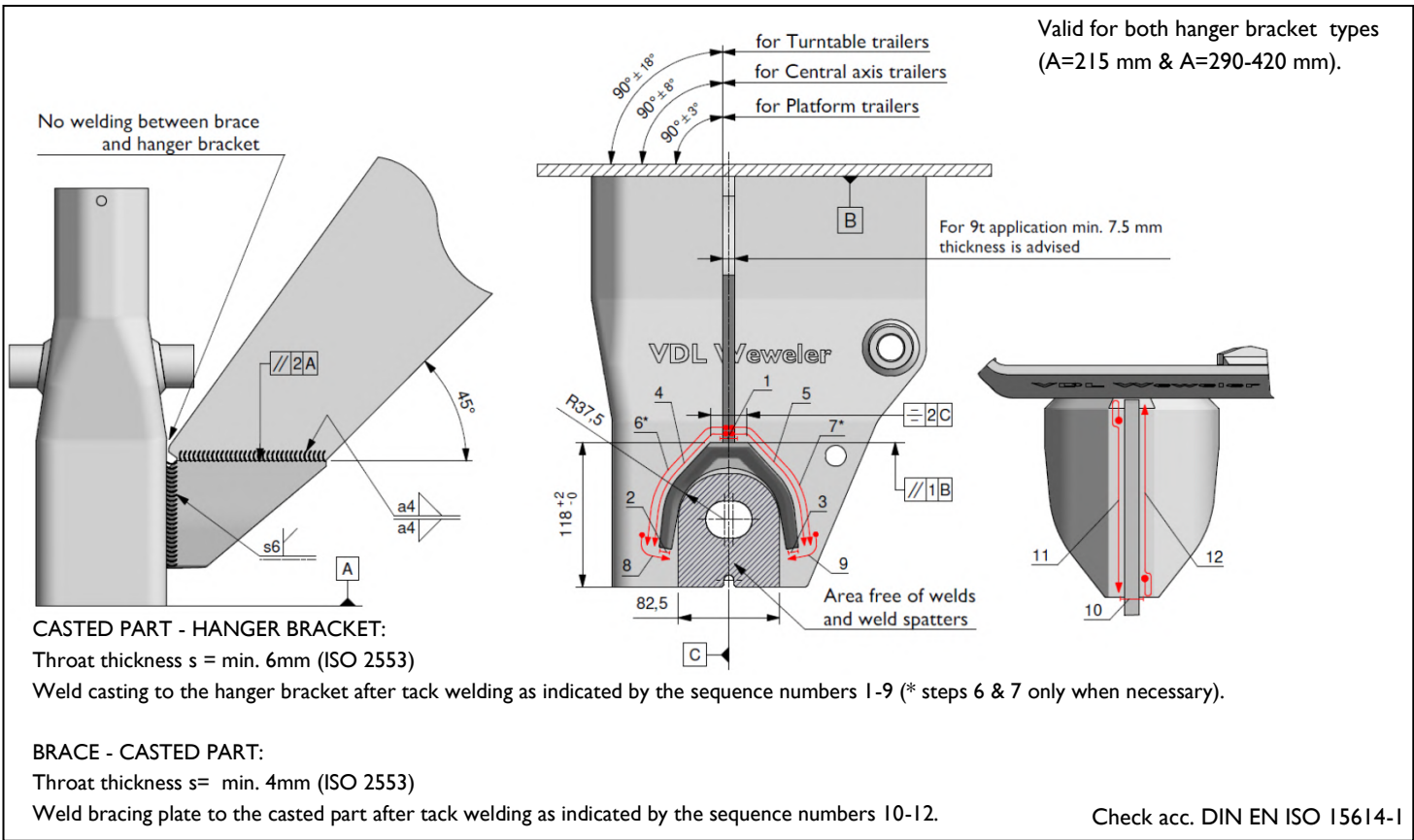


4. Hanger brackets & pedestals

4.6 Welding of plate for hanger bracket bracing



4.7 Welding of casting for hanger bracket bracing



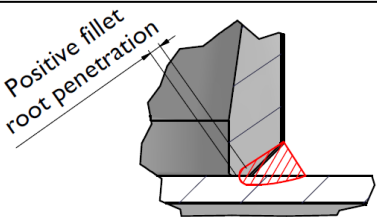
Welding order:

— Tack weld ● Begin → End

Material chassis = CEV ≤ 0.47%

CEV = C + (Mn/6) + ((Cr+Mo+V)/5) + ((Ni+Cu)/15)

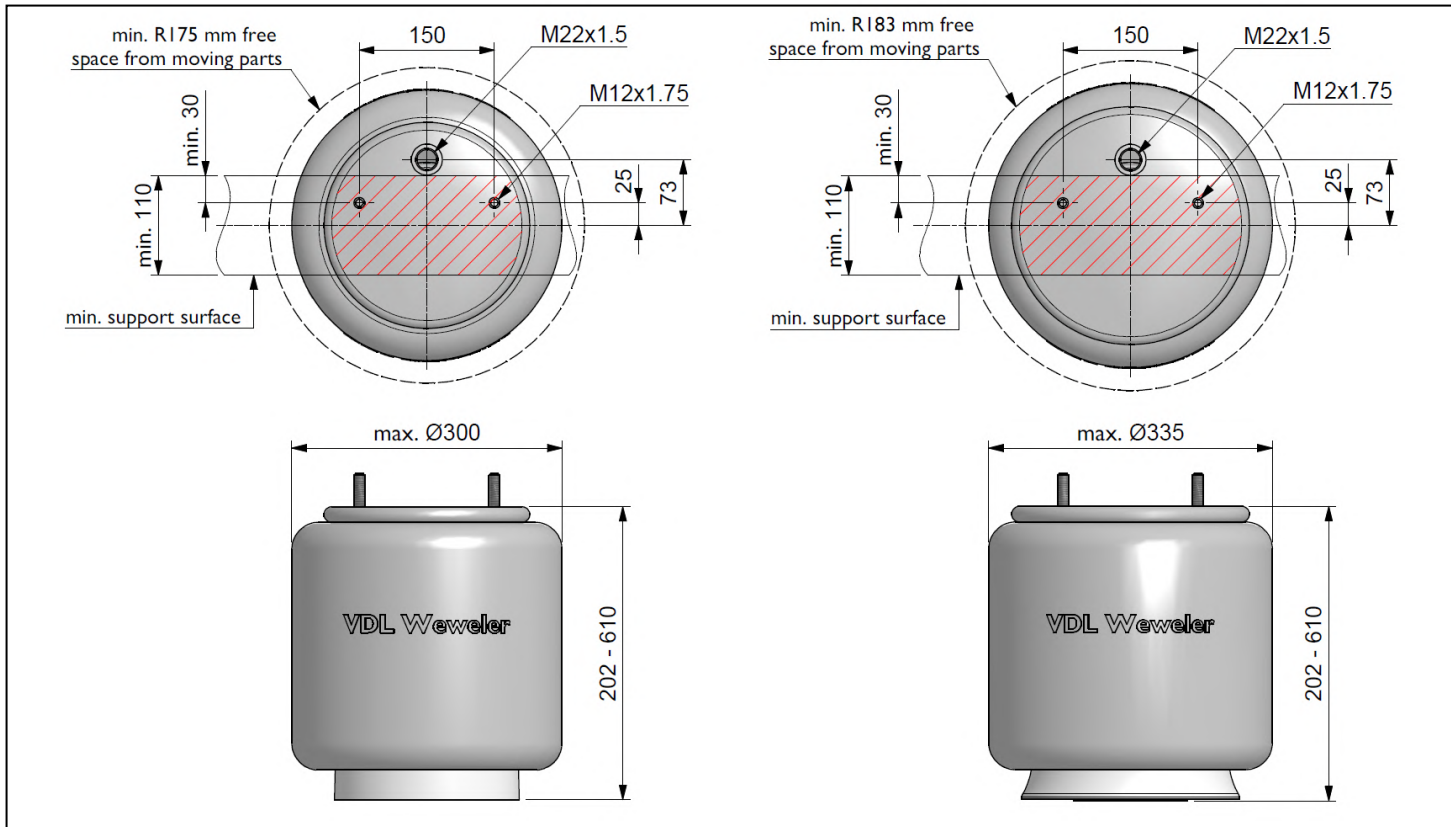
Item	Specifications
Welding wire	Acc. DIN 8559-SG2 / EN 440-G3 SiI. Material-Nr I.5125, Ø1.2 mm
Supply	I-wire technique
Gas mixture	92-8 Argon / O ₂ or 84-13-3 Argon / CO ₂ / O ₂ or 90-10 Argon / CO ₂
Welding parameters	Current: 240 - 340 A Puls voltage: 26 - 40 V



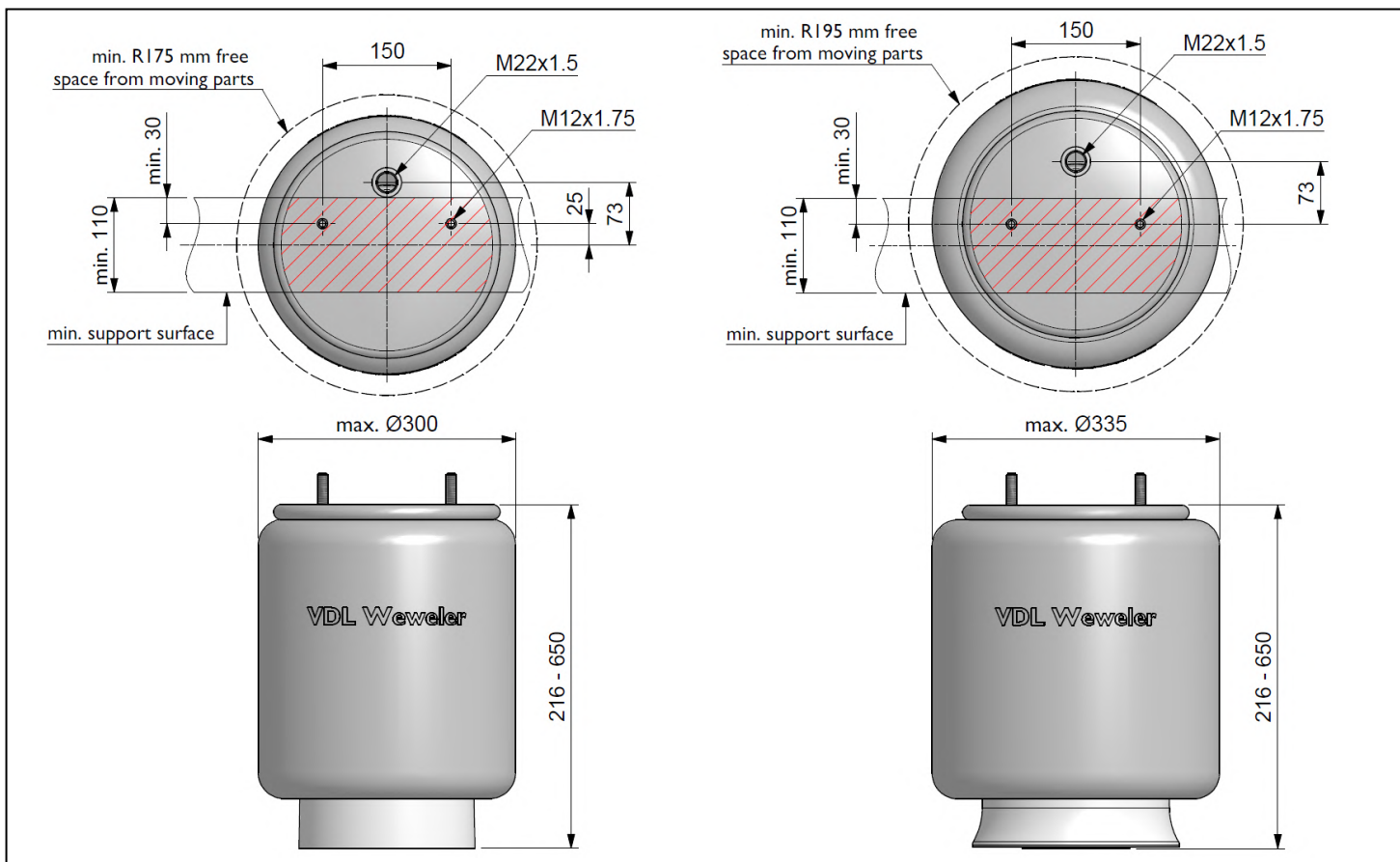
- Ensure good penetration but avoid undercutting at the edges of the weld.
- Tack welds or craters should be fully filled.

5. Air springs

5.1 Standard Ø300 & Ø335 DJ-6



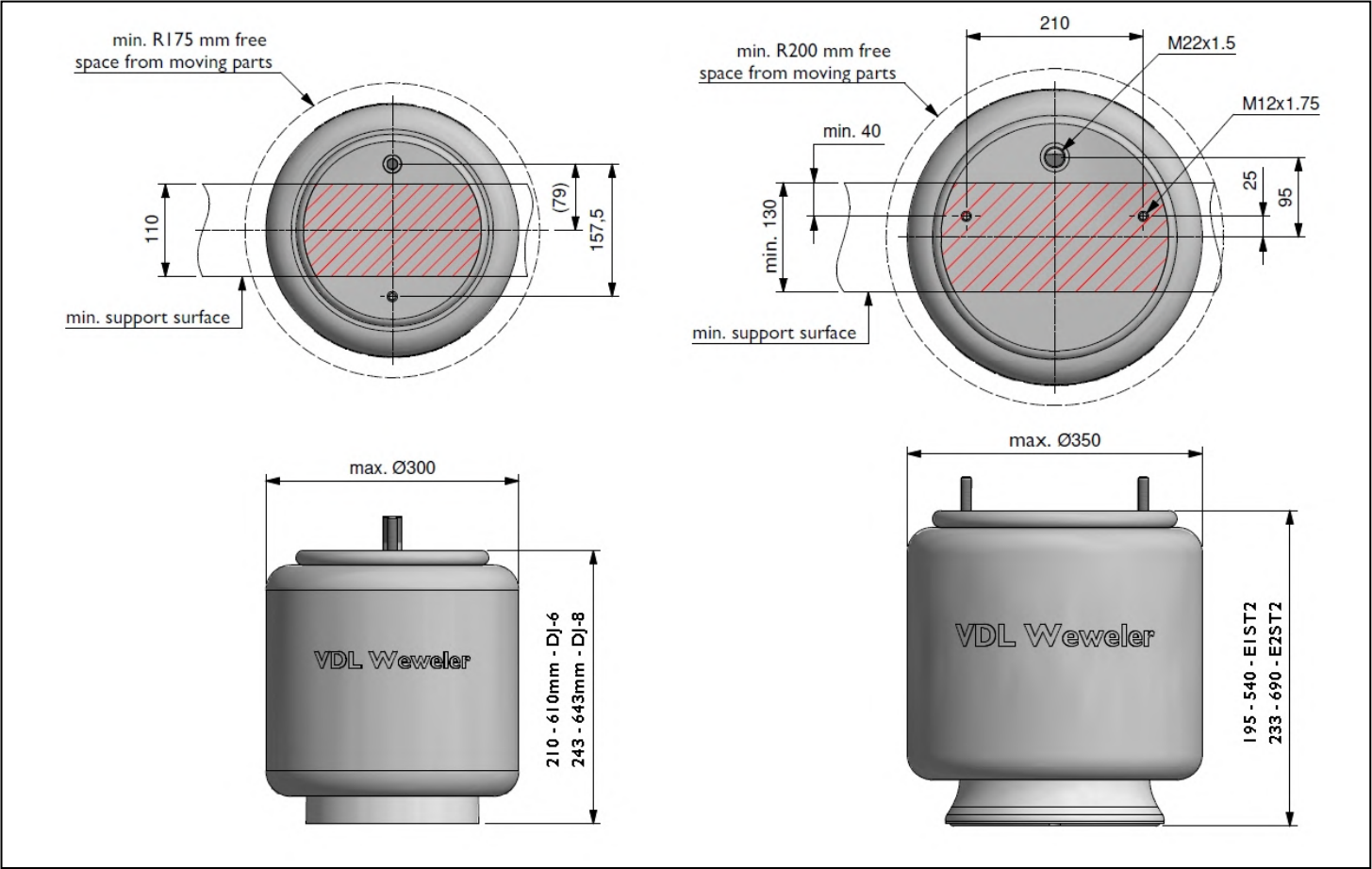
5.2 Long stroke Ø300 & Ø335 DJ-8



If the minimum support surface is less than 110mm an additional support plate has to be added.

5. Air springs

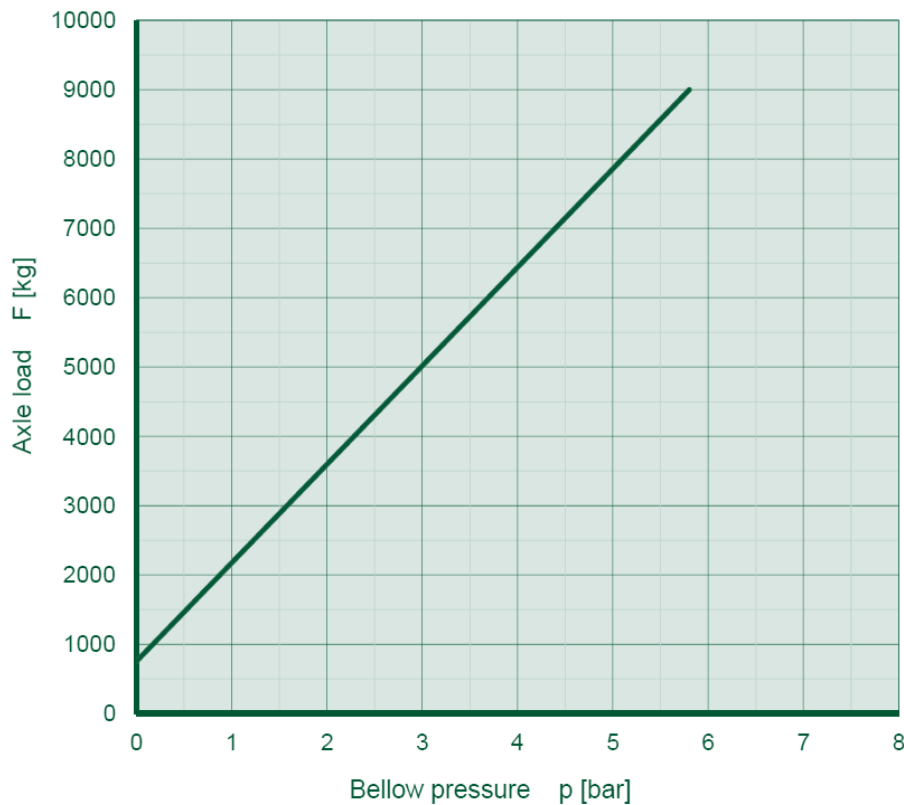
5.3 Combo Ø300 DJ-6/DJ-8 & standard Ø350 EIST2/E2ST2



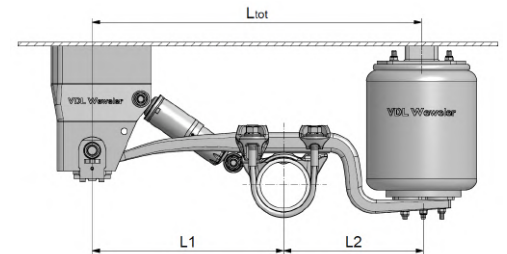
If the minimum support surface is less than indicated an additional support plate has to be added.

5. Air springs

5.4 Load-pressure diagram Ø300 air springs - 520-380 system geometry



Assumed unsprung mass: 750 kg
 Maximum axle load: 9 t
 Reference numbers: 80 130 050 (DJ-6)
 80 130 051 (DJ-8)

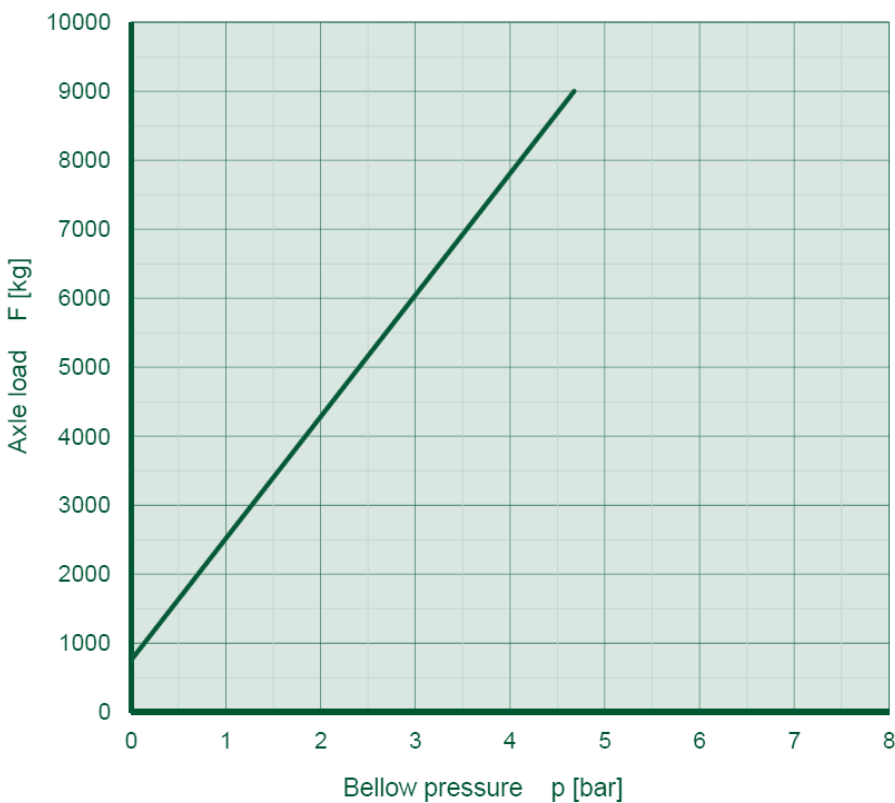


$$p = \frac{\text{axle load} - \text{unsprung mass}}{\text{geometry and air spring factor}} = \frac{F - 750}{1421}$$

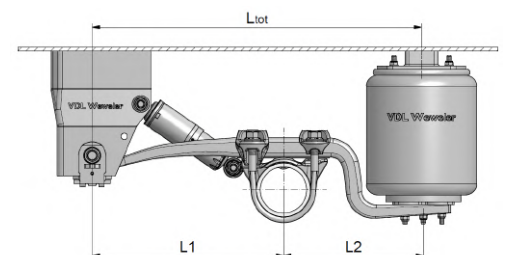
Ltot = 900mm
 L1 = 520 ± 10 mm
 L2 = 380 ± 10 mm

This diagram is theoretical.
 No rights can be claimed.

5.5 Load-pressure diagram Ø335 air springs - 520-380 system geometry



Assumed unsprung mass: 750 kg
 Maximum axle load: 9 t
 Reference numbers: 80 131 050 (DJ-6)
 80 131 051 (DJ-8)



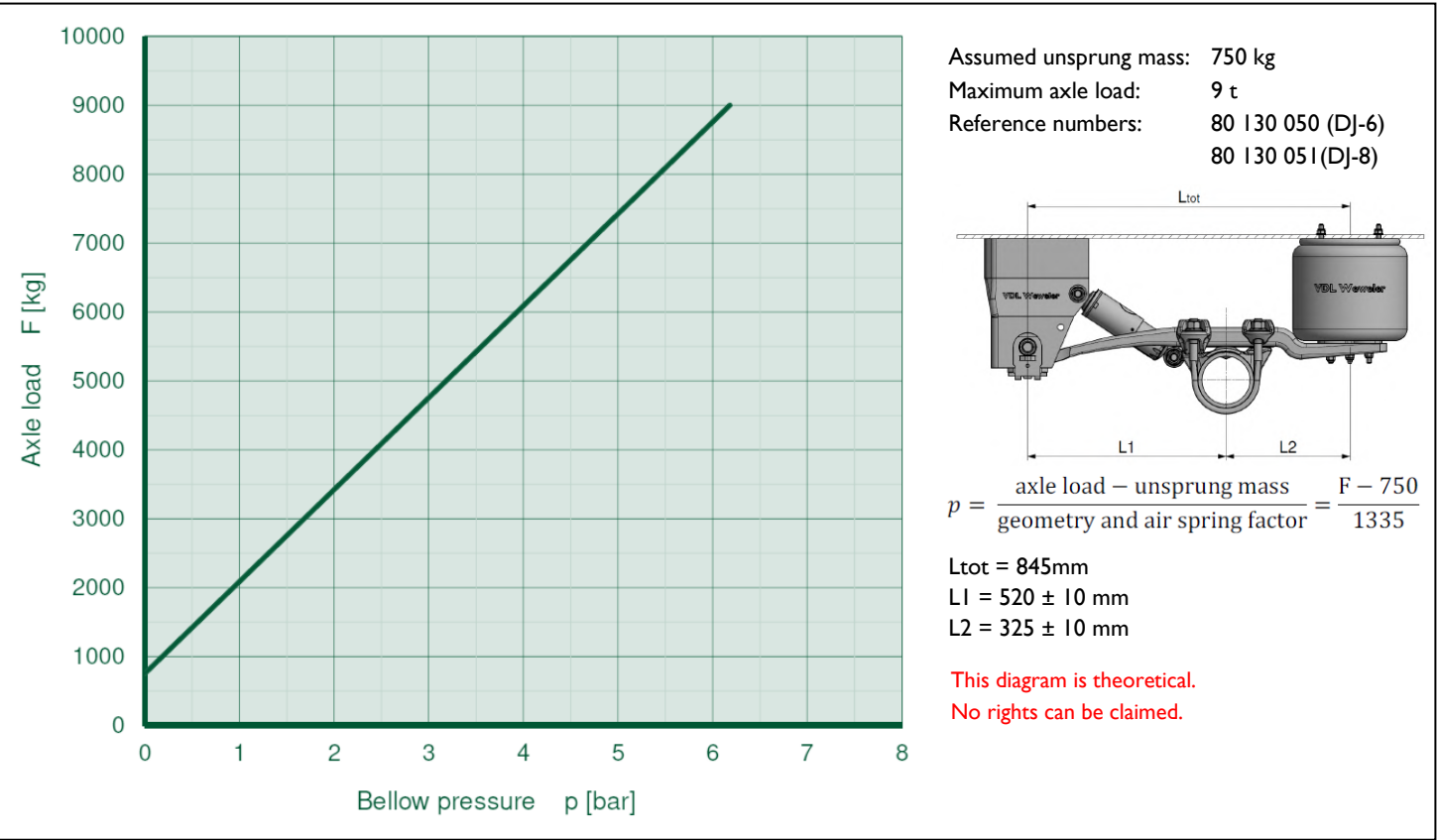
$$p = \frac{\text{axle load} - \text{unsprung mass}}{\text{geometry and air spring factor}} = \frac{F - 750}{1764}$$

Ltot = 900mm
 L1 = 520 ± 10 mm
 L2 = 380 ± 10 mm

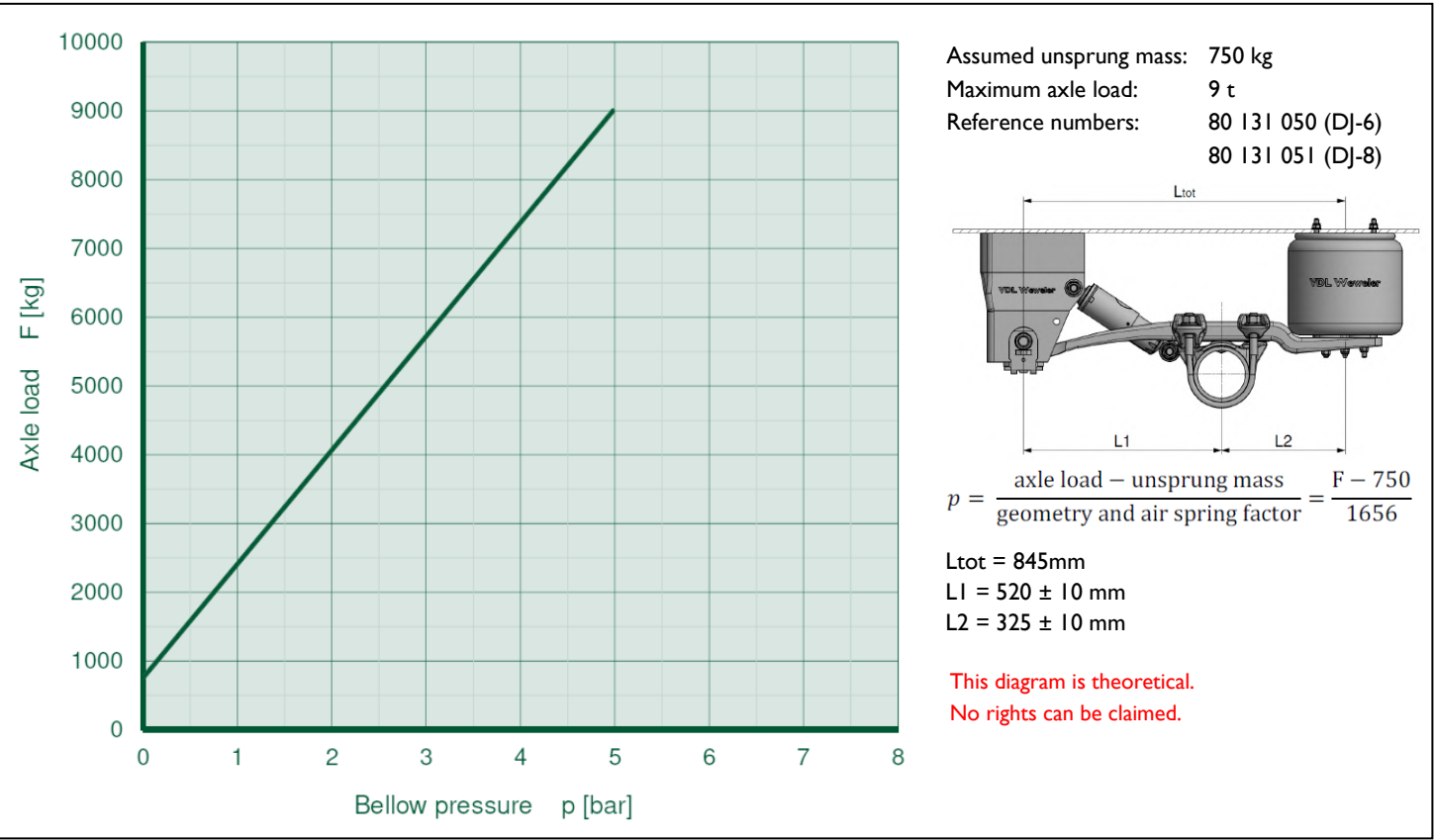
This diagram is theoretical.
 No rights can be claimed.

5. Air springs

5.6 Load-pressure diagram Ø300 air springs - 520-325 system geometry

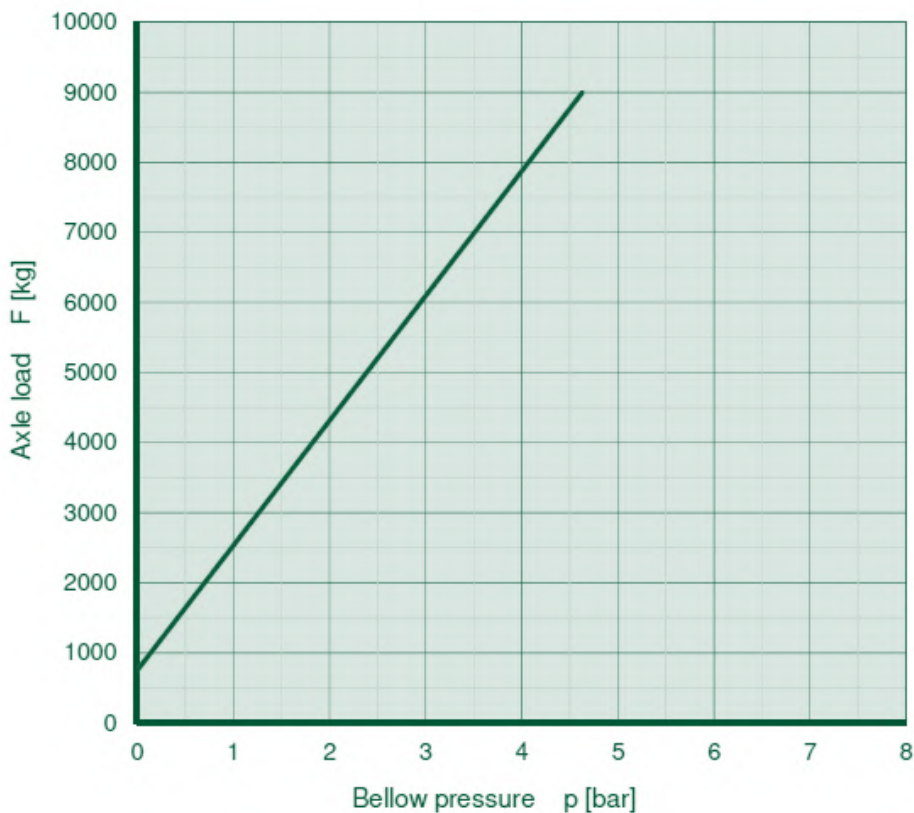


5.7 Load-pressure diagram Ø335 air springs - 520-325 system geometry

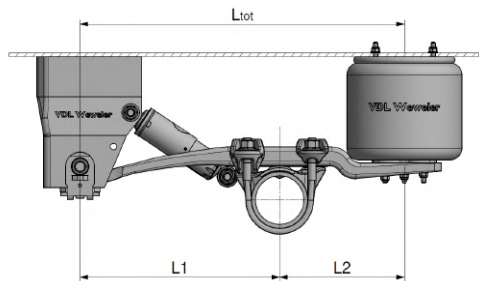


5. Air springs

5.8 Load-pressure diagram Ø350 air springs - 520-315 system geometry



Assumed unsprung mass: 750 kg
Maximum axle load: 9 t
Reference numbers: 80 131 003 (E2ST2)
80 131 004 (E1ST2)

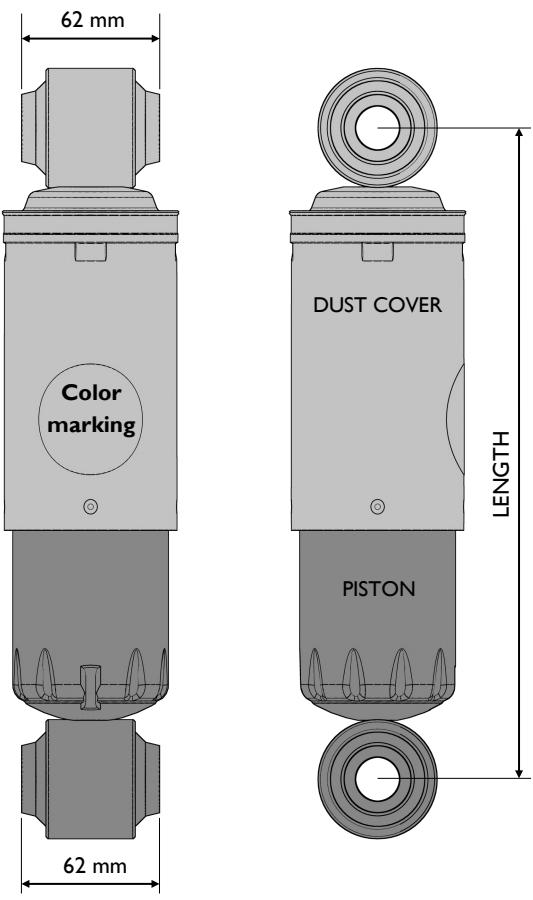


$$p = \frac{\text{axle load} - \text{unsprung mass}}{\text{geometry and air spring factor}} = \frac{F - 750}{1781}$$

$L_{tot} = 835\text{mm}$
 $L_1 = 520 \pm 10\text{ mm}$
 $L_2 = 315 \pm 10\text{ mm}$

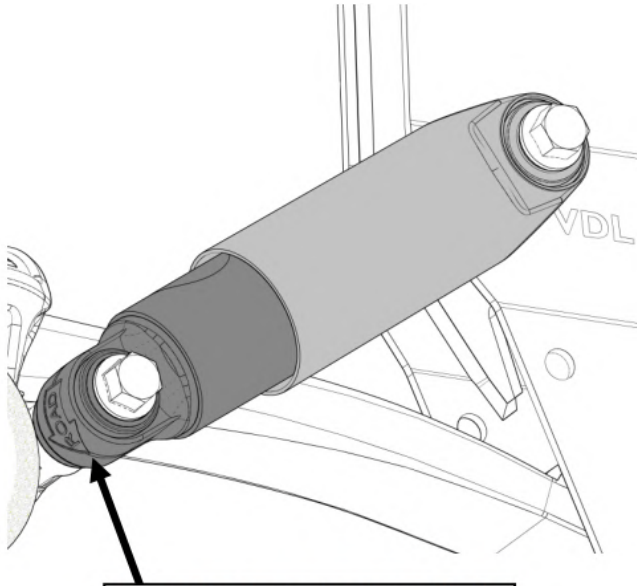
This diagram is theoretical.
No rights can be claimed.

6. Shock absorber overview

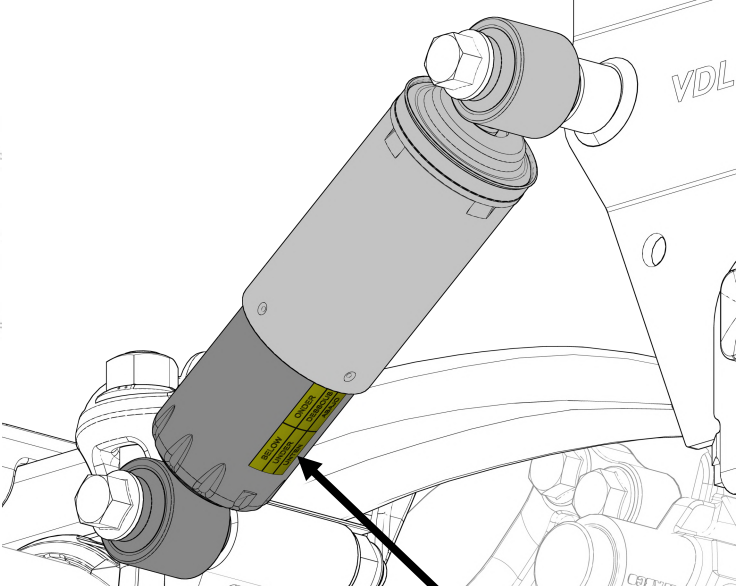


For the MBS-V2 air suspension range are two standard shock absorbers available. These can be identified based on the type number and color. The plastic dust cover are in both cases black. The color is applied on the complete bottom piston part of the shock absorber or by means of a colored sticker on the shock absorber.

Type	Color	Min. length	Max. length	Mounting
80 120 052 (2244W)	White	263 ± 3 mm	368 ± 3 mm	M20
80 120 051 (2687W)	Blue	275 ± 3 mm	387 ± 3 mm	M20



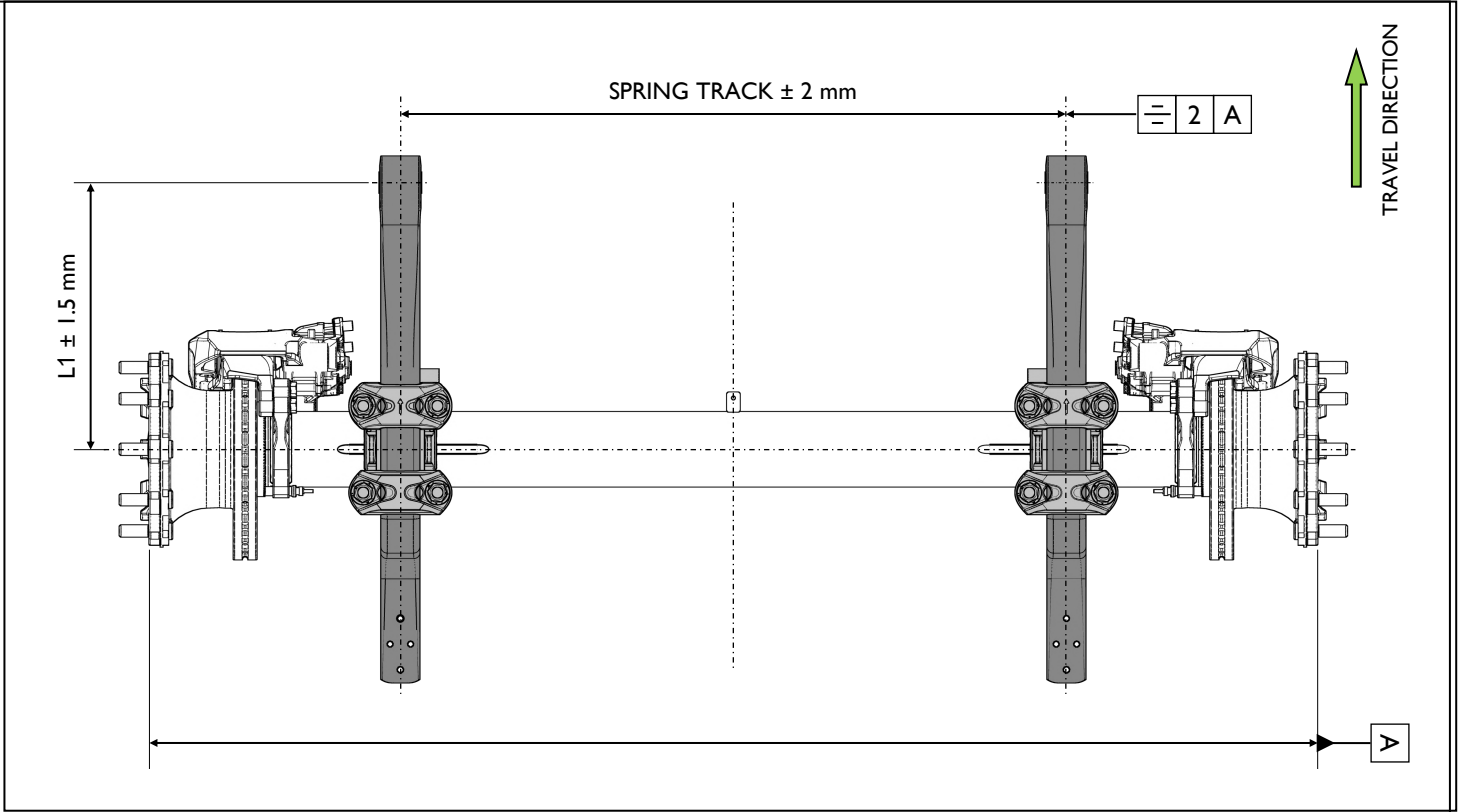
Mount the shock absorber with the marking "ROAD" as illustrated.



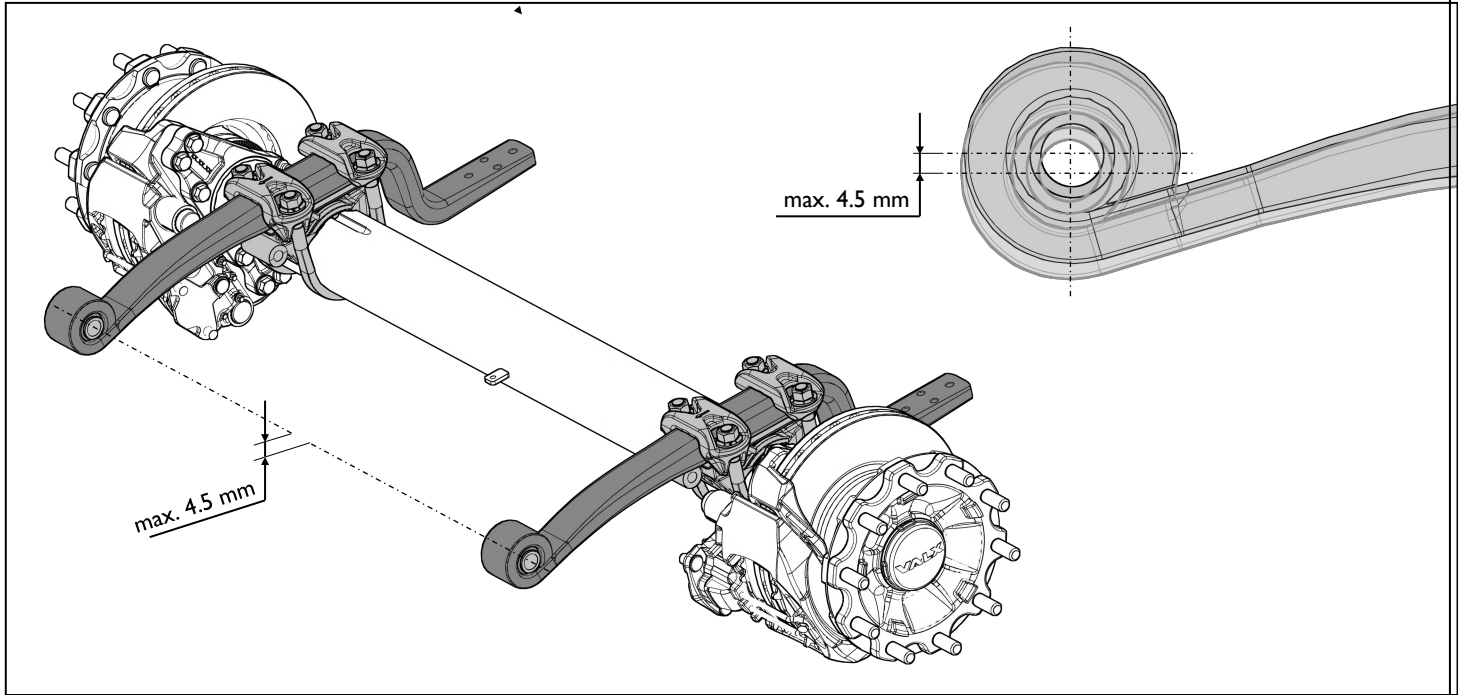
Mount the shock absorber with the marking "BELOW" as illustrated.

7. Alignment of system & axle

7.1 Alignment of air suspension versus axle

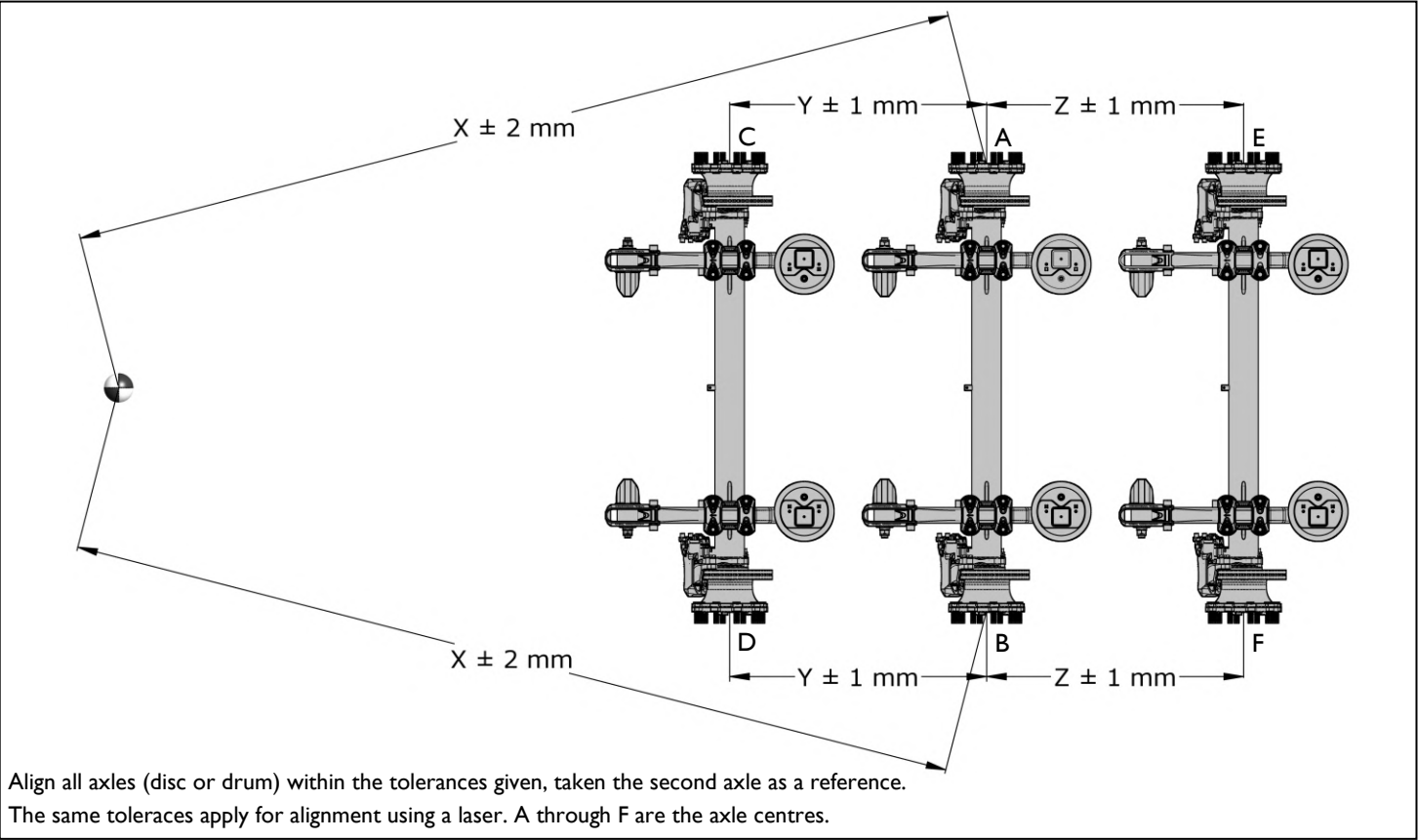


7.2 Alignment of trailing arm eye height

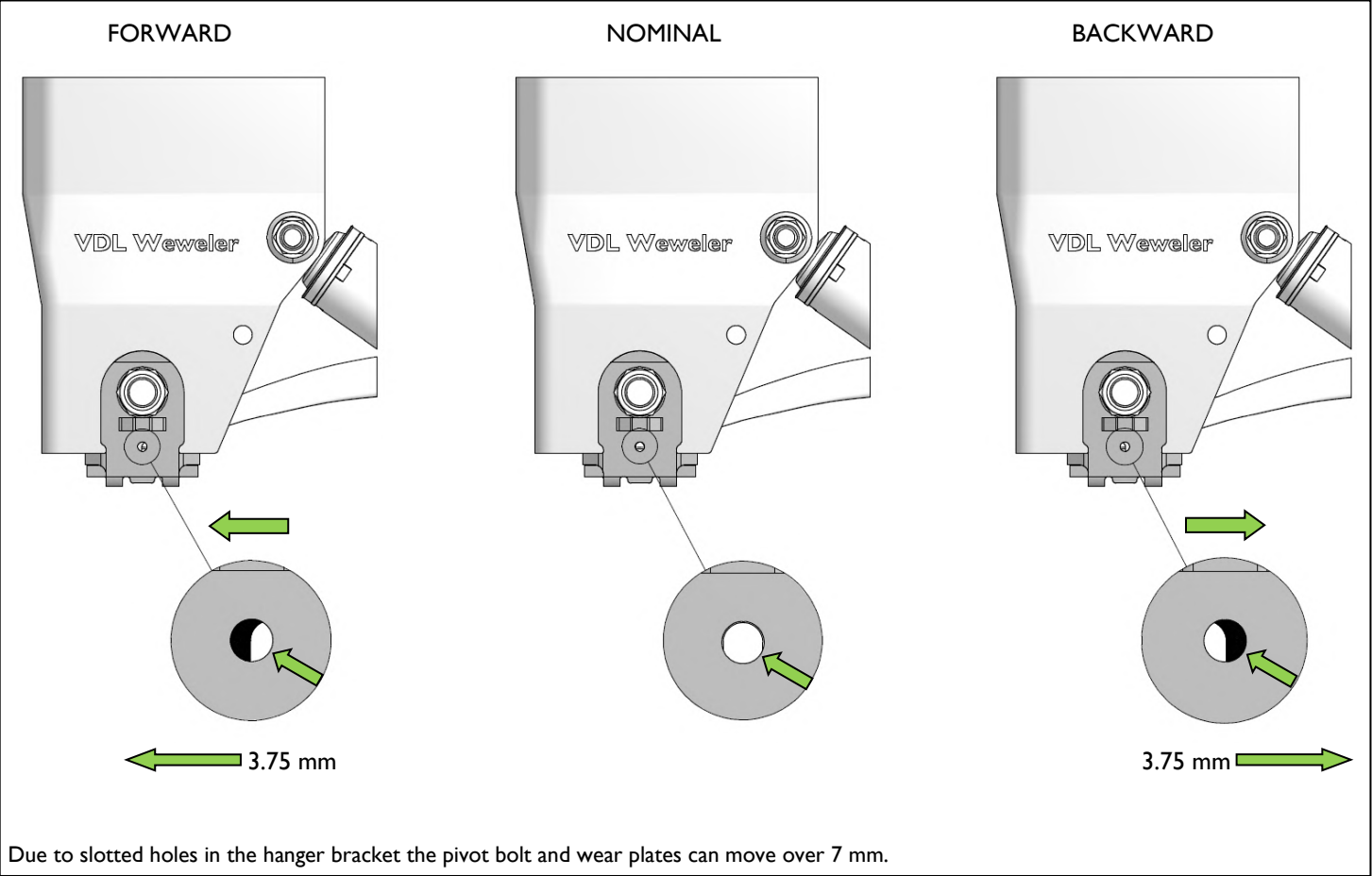


7. System & axle alignment

7.3 Alignment of axes



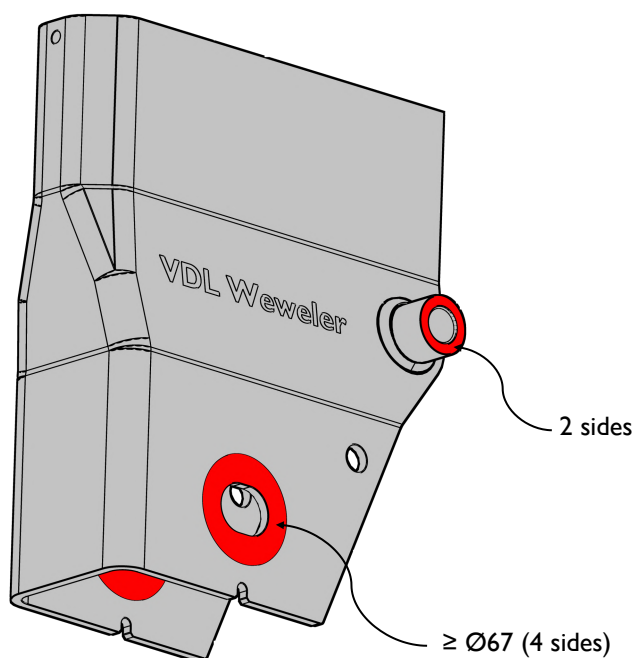
7.4 Adjusting the hanger bracket alignment



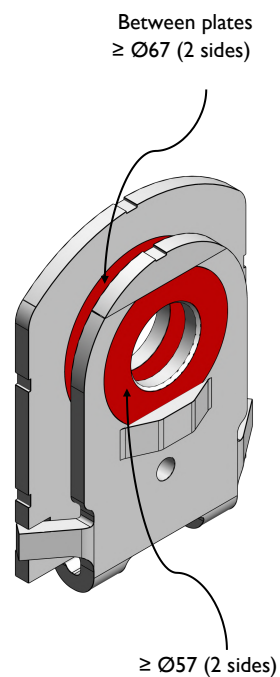
8. Paint instruction

The red marked areas are only allowed to be primed, KTL coated (max. 30µm) or zinc dipped (50 - 100µm).

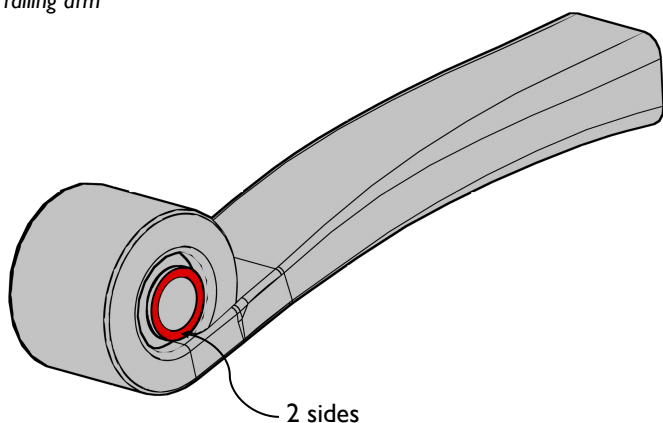
Hanger bracket (both types)



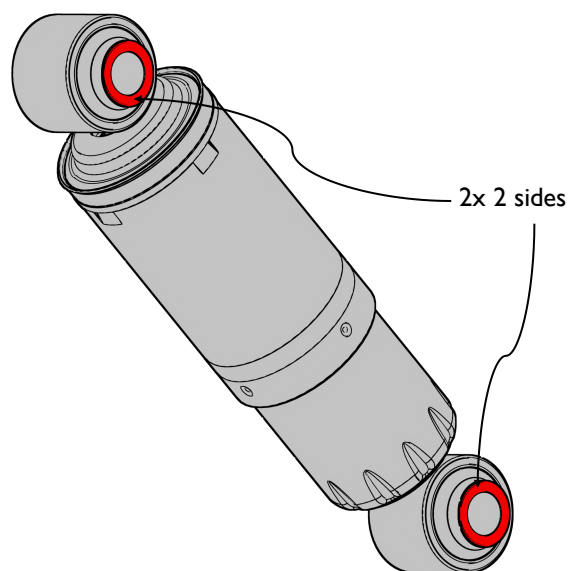
Wear plate (standard already KTL coated)



Trailing arm



Shock absorbers

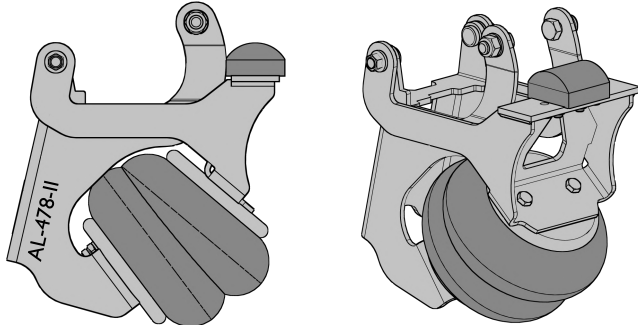


9. Axle lift

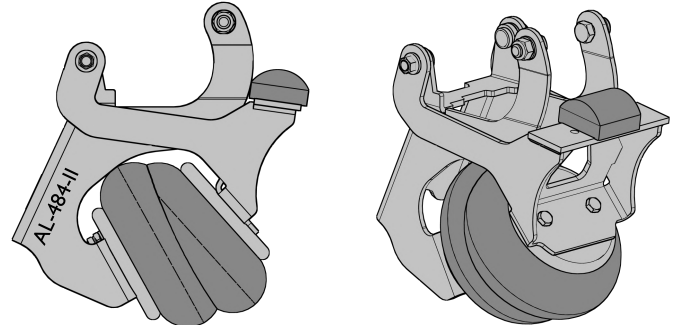
For the MBS-V2 air suspension range are two axle lifts, each in two configurations (high and low bump), available. Both can be retro-fitted. Please check the available individual system drawings for the required correct axle lift version. All versions are suitable for disc and drum brake axles. Maximum allowed pressure is 8,5 bar. No residual pressure is needed when the axle is not lifted. Per axle two axle lifts are required.

9.1 Axle lift versions

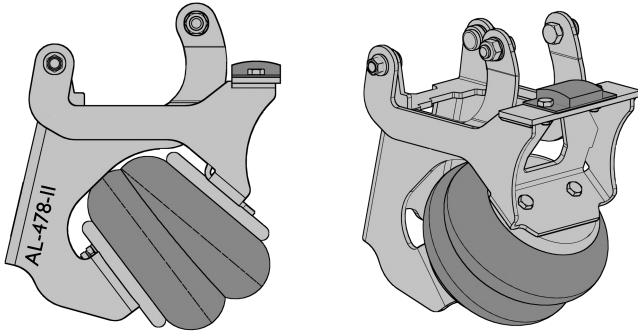
81 100 010 (AL-478-II-v1) - Version 1 - High bump



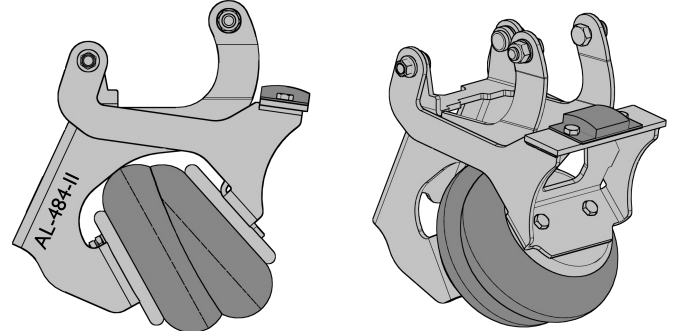
81 100 008 (AL-484-II-v1) - Version 1 - High bump



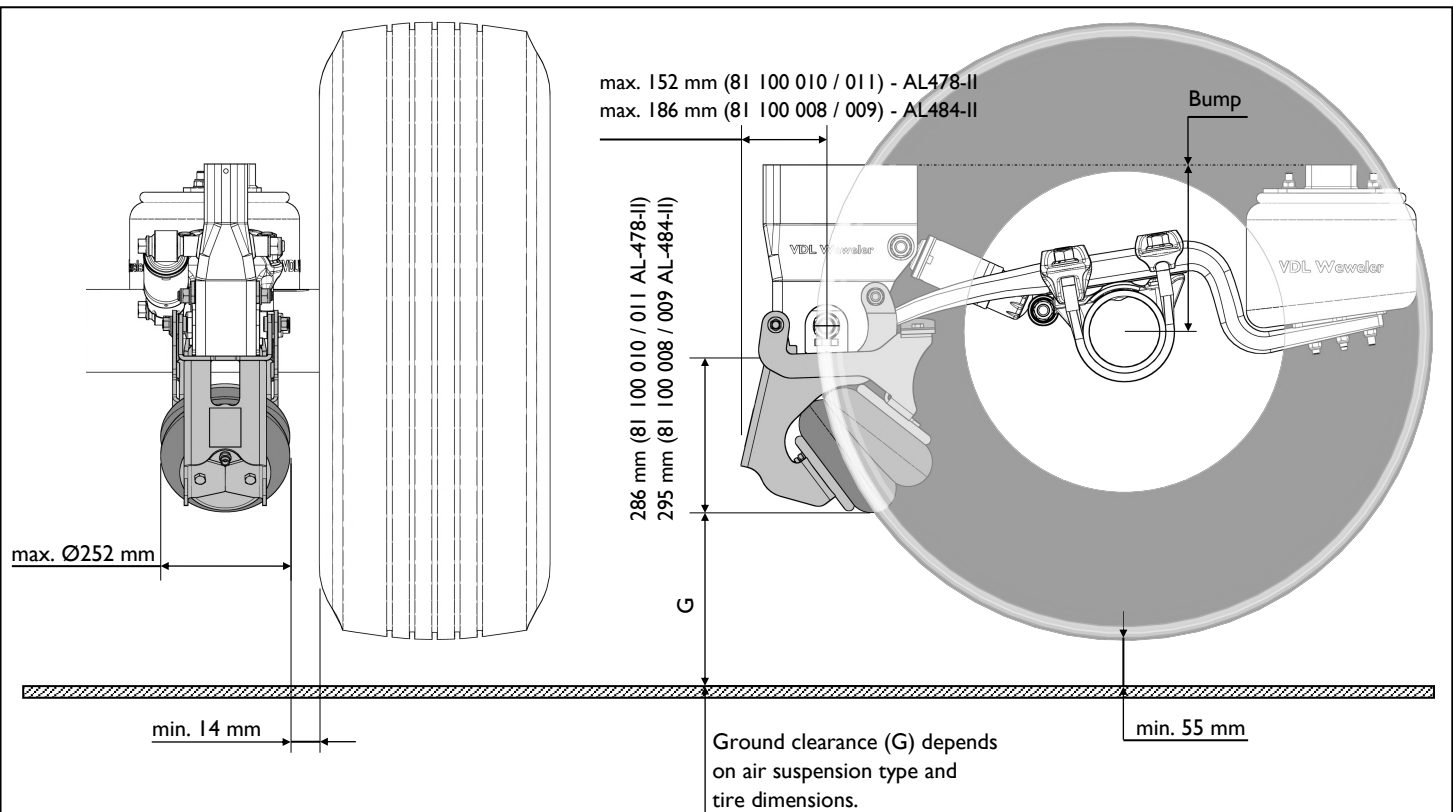
81 100 011 (AL-478-II-v2) - Version 2 - Low bump



81 100 009 (AL-484-II-v2) - Version 2 - Low bump

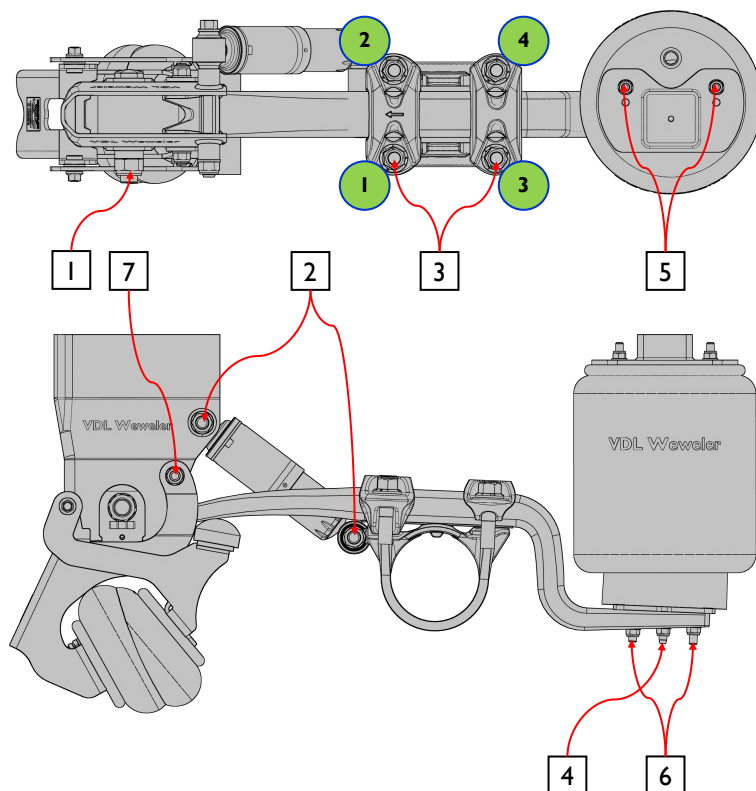


9.2 Axle lift clearance



Always check the ground clearance (G). Minimum allowed ground clearance is 50mm when the vehicle is standing level and on the suspension bump. The clearance between the road and tyre when the axle is lifted is the inbound axle travel minus the deformation of the tyre (min.55 mm).

10. Torque settings MBS-V2 Air Suspension



	Item	Size	Width across flats (A/F)	Torque **		Inspection
				Step 1 : Torque	Step 2 : Angle	
1	Pivot bolt ^{1) 2)} Standard hanger bracket (MBS-V2-100-200-300-400)	M27	41	250 Nm (+25 / -0) + apply grease on 1/4 of thread surface *	250° (+27° / -13°)	1000 Nm
	Pivot bolt ^{1) 2)} HD hanger bracket (MBS-F-500)	M27	41	250 Nm (+25 / -0) + apply grease on 1/4 of thread surface *	270° (+27° / -13°)	1000 Nm
2	Shock absorber ^{1) 2)}	M20	24 (bolt) / 30 (nut)	200 Nm (+20 / -0)	180° (+18° / -9°)	550 Nm
3	U-bolts ³⁾	M22	32	600 Nm (+25 / -0)	-	600 Nm
4	Air spring (bottom)	M12	19	65 Nm (+10 / -0)	-	65 Nm
5	Air spring (top)	M12	19	30 Nm (+10 / -0)	-	30 Nm
	Air spring (top - combo-stud)	M22	32	65 Nm (+0 / -15)	-	50 Nm
6	Air spring support plate	M12	19	65 Nm (+10 / -0)	-	65 Nm
7	Axle lift (pre-assembled)	M16	24	200 Nm (+/- 20)	-	200 Nm

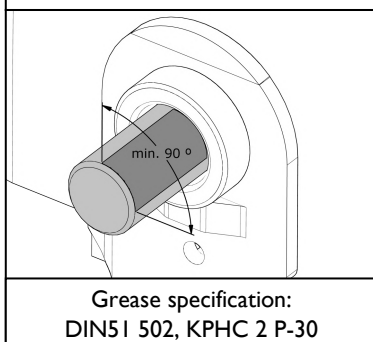
¹⁾ Tighten at ride height.

²⁾ During angle tightening of the nut/bolt it is essential to secure the counterside.

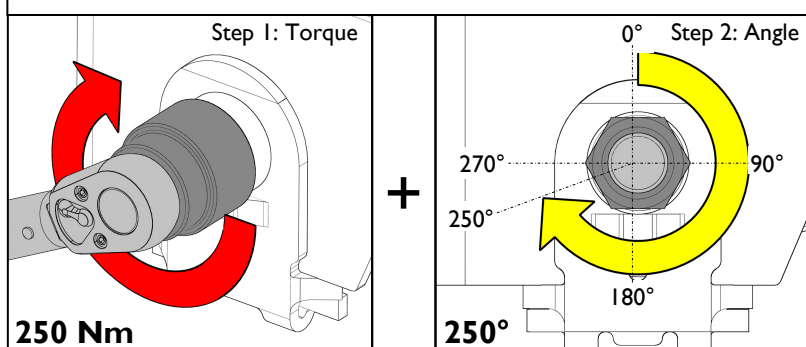
³⁾ Tighten U-bolts evenly according above showed sequence. See also paragraph 11.9

Always tighten or check the fasteners with a calibrated torque wrench.

* 1/4 THREAD SURFACE GREASE



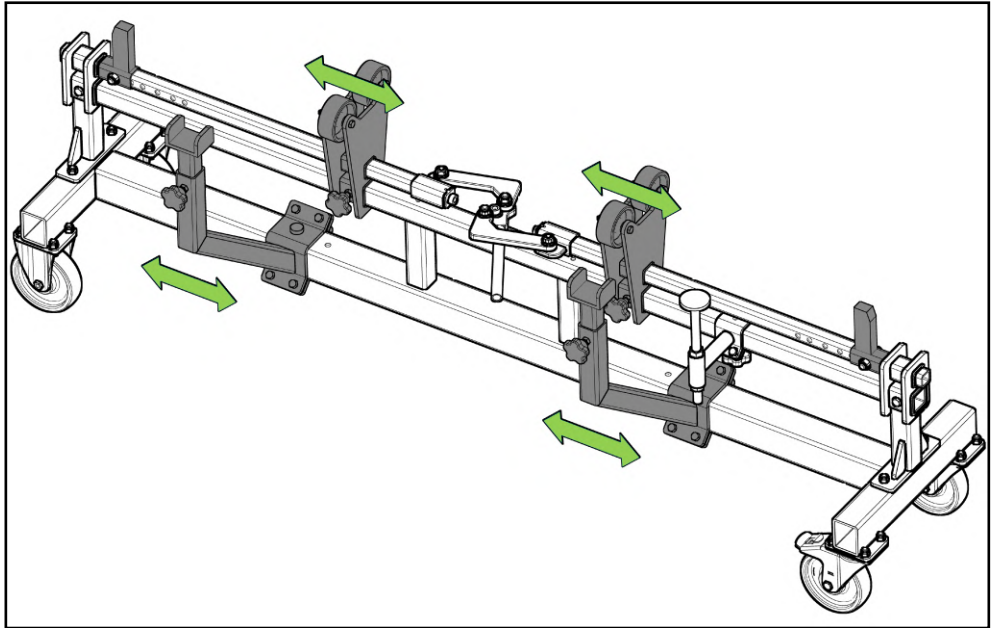
** ANGLE TIGHTENING METHOD (example pivot bolt)



11. Air Suspension Assembly

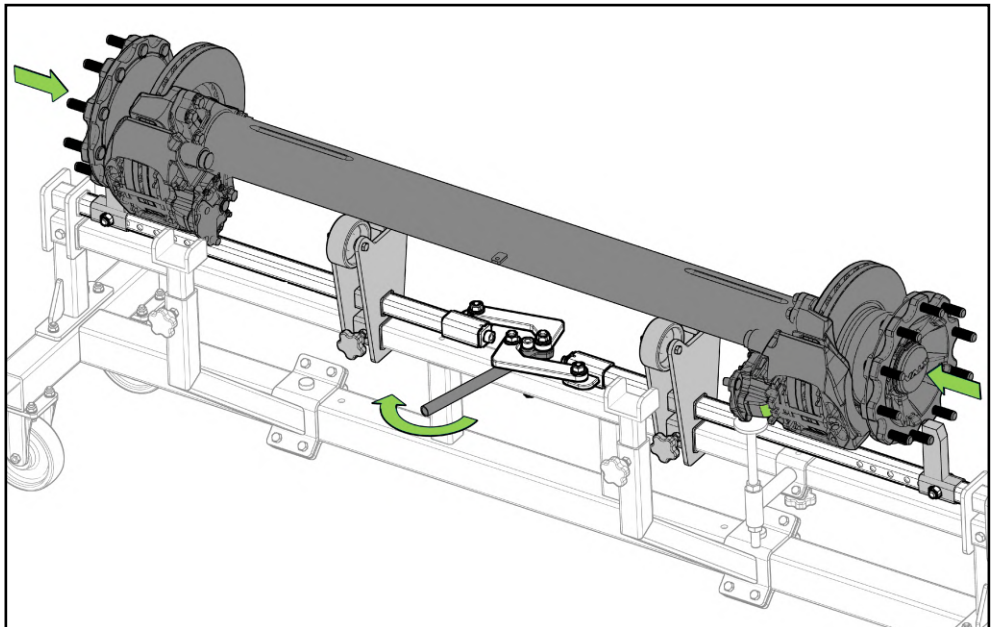
11.1 Assembly Jig

Set up assembly jig for corresponding axle. The outer supports enclose the axle by positioning them against the hubfaces. Make sure the center rolling supports do not interfere with any axle or suspension components. The illustrated jig is equipped with a self centering mechanism which ensures that the axle is positioned exactly in the middle of the assembly jig. Adjust the front supports to the correct spring track.



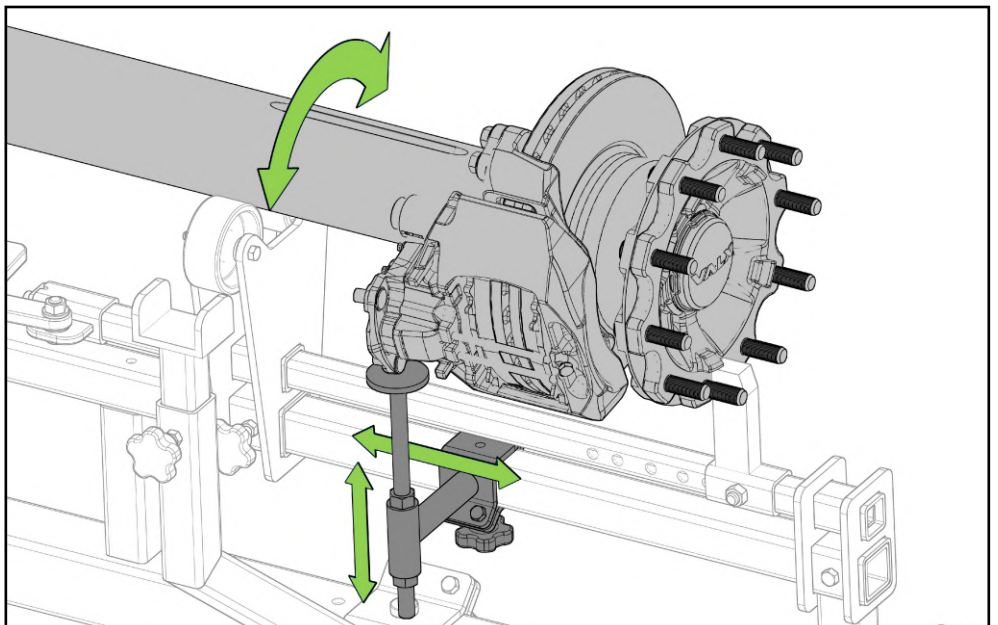
11.2 Axle

Place the axle on the assembly jig. Close the self centering mechanism. The axle is enclosed by the outer supports.



11.3 Axle position

Rotate the axle to position the groove to the **twelve o'clock position as indicated.** Support the brake (caliper in case of disc brake axle or camshaft in case of drum brake axle) with the separate support bracket to avoid the axle from rotating during the assembly.

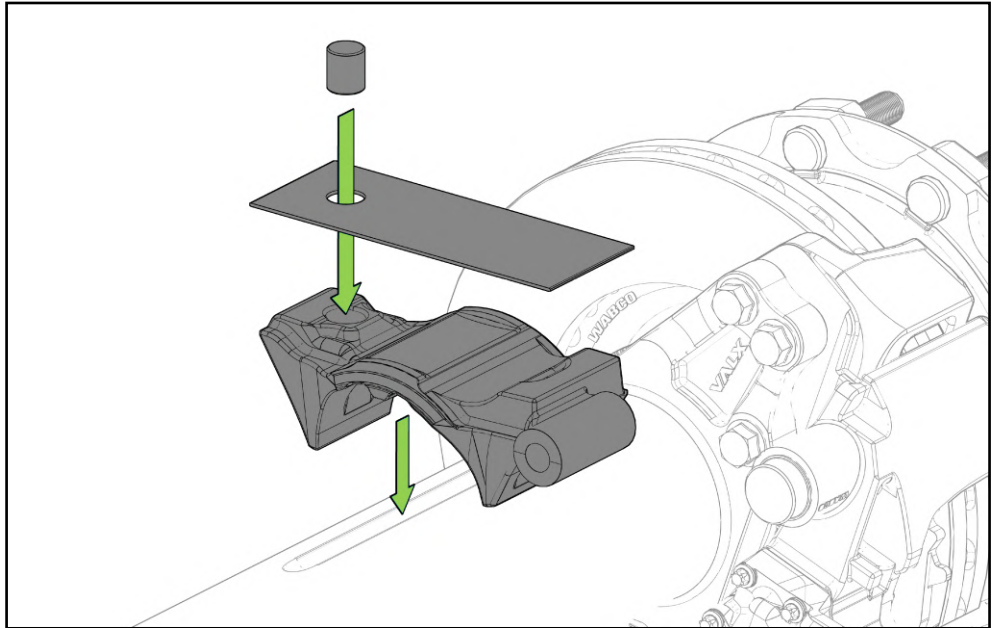


11. Air Suspension Assembly

11.4 Axle clamping

Place the axle seat over the groove. Make sure it is positioned firmly in the groove in the axle. The shock absorber tube must be positioned on the vehicle inside. Next place the zinc plate on the axle seat and place the dowel through the zinc plate and in the hole at the rear of the axle seat.

Follow the same steps for the other side.

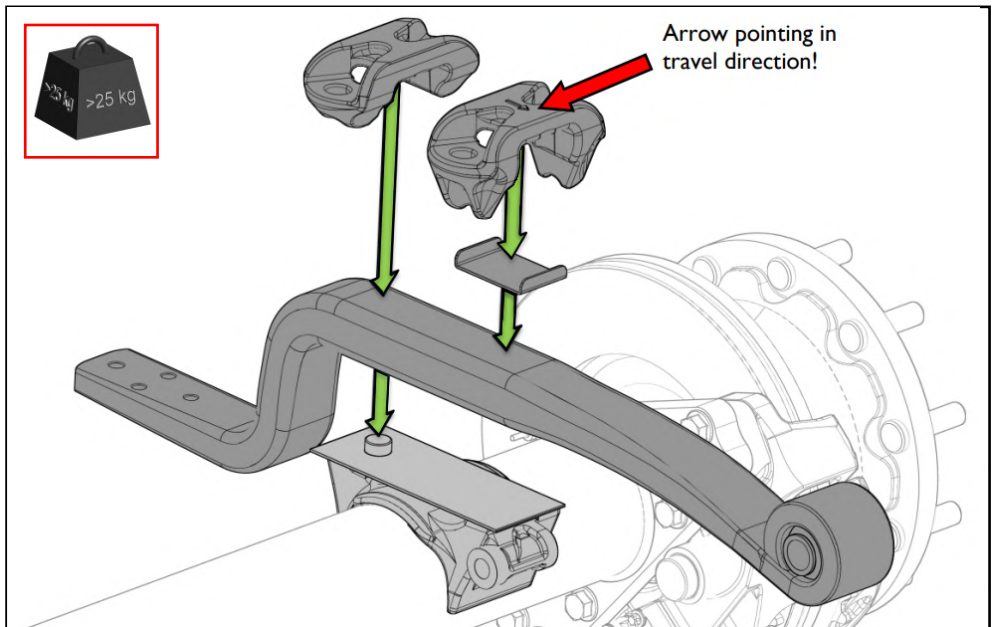


11.5 Trailing arms

Place the trailing arm on the zinc plate, make sure the dowel falls in the hole at the back of the clamping area in the trailing arm. Pull the trailing arm to the front.

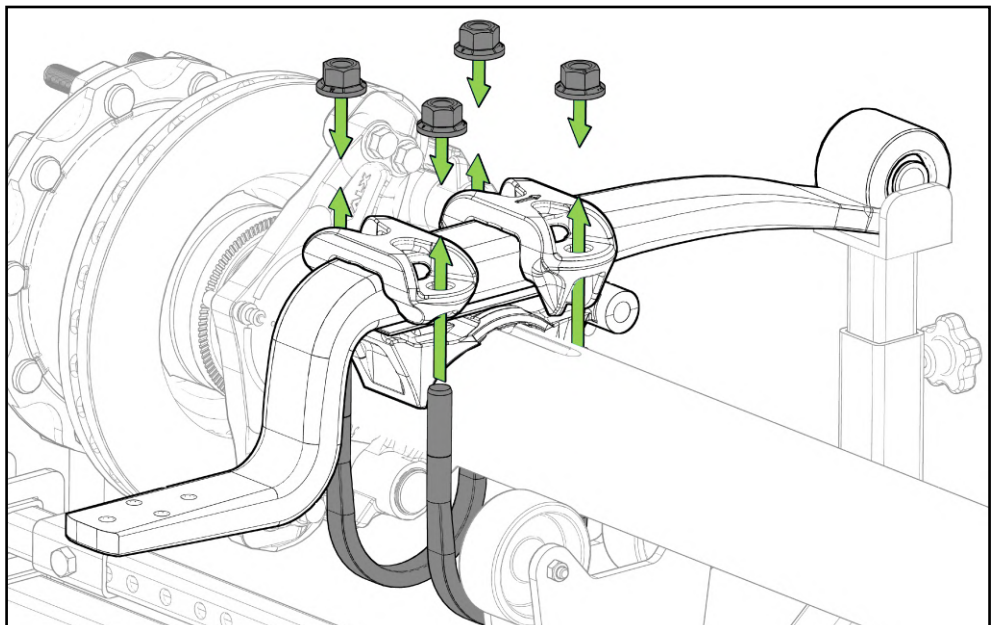
Next place the front zinc plate and both u-bolt plates over the trailing arm. Place the u-bolt plate with the long legs at the front and over the zinc plate and with the arrow pointing in the travel direction.

Follow the same steps for the other side.



11.6 U-Bolts

Place the u-bolts around the axle and through the u-bolt plates and tighten the wheelnuts slightly (hand tighten) until the u-bolts are positioned against the axle tube. Repeat the same procedure for the other side.



11. Air Suspension Assembly

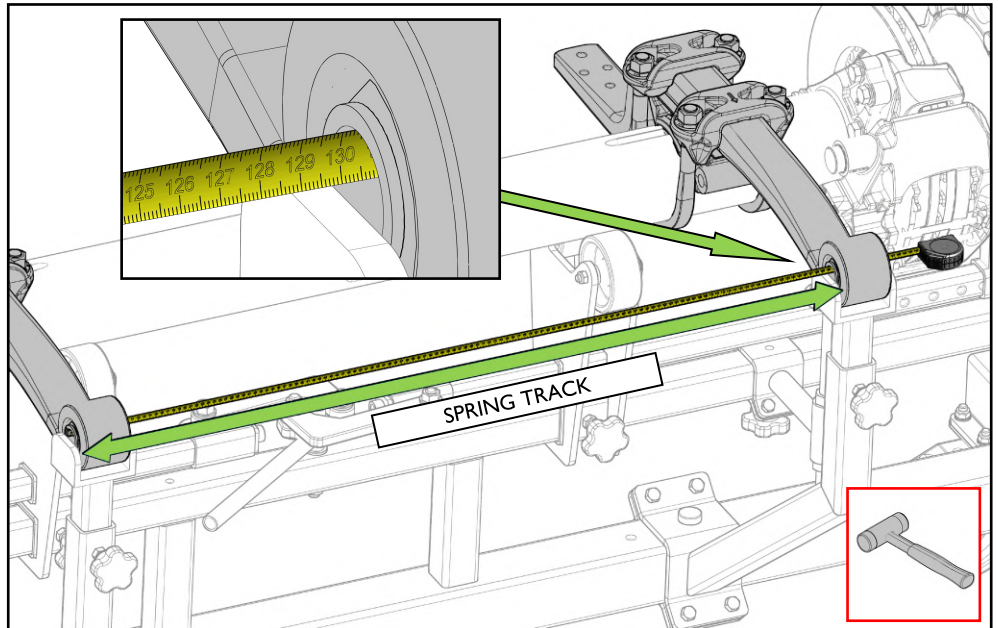
11.7 Spring track

Check the spring track again by measuring the distance through the spring eyes. In this example the spring track is 1300mm. When using the illustrated assembly jig this should be already correct, but always check.

If necessary adjust the spring track to the correct track by moving the clamping left or right over the groove.

Tolerance spring track: $\pm 2\text{mm}$

See instructions: Section 7.1 & 7.2



11.8. Alignment suspension to axle

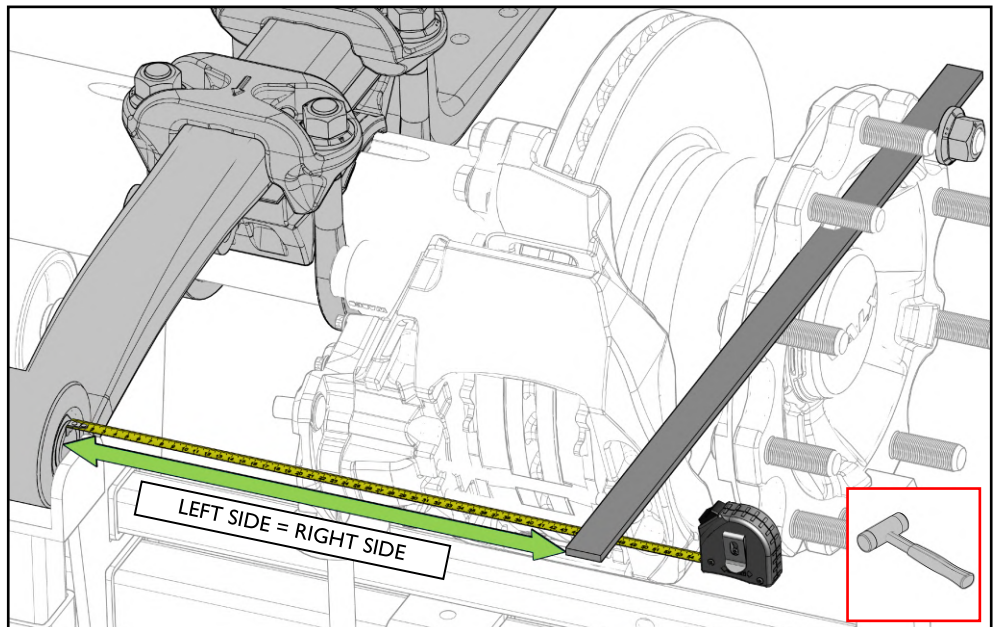
Check the distance between the trailing arm eye and the hubface on both sides of the axle. This dimension should be the same on both sides.

When using the illustrated assembly jig this should be already correct, but always check.

If necessary adjust the alignment by moving both clamping sides left or right over the groove.

Tolerance alignment: $\text{LEFT}=\text{RIGHT} \pm 2\text{mm}$

See instructions: Section 7.1 & 7.2

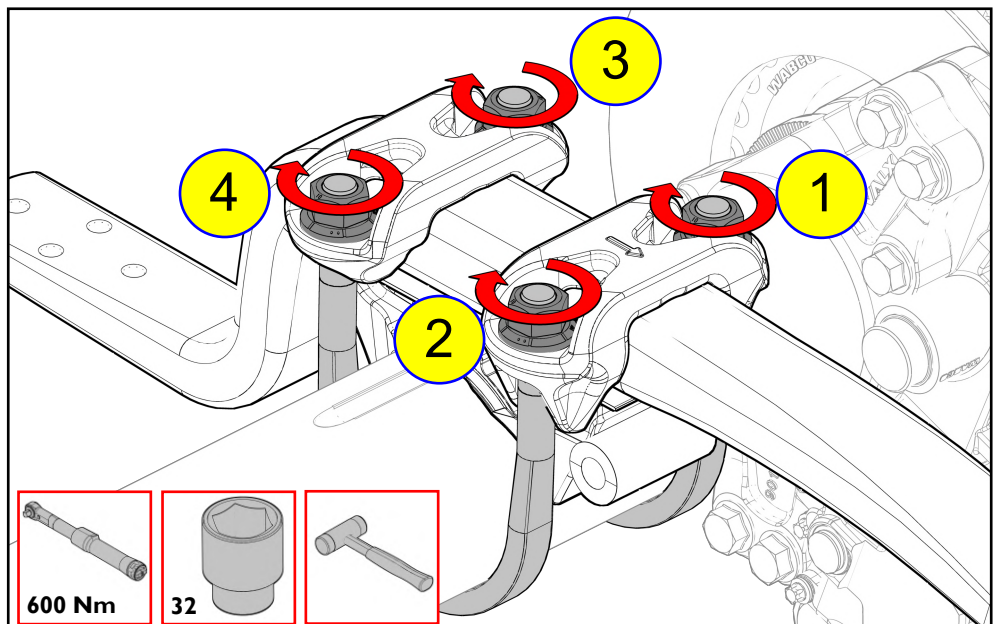


11.9. Tighten U-Bolts

Tighten the U-bolts evenly to maximal 200Nm according the indicated number sequence, paying attention to little movement of the clamping parts and even thread lengths above the nuts.

Next tighten to 300Nm according the indicated number sequence. Check if the dimensions from step 11.7 and 11.8 are within tolerance. Correct little deviations by ticking against the rear of the trailing arm using a rubber/ plastic hammer. Finally tighten to 600Nm according the indicated number sequence.

See tightening instructions: Section 10



11. Air Suspension Assembly

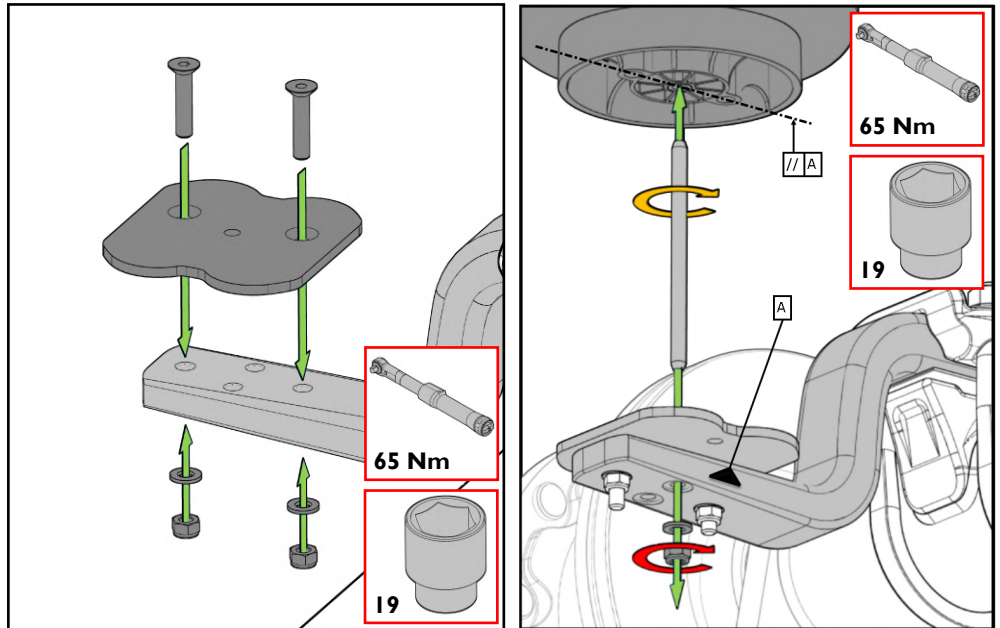
11.10a Air spring Ø300 offset 20 mm

First mount the air spring support plate correctly orientated for the Ø300/Ø335 air springs on the 75 or 95 mm wide trailing arm with the countersunk M12 bolts and locknuts. Torque the M12 locknuts.

Next hand tighten the M12 stud in the air spring until it is fastened (at least 8 thread/wire runs). Then place the air spring with stud through the center hole of the air spring support and the trailing arm. Torque the M12 locknut.

Make sure the upper air spring mounting studs and air inlet are in the correct position. The piston needs to be positioned parallel to the side of the trailing arm, as shown.

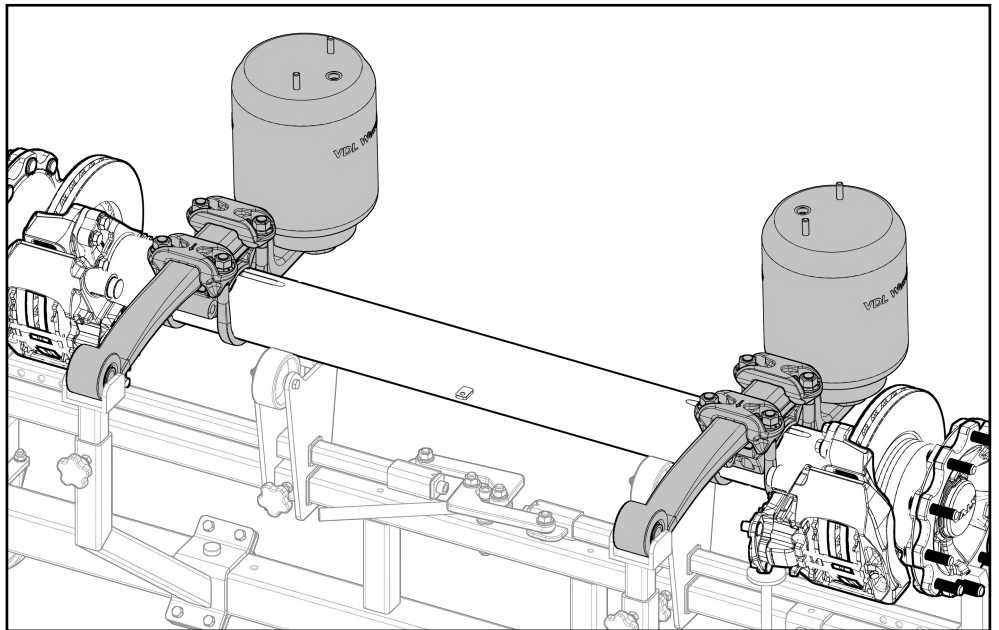
See tightening instructions: Section 10



This installation guide shows the standard Ø300 air spring with 20mm offset plate. Other available air spring (offset) options can be found in section 13 of this manual.

11.11 Axle & suspension assembly

Air suspension assembly on the grooved axle complete and ready for mounting on the chassis.



12. Chassis Mounting - Plate bracing (steps 12.1 - 12.2) / Casted bracing (steps 12.3-12.5)

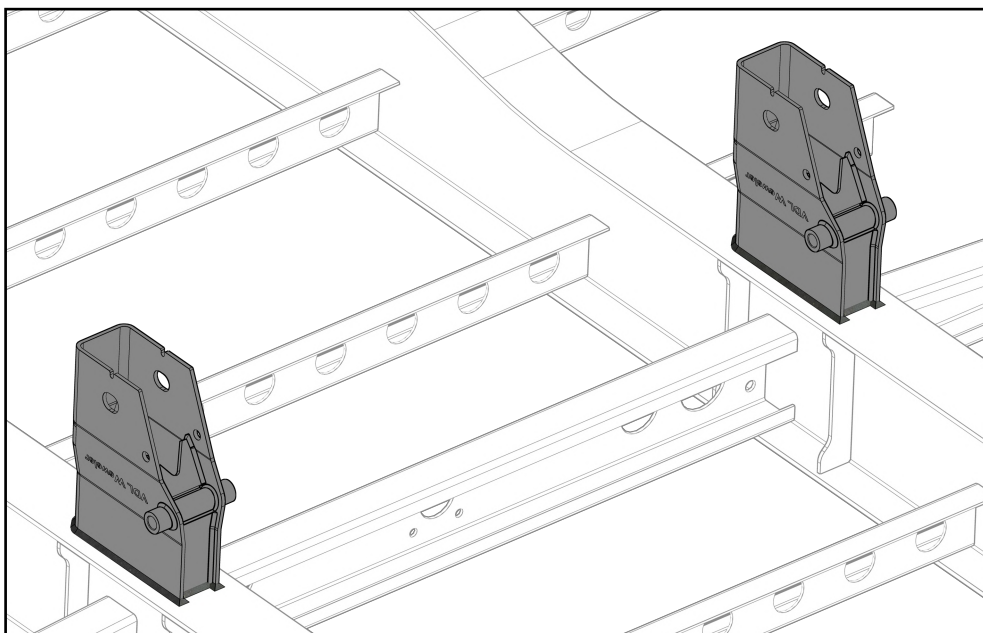
Two types of hanger bracket bracing are possible depending on the type of vehicle (see [Section 4.5](#) & [4.6](#)). Please follow steps 12.1 through 12.2 for the welded plate bracing and for the welded casted bracing follow steps 12.3 through 12.5.

12.1 Hanger brackets

Align and weld the hanger brackets to the chassis rails according instructions at the correct spring track.

The trailer builder is responsible that there are sufficient reinforcements in the vehicle chassis to guide the occurring forces on the hanger brackets.

See instructions: Section 4.3

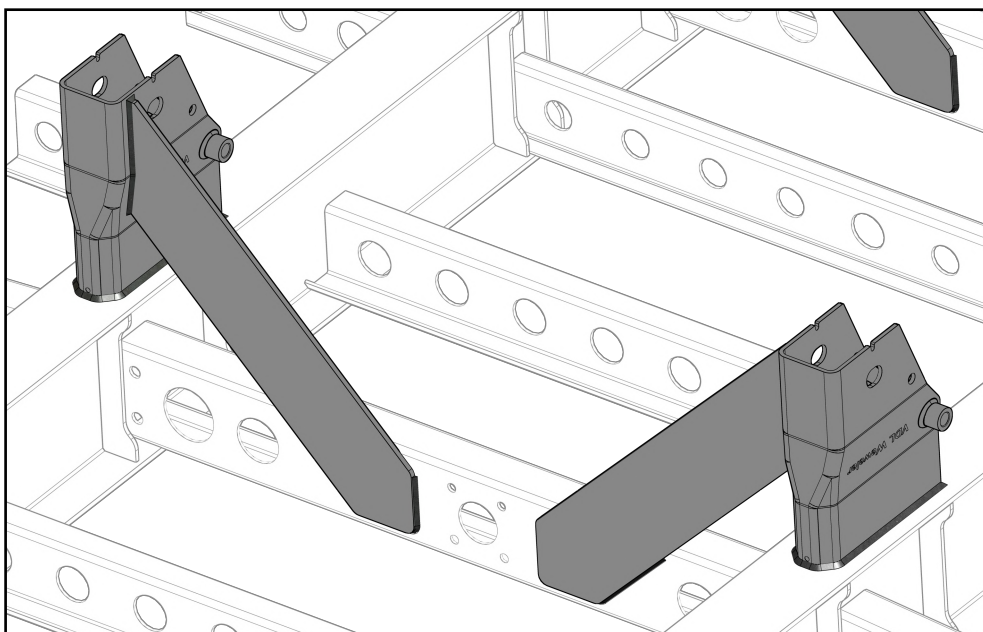


12.2 Welded plate bracing

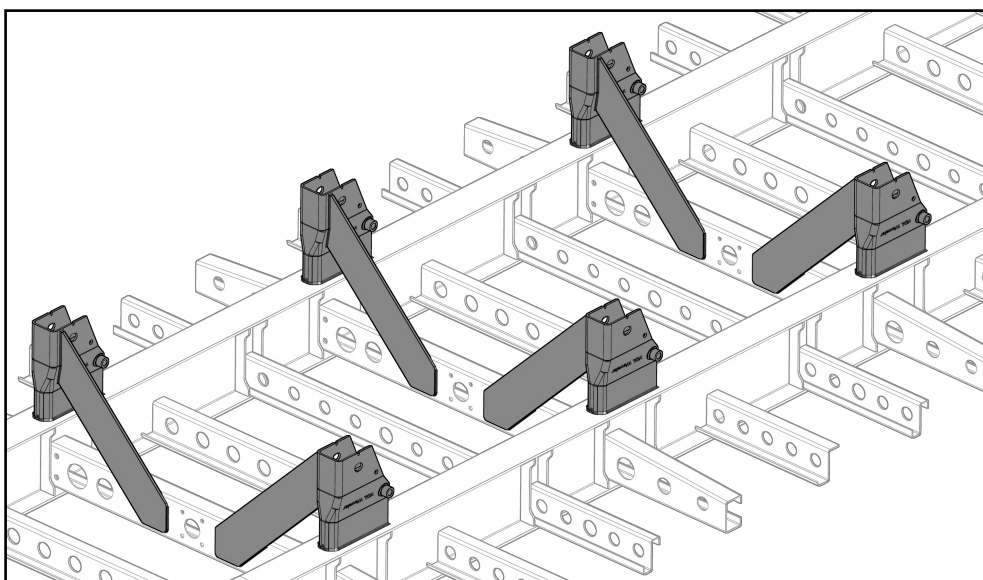
Weld the bracing plates to the hanger brackets and the cross members in the chassis according instructions.

The plates must be straight and are not allowed to be bended.

See instructions: Section 4.5



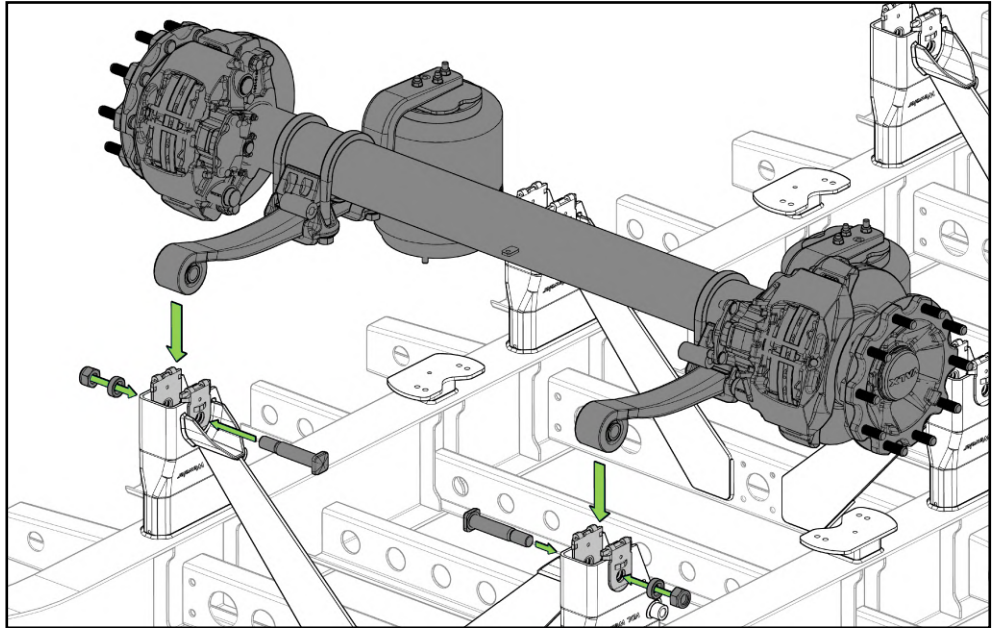
GO TO STEP 12.6



12. Chassis Mounting

12.9 Axle placement

Place the assembled axles in the hanger brackets between the wear plates and place the pivot bolt connection. Hand tighten the nut. After alignment (step 12.10) the connection can be torqued.



12.10 Axle alignment

Align all axles (disc or drum) within the tolerances given, taken the second axle as a reference.

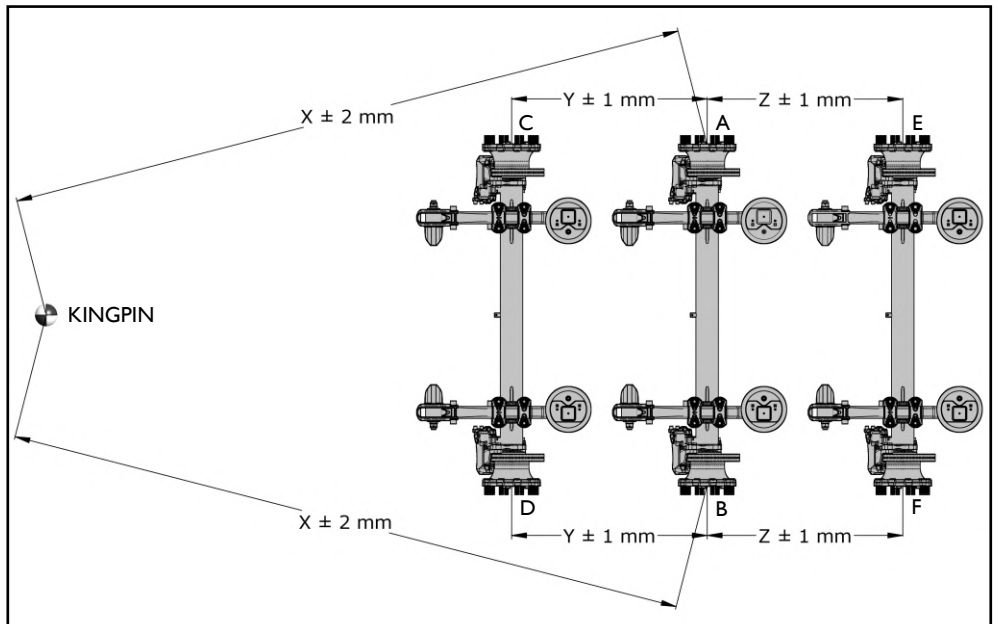
The same tolerances apply for alignment using a laser.

A through F are the axle centres.

See instructions: Section 7.3

Follow instructions for adjusting the alignment in the hanger bracket.

See instructions: Section 7.4

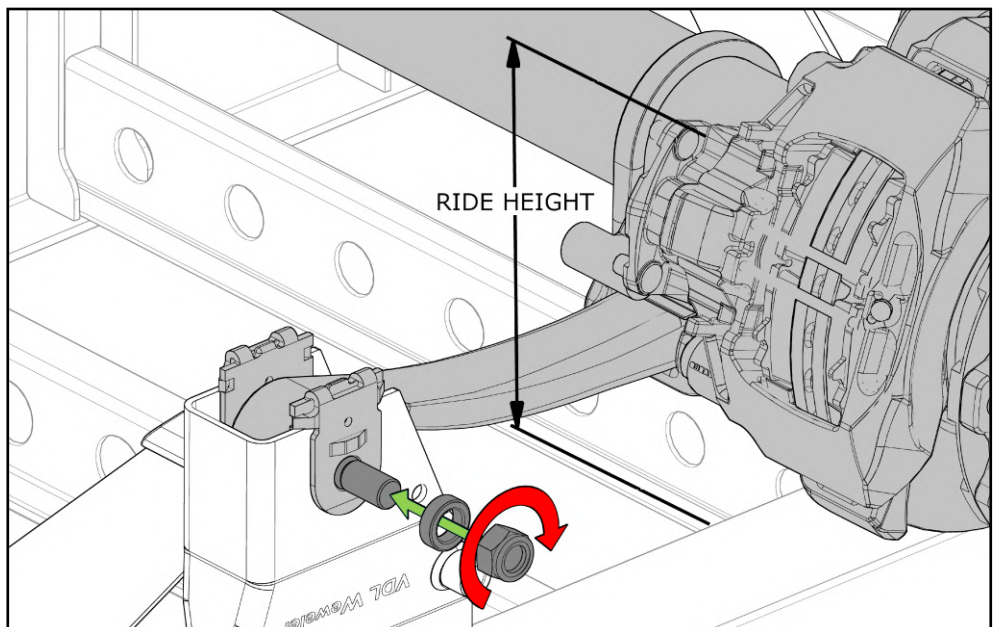


12.11 Pivot bolt connection

Apply grease on 1/4 of the thread surface.

Tighten the pivot bolt connection **at ride height** according instructions to torque.

See tightening instructions: Section 10



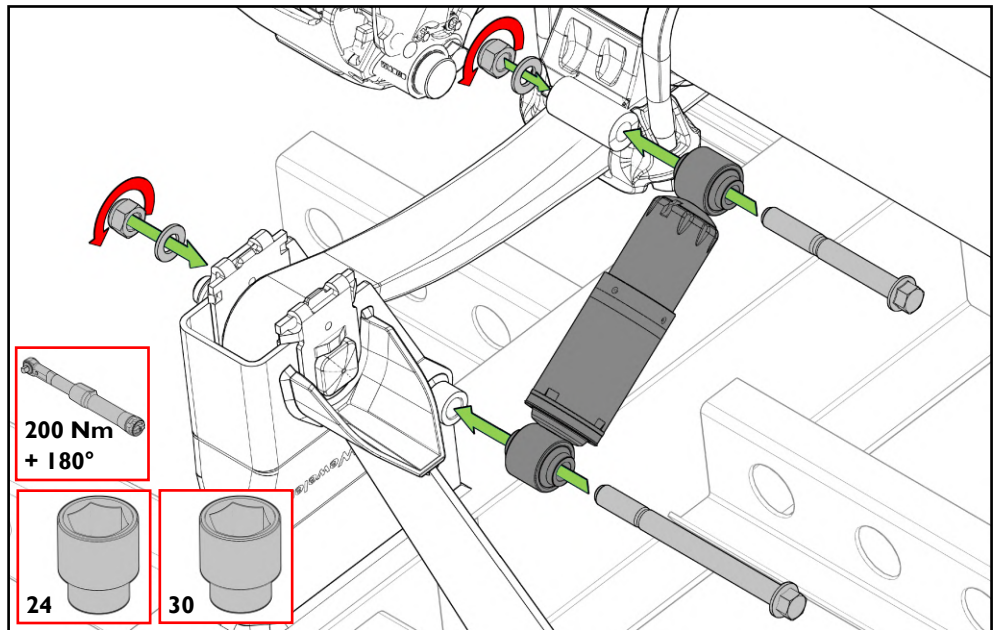
12. Chassis Mounting

12.12 Shock absorbers

Place the shock absorbers so that the code can be read. If present, follow the instructions on the shock absorber (see [Section 6](#)).

Tighten the top and bottom connection **at ride height** to torque according instructions.

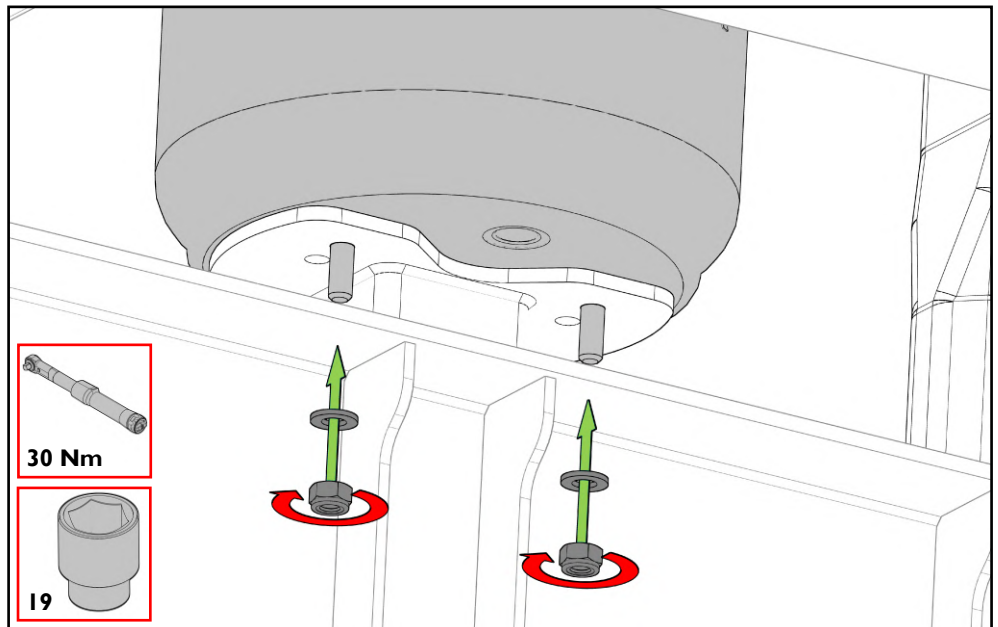
See tightening instructions: Section 10



12.13 Air spring top

Place the locknuts and washers and tighten the air spring top connection according instructions on both sides of the vehicle.

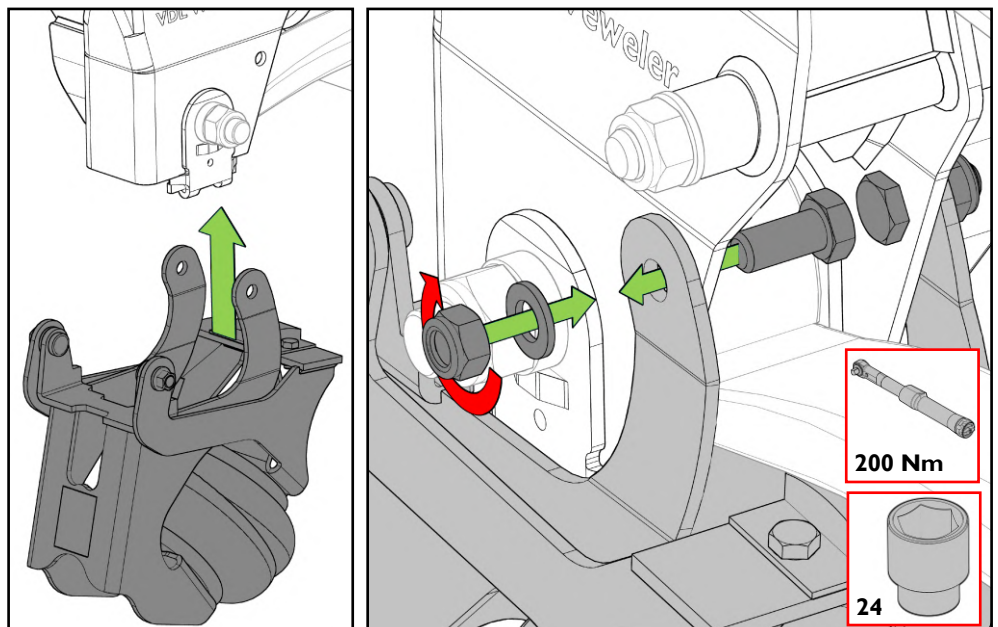
See tightening instructions: Section 10



12.14 Axle lift

Place the axle lifts around the hanger brackets on both sides of the vehicle. Tighten per axle lift both bolts to torque according instructions.

See tightening instructions: Section 10

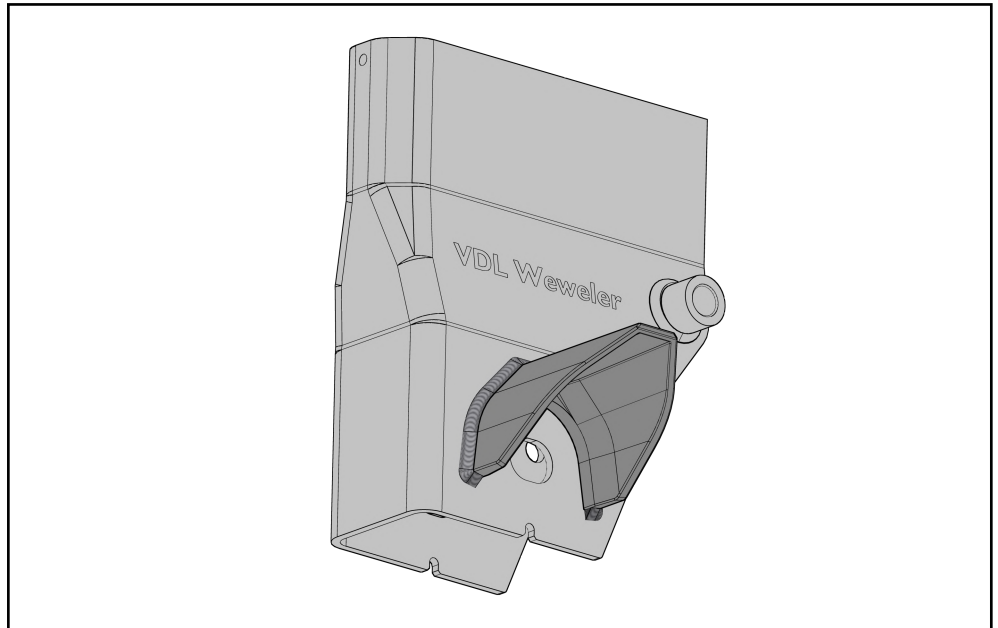


12. Chassis Mounting

12.3 Hanger bracket & casting

Weld the casted bracing part to the hanger bracket according instructions.
Make per axle a lefthand and righthand version.

See instructions: Section 4.6

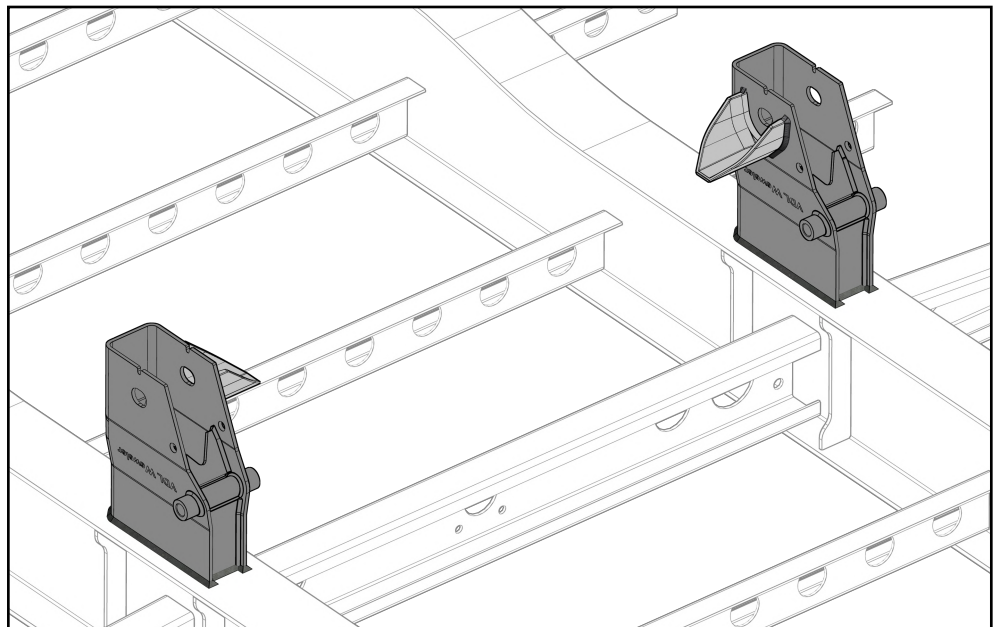


12.4 Hanger brackets

Align and weld the hanger brackets to the chassis rails according instructions at the correct spring track.

The trailer builder is responsible that there are sufficient reinforcements in the vehicle chassis to guide the occuring forces on the hanger brackets.

See instructions: Section 4.3

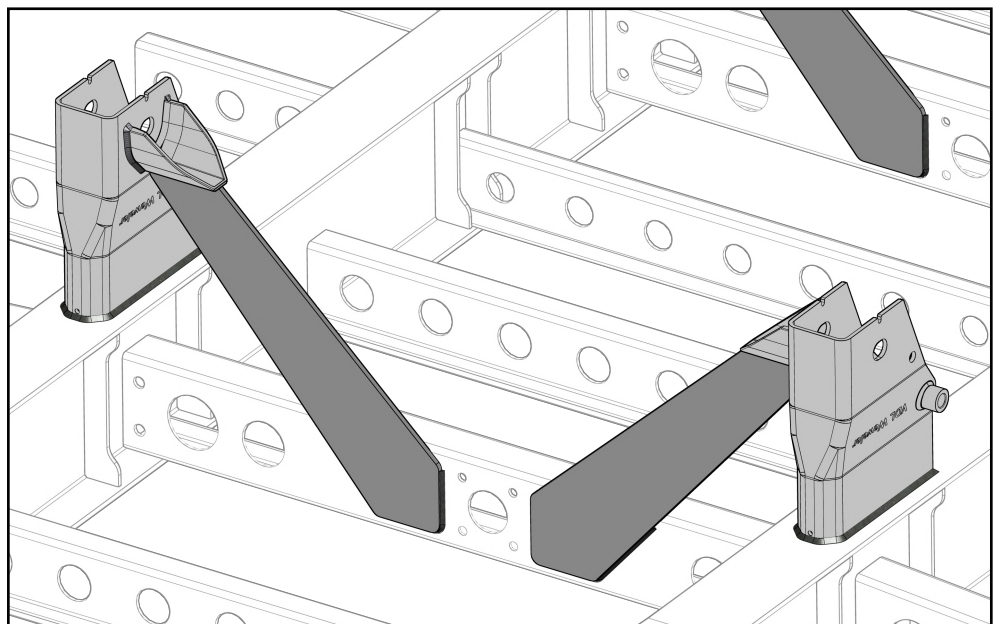


12.5 Bracing plates

Weld the bracing plates to the casted bracing parts and the cross members in the chassis according instructions.

The plates must be straight and are not allowed to be bended.

See instructions: Section 4.6



12. Chassis Mounting

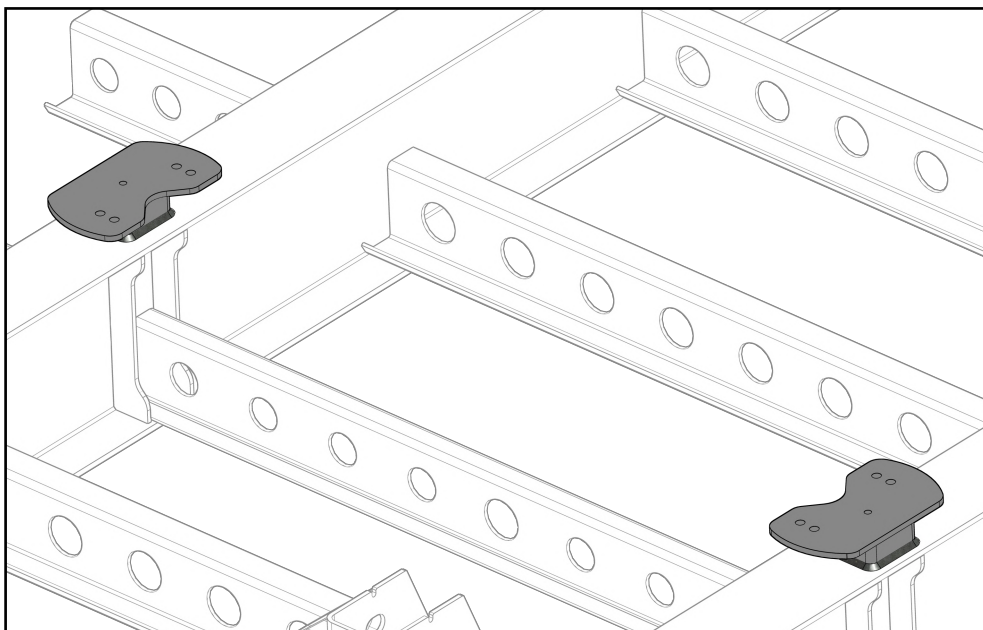
12.6 Pedestals

Weld the pedestals (if present in the suspension assembly) to the chassis rails according instructions.

The universal pedestal is suitable for the Ø300 and Ø335 air spring. Check the system drawing for the correct air spring offset.

The trailer builder is responsible that there are sufficient reinforcements in the vehicle chassis to guide the occurring forces on the pedestals.

See instructions: Section 4.4

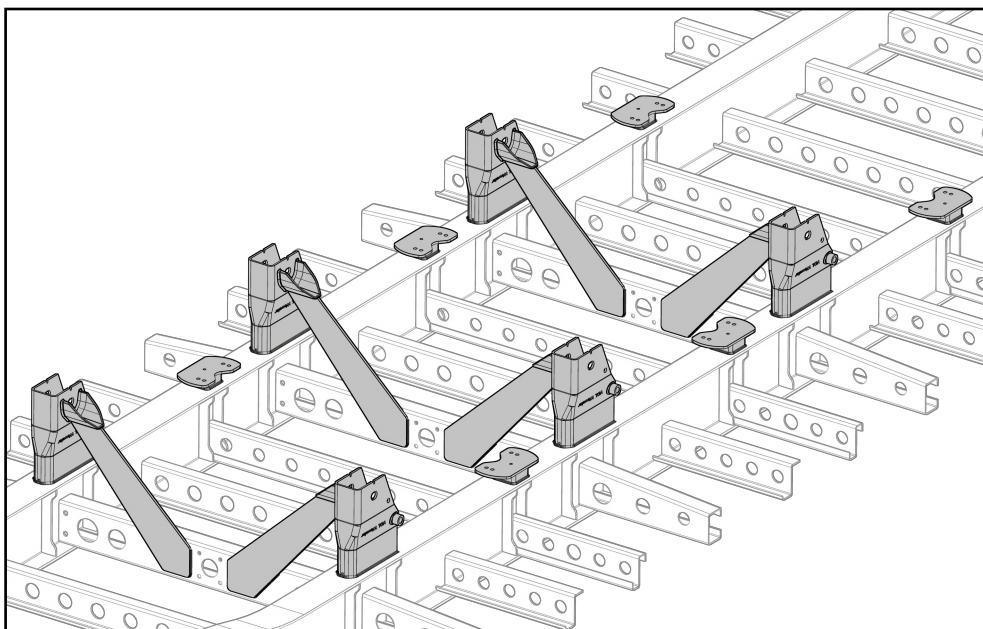


12.7 Coating / painting

The complete chassis can be painted/coated before mounting the assembled suspension.

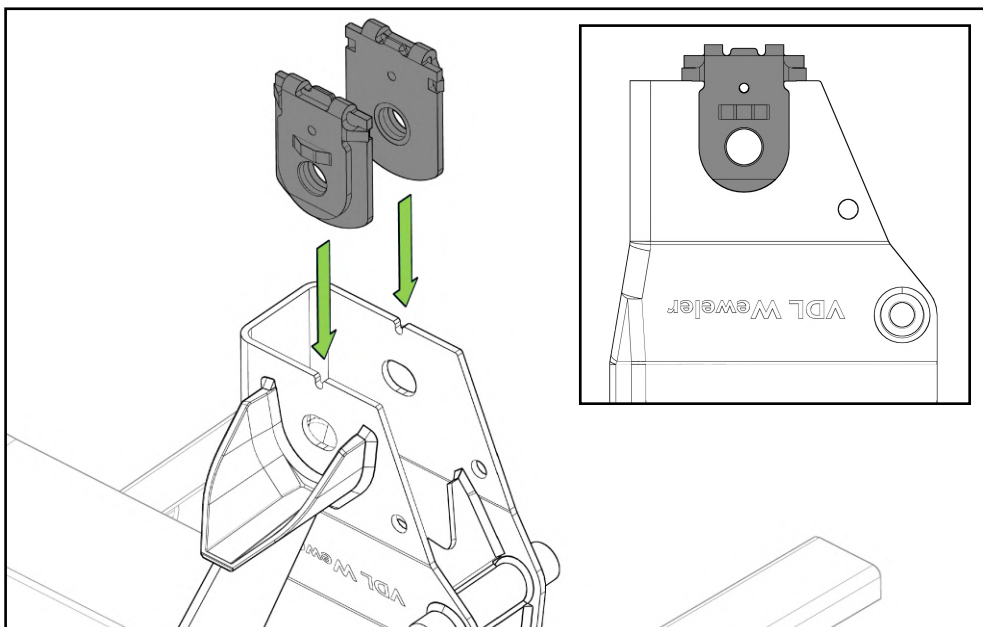
See instructions for areas which must be free from paint/coating or only can be primed.

See instructions: Section 8



12.8 Wear/alignment plates

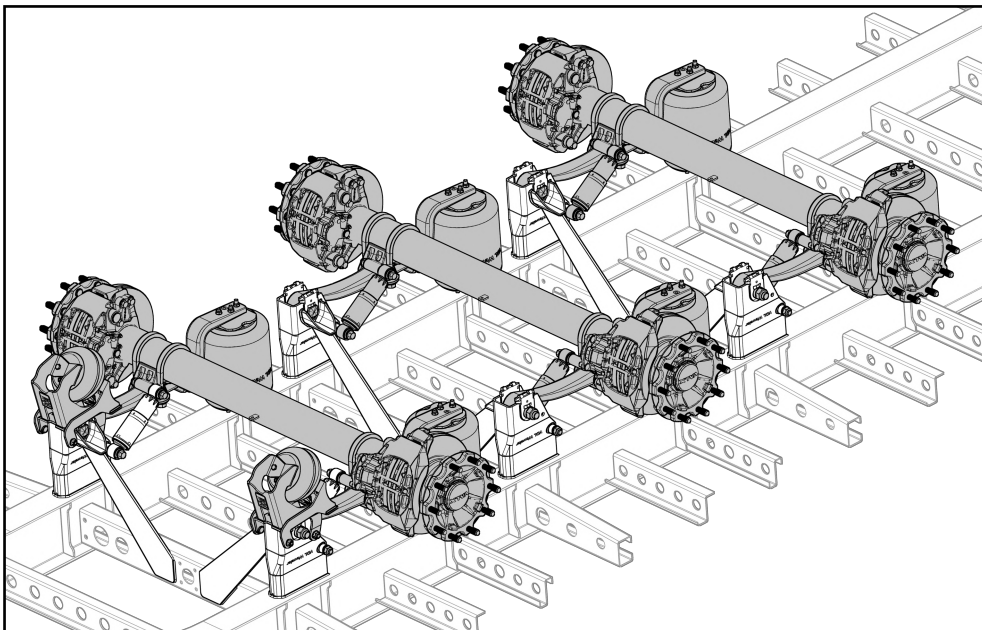
Place the wear/alignment plates over bottom edges of the hanger brackets.



12. Chassis Mounting

12.15 Complete assembly

System assembly complete. Ready for wheel mounting.



13. Available air spring options

13.1 Mounting of standard air spring assembly

Depending on the type of air suspension several air springs are available with or without additional required support plates for the desired air spring offset. Check the supplied system or application drawing for the supplied type of air spring and required offset. Follow the corresponding instruction step(s) below. All shown air spring options show the lefthand side of the vehicle.

- Air spring Ø300	- Type DJ6 / DJ8	- Offset 20mm	Step 13.2
- Air spring Ø335	- Type DJ6 / DJ8	- Offset 45mm	Step 13.3
- Air spring Ø300 combo	- Type DJ6 / DJ8	- Offset 0mm	Step 13.4
- Air spring Ø350 standard	- Type E1ST2 / E2ST2	- Offset 50mm	Step 13.5

13.2a Air spring Ø300 Offset 20mm

First mount the air spring support plate correctly orientated for the Ø300 air springs on the 75 or 95 mm wide trailing arm with the countersunk M12 bolts and locknuts. Torque the M12 locknuts.

Next hand tighten the M12 stud in the air spring until it is fastened (at least 8 thread/wire runs). Then place the air spring with stud through the center hole of the air spring support and the trailing arm. Torque the M12 locknut.

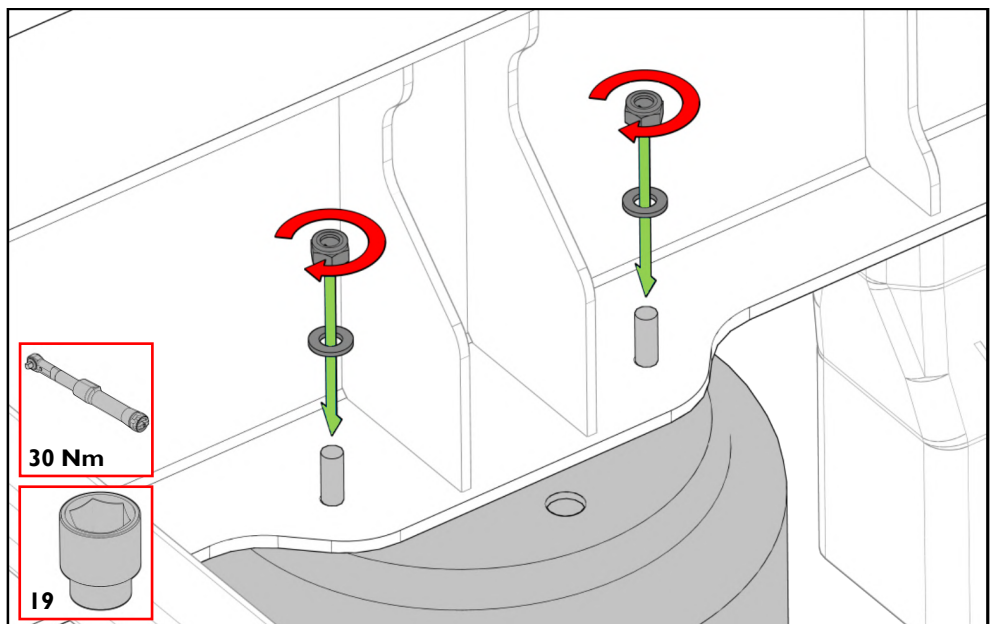
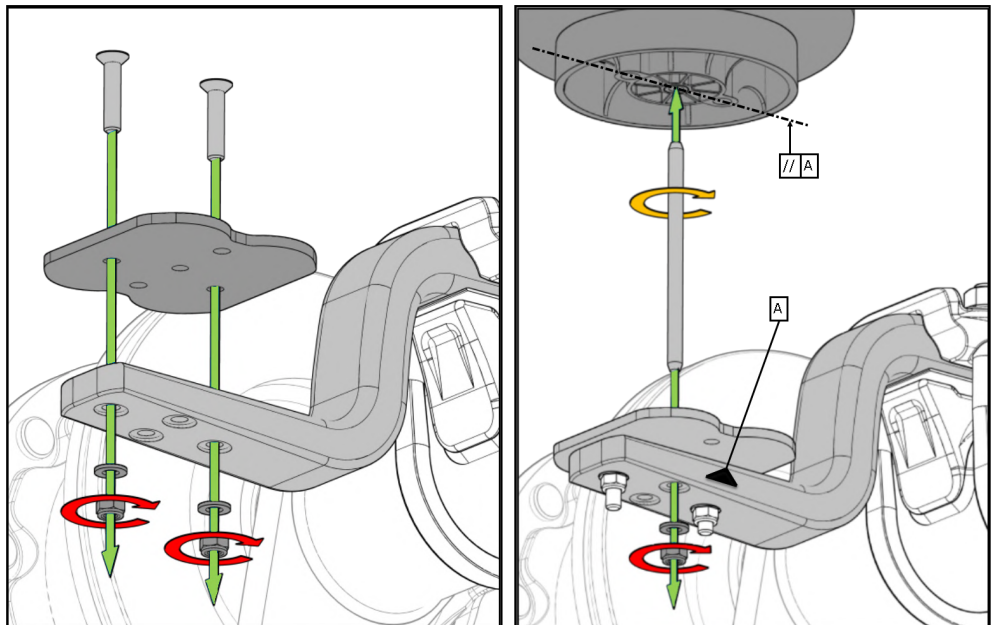
Make sure the upper air spring mounting studs and air inlet are in the correct position. The piston needs to be positioned parallel to the side of the trailing arm, as shown.

See tightening instructions: Section 10

13.2b Air spring to chassis / pedestal

Mount the Ø300 air spring top to the chassis or pedestal. Tighten the locknuts to torque according the instructions.

See tightening instructions: Section 10



13. Available air spring options

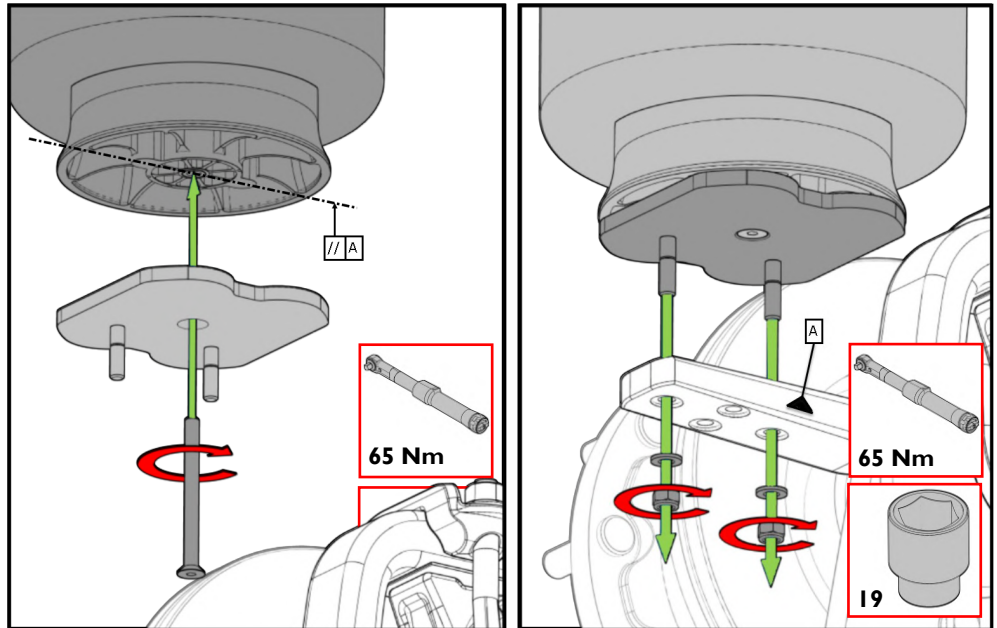
13.3a Air spring Ø335 Offset 45mm

First mount the Ø335 air spring on the Ø335 air spring support plate with the long countersunk M12 bolt. The two standard bolts are already welded to the support plate. Torque the countersunk bolt.

Next mount the air spring support with the Ø335 air spring on the 75 or 95 mm wide trailing arm with the M12 locknuts. Torque the locknuts.

Make sure the upper air spring mounting studs and air inlet are in the correct position. The piston needs to be positioned parallel to the side of the trailing arm, as shown.

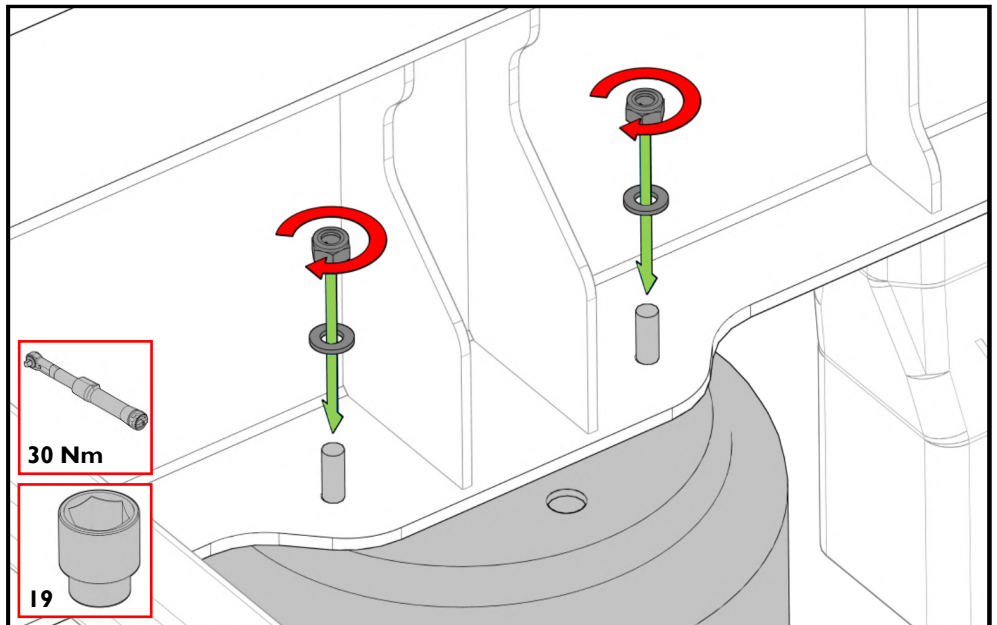
See tightening instructions: Section 10



13.3b Air spring to chassis / pedestal

Mount the Ø335 air spring top to the chassis or pedestal. Tighten the locknuts to torque according the instructions.

See tightening instructions: Section 10



13. Available air spring options

13.4a Air spring Ø300 combo

Offset 0mm

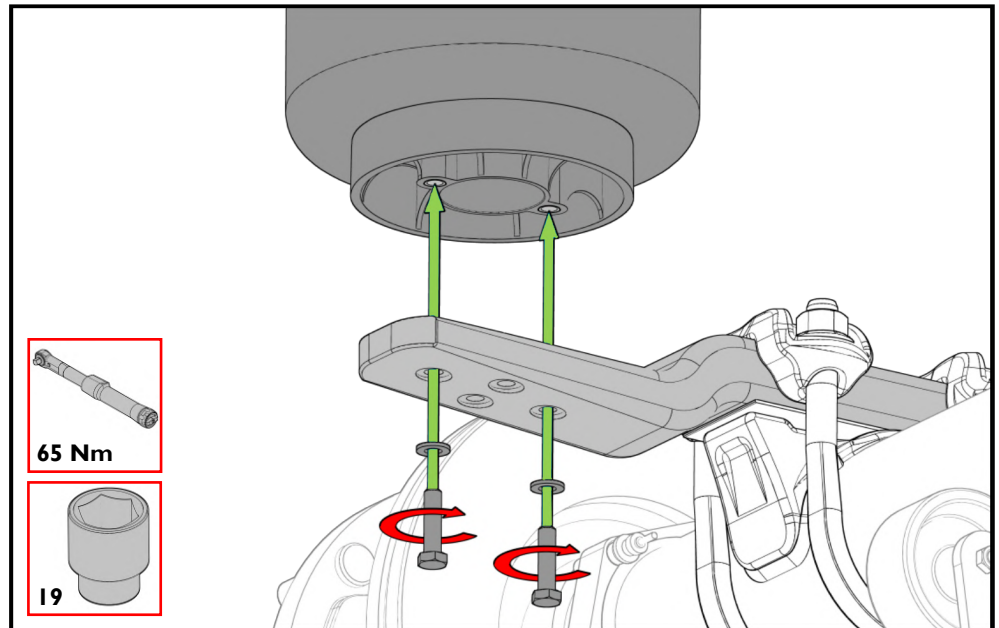
Applied at MBS-V2-400-95

For assembly including support plate, please follow step 13.4b.

Mount the Ø300 air spring with combo stud directly on the trailing arm with the M12 bolts. Tighten to torque according the instructions.

See tightening instructions: Section 10

Proceed to step 13.4c.



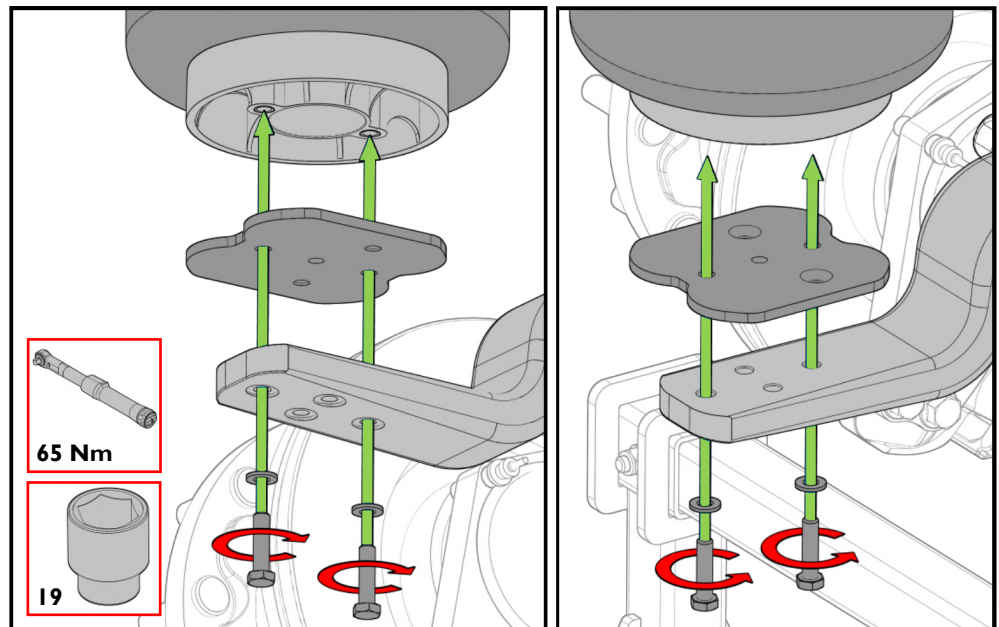
13.4b Air spring Ø300 combo

Offset 0mm + Support plate -

Applied at MBS-V2-100-200-300

Mount the Ø300 air spring with combo stud including the support plate correctly orientated as illustrated on the trailing arm with the M12 bolts. Tighten to torque according the instructions.

See tightening instructions: Section 10

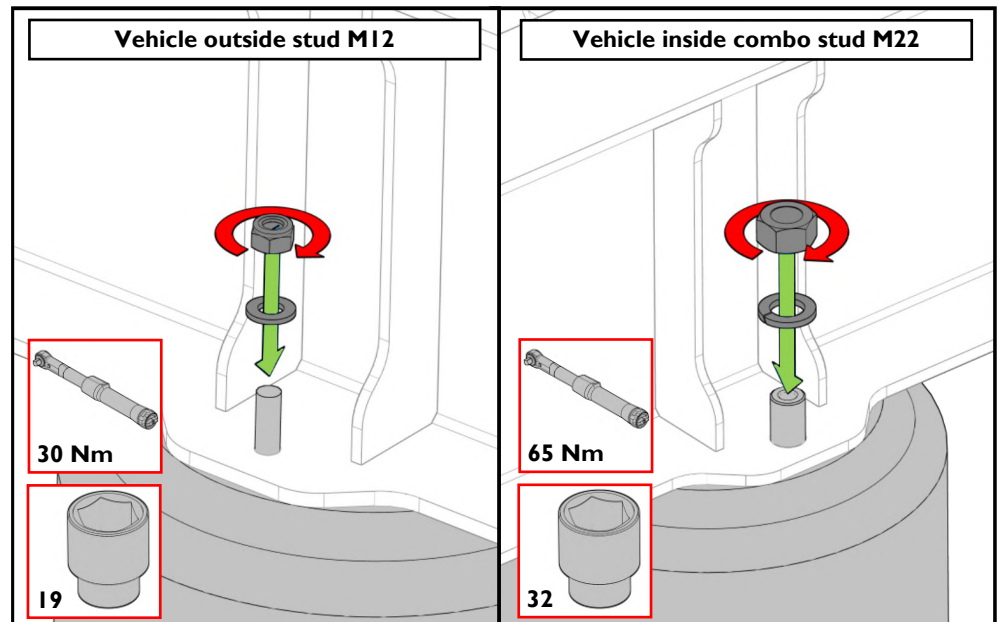


13.4c Air spring to chassis / pedestal

Mount the Ø300 air spring top with combo stud to the chassis or pedestal. Tighten the (lock)nuts to torque according the instructions.

See tightening instructions: Section 10

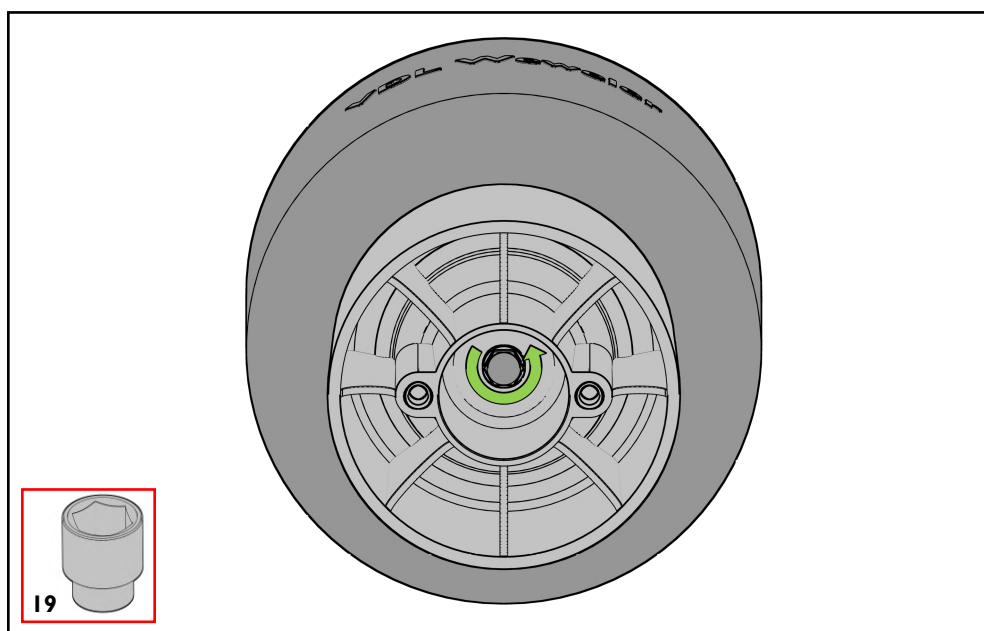
In case the top connections require a different position/angle follow steps 13.4d through 13.4f.



13. Available air spring options

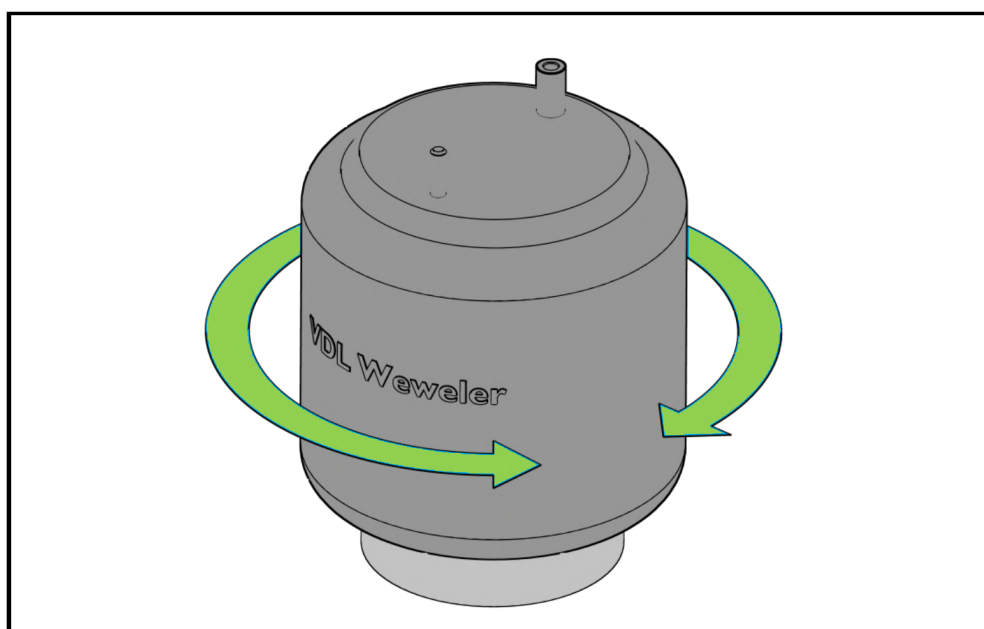
13.4d Rotating air spring Ø300 combo

Untighten the central bolt as much as possible to allow the flexmember to rotate.



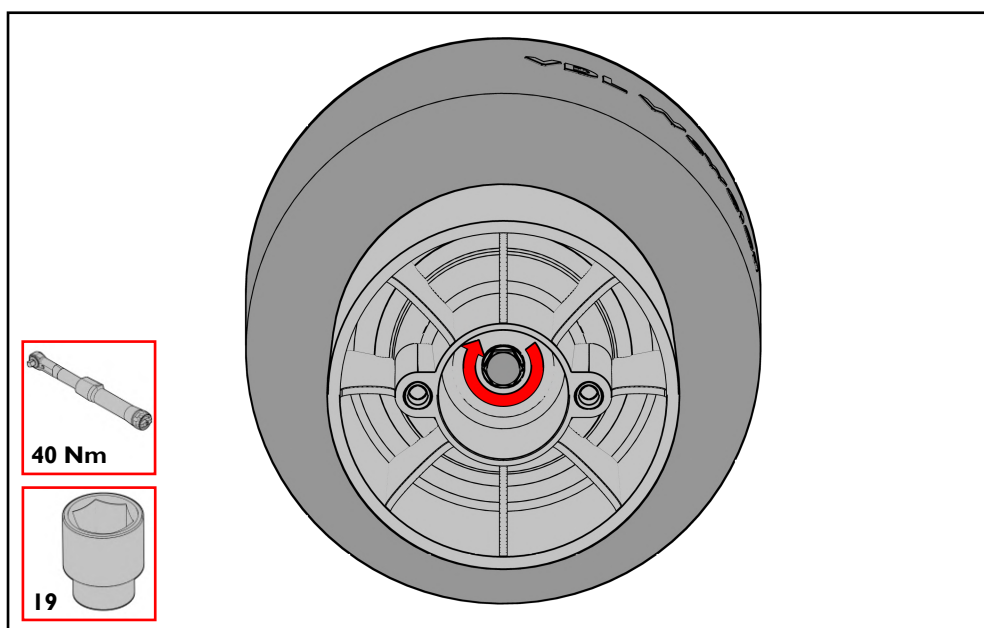
13.4e Rotating air spring Ø300 combo

Rotate the flexmember to the desired position/angle.



13.4f Rotating air spring Ø300 combo

Re-assemble the air spring and tighten the central M12 bolt at **40 Nm**.



13. Available air spring options

13.5a Air spring Ø350

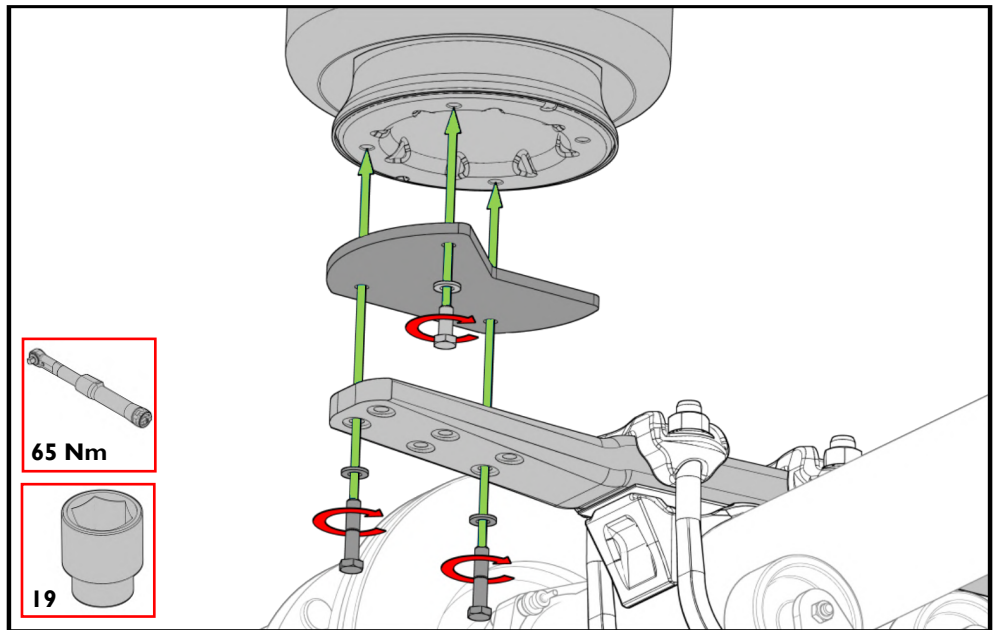
Offset 50mm

Applied at MBS-F-500

Mount the Ø350 air spring including the bellow support plate on the 95mm wide trailing arm.

Tighten the bolts to torque according the instructions.

See tightening instructions: Section 10



13.5b Air spring to chassis / pedestal

Mount the Ø350 air spring top to the chassis or pedestal. Tighten the locknuts to torque according the instructions.

See tightening instructions: Section 10

