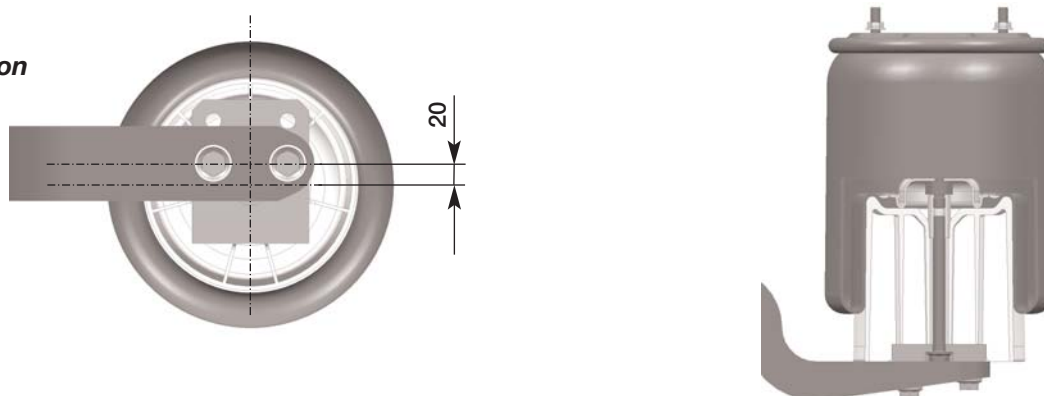


Reduced weight of the Airlight II air suspension with the new air bag 30 / 30 K

Within the scope of a further development of the Airlight II air suspension, BPW will be introducing new optimised trailing arms from 1 July 2010 as well as a centrally bolted air bag BPW 30 / 30 K for offset $V = 20$ mm.

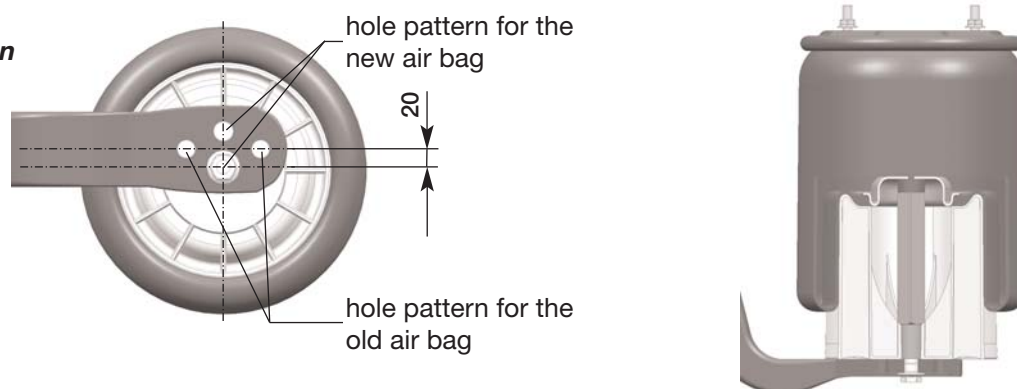
Currently, the air bag is fastened to the trailing arm by means of a universal steel plate inserted into the base of the air bag piston with possible offsets 0 / 20 / 60. This steel plate is attached to the trailing arm with two bolts.

old version



In future, the air bag with the most frequently used standard offset of $V = 20$ mm will be bolted directly onto the trailing arm with a single bolt. A four-hole pattern will be drilled into the new trailing arm. In addition to the new centrally bolted air bag, the familiar air bags BPW 30 / 30 K and BPW 36 / 36 K / 36-1 can continue to be attached using a steel plate and different offsets.

new version



When using the new centrally bolted air bag, 15 kg are saved on a 3-axle suspension compared to the old version (5 kg per module).

Note: Please note that the new air bag can only be combined with the new trailing arm.

It is impossible to mount a new air bag onto an old trailing arm by mistake due to the bolt / hole diameters.

The old air bag with the steel plate can, however, continue to be used for all versions with old or new trailing arm. From a technical point of view, there are no restrictions to using both versions on the same axle or vehicle.

Your contact in our sales department will be pleased to assist you with planning the changeover.