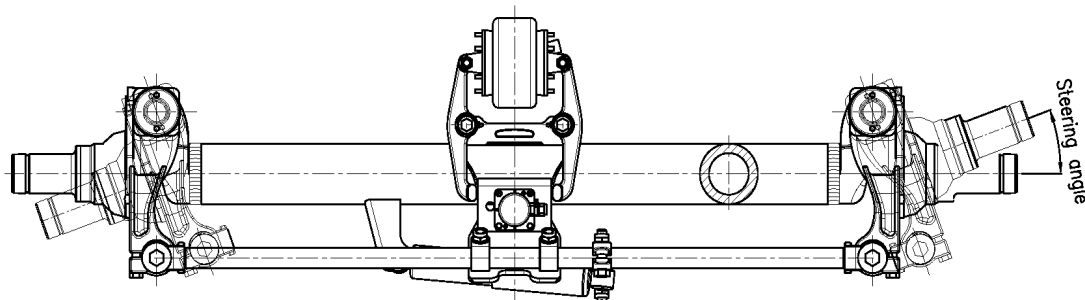


SELF-STEERING & COMMAND STEER AXLE

- Improves tyre life, especially for trailers with 3 or more axles, under intensive usage on roads with a lot of cornering.
- Improves productivity due to lesser down time on tyres change.
- Improves fuel consumption with smaller driving resistance.
- Improves trailer manoeuvrability with smaller turning radius for long trailer.

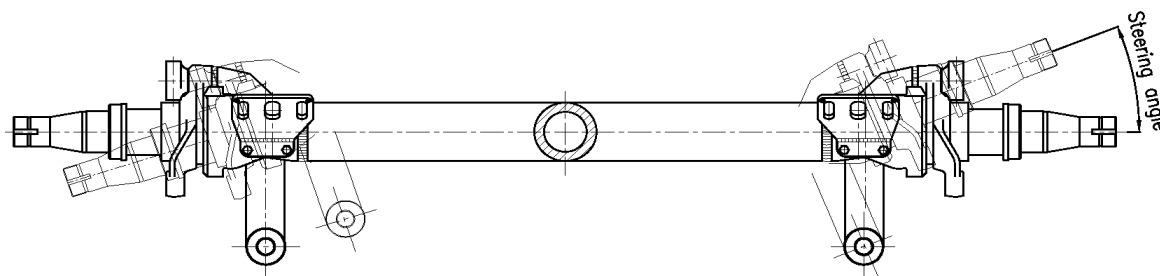


ROR		
Type	Brake size	Track range
TM	DRUM BRAKE	
	310x190 (AC)	1820-2128
	350x200 (B)	1820-2128
	420x180 (Q)	1820-2128
	420x220 (Z)	1820-2045
	DISC BRAKE	
	378x45 (K)	1820-1950
TA	DRUM BRAKE	
	420x180 (Q)	1920
	420x220 (Z)	1850-2128
	DISC BRAKE	
	Elsa2 (E)	1850-2128
LM	DRUM BRAKE	
	420x180 (Q)	2045-2100
	DISC BRAKE	
	Elsa195 (K)	1852-2145
	Elsa225L (J)	2045-2145
	Elsa2 (E)	2045-2145

GENERAL SELF-STEERING		
Type	Max steering angle	Cap. t
A07	13°	7
A09	13°	9
A10	22°	10
A12	22°	12

THE SELF-STEERING AXLES ARE EQUIPPED WITH:

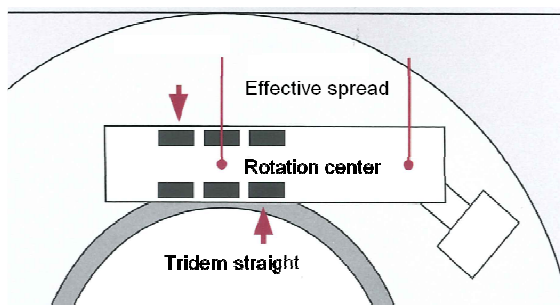
- Shock absorber
- Stabilizer kit
- Track rod (threaded / fixed)
- Locking cylinder (pressure / vacuum)



GENERAL COMMAND STEER		
Type	Max steering angle	Cap. t
S12	45°	12

Three straight axles

the spread of steering angle matches with the distance between the fifth wheel pin and the second axle.



Self-steering axle

Thanks to the particular geometry of construction adopted, grip between ground and tire during the path curve creates a lateral force that allows to the axle to steer.

The immediate benefit is that the ideal spread of steering of the semitrailer is reduced so there is less frictions, improving handling and the behavior of the vehicle.

