

Press Release

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Safe, fuel-efficient, durable: New Hydro pneumatic trailer chassis by TRIDEC

TRIDEC, leading manufacturer of chassis and steering systems for trailers, has developed two new hydro pneumatic chassis. The systems under the designation HD-O and MD-O are particularly suitable for use with heavy, fast moving trailers for construction and agricultural purposes with a high centre of gravity. They guarantee significantly safer driving properties while at the same time saving fuel, and increase the product life of axles and frames.

At Agritechnica 2009, taking place from 10th to 14th November 2009, TRIDEC, the specialist for trailers, chassis and steering axles, will present two new hydro pneumatic chassis systems for heavy double and triple axle trailers. TRIDEC HD-O is suitable for axle loads of up to 14.0 tonnes, while TRIDEC MD-O is designed for axle loads of up to 9.0 tonnes. Both of these systems are designed as delta steering chassis and are equipped with passive hydro pneumatic axle regulation. For one, this ensures an extremely high level of axle regulation in equal axle load distribution, which ensures a great degree of stability especially when driving or unloading on uneven terrain. At the same time, the shock absorbers located to the far exterior ensure with their hydro pneumatic regulation that heavy trailers with a high centre of gravity still have a great deal of roll and directional stability, even at high speeds. Such trailers might be dump trucks, silage trailers or slurry tankers, for example. The chassis geometry constructed by TRIDEC also makes towing easy both off-road and on-road, which reduces the fuel consumption of the towing vehicle.

Axle regulation up to 270 millimetres

TRIDEC's dual and triple axle chassis systems HD-O and MD-O are constructed from robust cast steel delta connecting rods that are connected to the vehicle frame via hydraulic shock absorbers and a central strut mount. Each connecting rod is equipped with a stabilizer. All bearings and sleeves are free of wear and tear and maintenance-free. Just the tightening torque of the mounting bolts needs to be checked every six months. Depending on customer specifications, standard axles from various manufacturers can be built in. The hydraulic shock absorbers, which provide reinforcement to the axles on the frame, are located to the far exterior. Thanks to this positioning, they are able to provide a great deal of stability. The delta geometry allows torsion-free interlocking of the axles. This reduces stress on axles and the frame, increases stability under load and in turn causes repair and operating costs to go down. The TRIDEC HD-O/MD-O is currently the only torsion-free chassis system in this class.

All hydraulic shock absorbers on one side are connected by hydraulic pipes of broad dimensions. This allows quick-reacting axle regulation of up to 270 millimetres in equal load distribution – over three times as much as is possible in a standard leaf spring chassis. By additionally cross connecting the hydraulic system to the first axle, torsional flex of up to eleven degrees is possible so that the trailer is only subject to little lateral inclination even on uneven terrain. The pneumatic suspension is controlled by the nitrogen filled hydraulic accumulator. The special construction and connection to the chassis make towing exceptionally easier off-road as well as on-road in real life applications. The results: less force is needed and fuel is saved noticeably.

Lift axle, steering axle and ride height regulation available upon demand

The hydraulic chassis system can easily be equipped with a lift axle or steering axle upon demand. TRIDEC offers forced steering designed by the company itself, which is maintenance-free, especially for this purpose. It is authorised for speeds of up to 60 km/h. In addition, TRIDEC will optionally

equip the chassis system with automatic ride height regulation with integrated height adjustment. It allows a dump truck, for example, to level on uneven terrain, which means it can dump safely. Manual boost or lowering of ride height is also possible via a central control unit.

Easy installation

TRIDEC delivers the HD-O and MD-O chassis systems complete as ready-for-assembly units with delta connecting rods, stabilisers and all mountings and pedestals to be welded to the frame along with the appropriate installation manual. As all components are pre-packaged as ready-for-assembly parts, they can be installed very quickly and easily by the vehicle manufacturer. The axle beams, available upon request from various manufacturers such as BPW, GKN or ADR, are simply placed into the appropriate bracket in the delta connecting rods and screwed tight.

Request a voucher copy

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About JOST

JOST is the worldwide leading producer of vehicle connection components for systems, modules and components for truck & trailer. Under the umbrella brand name of JOST, the comprehensive range of products is broken down into four areas. The JOST brand includes fifth wheel couplings, telescopic landing gears and accessories for semi-trailers, ball bearing turntables, king pins and container locks and components for alternating systems. Under the traditional brand name of ROCKINGER, the company produces towing hitches and drawbar eyes for both transporters and trucks, as well as for use in the agricultural industry. With REGENSBURGER ZUGGABEL, JOST completes its range of products for coupling technology with towing drawbars for both road and agricultural use. TRIDEC is the leading provider of steering systems and single wheel suspensions for trailers. JOST is the only supplier that can provide its products and services throughout the world. The company is located everywhere, with distribution, production and development on all continents. With production plants in Germany, Spain, Hungary, Poland, Romania, the USA, Brazil, Australia, South Africa, China, and India, JOST is the global partner of choice for the commercial vehicle industry.