

FACT SHEET

AIR SUSPENSION FEATURE



Air suspension software

The trucks drive level is important for driving comfort and energy efficiency. A lower drive level gives lower air resistance, which means lower energy consumption.

To optimize the drive level for different transport solutions and road conditions, there are different air suspension feature software variants available.

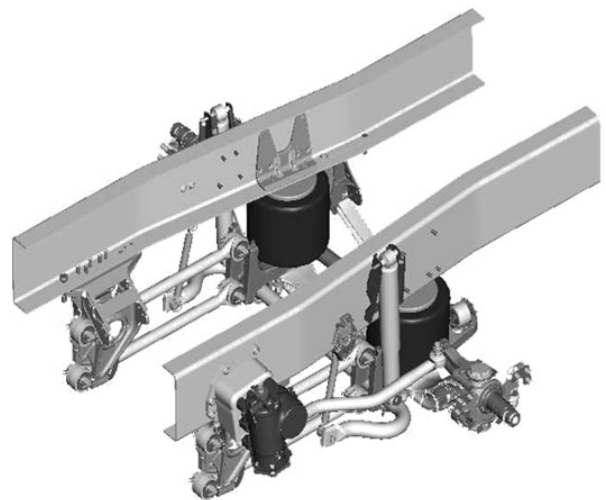
Sales variants

- ASF-DL1** Air suspension with one driving level.
- ASF-DL3** Air suspension with three driving levels.
- ASF-DLL** Air suspension with speed-dependant lowered chassis height for lower air resistance.



ENERGY EFFICIENCY

- Lower drive level gives improved aerodynamics and improved energy efficiency.



Front air suspension with air-filled rubber bellows. With air suspension feature software, it is possible to optimize the height of the chassis.

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ASF-DL1

This is the basic variant, a standard setting with one drive level.

ASF-DL3

This variant adds a three-position switch in the instrument panel to give the driver the possibility to request three different drive levels.



The ASF-DL3 switch.

Per default, the upper position of the switch gives the maximum allowed drive level, the middle position gives the factory drive level and the lower position gives the lowest possible drive level.

The levels of the three positions can be adjusted by the driver by following the instructions in Driver Guide or by contacting a workshop.

Independent of what position the switch is at, the driver can decide to use the work remote control or a separate switch to adjust the level of the truck. When doing so, the vehicle will go from drive height to docking height. If the driver start driving with the vehicle at docking height, a notification in the instrument display is triggered at 30 km/h, telling the driver to request drive level (either by changing position of the ASF-DL3 switch or by the work remote control).

If neglected, the vehicle will at 50 km/h automatically go to the drive level that the ASF-DL3 switch is positioned at.

ASF-DLL

With the ASF-DLL functionality, the chassis height will automatically be lowered at higher speed, thus improving the aerodynamics and potentially saving energy. The system is by default enabled at key-on.

At 60 km/h, the chassis will be lowered approximately 10-30 mm, depending on vehicle specification.

When the speed goes below 30 km/h, the chassis is automatically raised to the default drive level.

In some driving conditions, it is recommended to disable the automatic lowering function with the ASF-DLL switch. Examples of such conditions are when driving on bad or uneven roads or when the speed frequently fluctuates between 60 km/h or above and below 30 km/h. These situations could cause unnecessary raising and lowering of the chassis, consuming excessive amounts of air.



The ASF-DLL switch.

Manual control of the air suspension level is possible when driving at speeds below 30 km/h.

The speed thresholds and the lowering level can be changed by a workshop.

Note! ASF-DLL requires AESW2PK (auxiliary electrical switches) and one position will be used for the ASF-DLL switch.