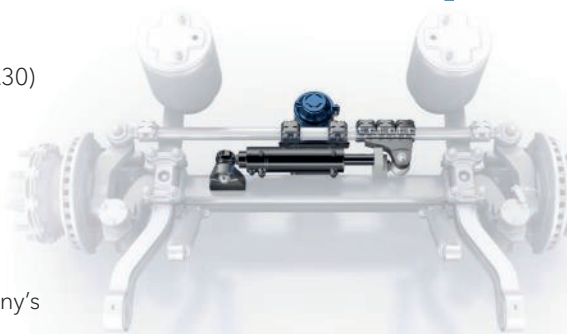


# Show roundup

**T**wo new generations of Knorr-Bremse (Hall 17, A30) disc brakes receive their first public airing: the Synact two-piston brake for tractor vehicles and the Nextt single-piston brake for tractor vehicles with low axle loads and for trailers. The company's next-generation global scalable brake control (GSBC) system, an integration platform for automated driving functions, will also be shown. Executive board member Peter Laier says: "Along with traffic safety, in the next few years, the megatrends that shape the mobility sector will be emissions reduction, electric mobility, automated driving and connectivity. Against this backdrop, Knorr-Bremse will be the ideal systems partner for its customers going forward." This also functions as its show plan: for traffic safety, it will present its autonomous emergency braking system and blind spot assistant; connectivity is illustrated by its ProFleet Connect cross-brand telematics system; for the emissions reduction theme, it offers new actuators for air management, an electric screw compressor and new clutch actuator; and on autonomous driving the company will demonstrate a new version of a prototype autonomous truck whose control systems feature extra levels of redundancy and operational safety in the outside area (D103-D107). The main focus here will be on brake control and chassis management by means of new-generation (G3) Trailer EBS, and trailer remote control with iTAP, the intelligent Trailer Access Point with new functions including a user-friendly mobile app.



**BPW** (Hall 26, C31) presents a new electro-hydraulic auxiliary steering system to improve trailer manoeuvrability: Active Reverse Control (pictured above). The system is said to be easy to install and can also be retrofitted depending on the chassis type. It consists of a control unit, a hydraulic unit and a steering cylinder with an integrated steering angle sensor. The steering cylinder is fitted locally on the self-steering axle and is operated via the hydraulic unit with reservoir. The steering operates automatically but can also be operated manually with a remote control. As soon as the driver engages the reverse gear (and only then), the steering system is activated via the reversing lights and the rotational speed and rotational direction sensor. The control unit uses innovative sensor technology, which automatically detects the direction and angle of steering.

**Fontaine Fifth Wheel** (Hall 26, E02) is presenting its couplings, including a demonstration of the TechLock closure system (below), whose jaw height sensor



## IN BRIEF

■ **CARRIER TRANSICOLD** (Hall 27, stand E15) will launch its next temperature-controlled trailer refrigeration system.

The new flagship trailer system is claimed to have significantly improved fuel consumption. As with the current generation, the new unit will be built around Carrier's E-Drive diesel-electric generator technology, first developed 20 years ago.

■ **HENDRICKSON** (Hall 26, stand B47) will display its latest suspension systems for truck, bus and trailer applications. In particular, it presents Steertek Nxt, a system concept design integrating a durable and lightweight fabricated axle featuring a combination of composite/steel spring technology. Also on display will be: the latest generation of the Ultimaax severe-duty rubber suspension; the HSDS Trailer severe-duty air suspension; the trailer tyre pressure control system Tiremaax; Luxair bus suspension; Front Air Assist front axle suspension, and others.

■ **KÖGEL** (Hall 27, stand F06) will show its Novum Cargo trailer, whose basic version weighs 5,920kg and whose Mega version is 6,130kg; a dry freight box body, Box Light, with up to 730kg more payload than the Box model; a steel/aluminium tipper trailer with up to 430kg more payload than a pure steel tipper; the Port 45 triplex container chassis, weighing 4,550kg and featuring front, centre and rear extension, in addition to other products.

will not allow the fifth wheel to close if the kingpin enters at the incorrect height or position. A profiled protective forging safeguards the mechanism from damage due to high coupling errors. Also on show is the 3000 cast fifth wheel with extended handle. It features a single safety clip sensor that ensures that the safety clip has been attached – a critical check for any driver. Only then does a green LED visible from

beside the trailer illuminate.

Also to be exhibited are the 3000LM, shown on a 150SF air operated slider base, and a pressed-steel 150SP2 fifth wheel on a 40mm mounting plate. The latter uses three sensors to monitor miscouplings. **TE**