The information and advice contained in this brochure including prices and specifications are current and correct as at 1 January 2016 but may be subject to change.

BPW Transpec shall not be liable for any changes that occur after that date. It is your responsibility to contact your BPW Transpec branch or representative to ensure that all information and advice is up to date before placing an order.
BPW GROUP OF COMPANIES

BPW Transpec is a wholly owned subsidiary of BPW Bergische Achsen KG Germany and has sold and serviced the full range of BPW axles and trailer suspensions in Australia for nearly 60 years.

BPW’s commitment to ongoing research and development, a policy of ‘vertical integration’ that sees the company manufacturing the major components for its products, and the teutonic drive for excellence have produced an outcome that sets BPW apart from the rest.

In order to achieve its ‘world best’ status, BPW produces all axle components to exacting standards so each component integrates perfectly with the next. Throughout the development of the axle many thousands of different ideas were explored to create entirely new features, unique to BPW – features that have today given BPW the leading edge in axle technology.

BPW makes sure trailers operate safely and economically anywhere in the world. It does not matter whether you are driving on rough outback terrain, on a multi-lane highway or through the desert or across ice, whether your priority is long distance or if you have to cope with difficult loads – BPW will always be the safest, lowest cost option.

BPW TRANSPEC IN AUSTRALIA

All supplied BPW products and components are fully backed and serviced nationally through BPW Transpec branches and BPW authorised sales and service outlets.

BPW Transpec’s engineers have also customised certain axle and air suspension components for superior performance under Australia’s exacting and varied transport conditions, which are assembled at the company’s Melbourne production facility.

Its Engineering Department, with the use of state-of-the art CAD systems, provides expert technical solutions on the selection and fitment of all BPW products to ensure that all customers receive the best possible operational and payload results.

So, when considering your axle and air suspension choice, weigh up the support and real long-term operational savings you’ll achieve by using the fully integrated BPW air suspension and axle system.
BPW AXLE RANGE FOR COMMERCIAL TRAILERS

The BPW axle has now shown in Australian operating conditions, operators can expect minimum downtime and be confident of the axle’s performance throughout the life of the trailer. In short, BPW offers a more complete axle assembly that delivers unsurpassed performance.

The 1,000,000 kilometre / 3 year ECO Plus Hub Warranty for on-highway vehicles in Australia’s tough operating conditions, with a fully serviceable hub, is testament to the design excellence and build quality of the BPW product.

BPW has a comprehensive range of trailer axles, ranging from axles for car trailers, up to 30 tonne capacity axles for off-road heavy haulage conditions.

With the 9 to 12 tonne per axle capacity range, which is popular with Australian transport operators, BPW offers square and round beam axles as well as high efficiency grease lubrication.

Hub options include spider and 10 stud to suit either European or American wheel fixing, or 8 stud for 19.5” tyres. Three standard 5-cam mechanical brake configurations, and two disc brake configurations are offered to suit commercially available tyre sizes. Other brake sizes are also available to suit applications requiring axle capacities under 9 tonne and above 12 tonne. BPW also offers self-steering axles to suit a wide range of applications and tyre sizes, with axle capacities ranging up to 14 tonne.

BPW SQUARE AXLE BEAM

BPW square axle beams give the strength you need in the face of tough operating conditions. Square, reliable and light, the BPW axle beam is the stable foundation for a long service life. The BPW square axle beam gives the best ‘strength to weight ratio’ for airbag suspension applications.

FEATURES AND BENEFITS OF THE SQUARE AXLE BEAM INCLUDE:

- Being optimally adapted to the various forces acting on it, such as twisting and bending
- Offering low inherent weight combined with the highest possible stiffness for heavy payloads
- Joining the quenched and tempered axle stubs to the square axle beam using the ‘flash butt’ welding process ensures a uniquely strong connection, which produces the longest possible service life
- Even tyre wear because the axle beam has positive camber and a narrow toe tolerance
- Easy installation/removal of the wheel hub, thanks to stepped bearing journals on the axle stub
- Long-lasting corrosion protection by cataphoretic dip-coating with zinc-phosphating, KTL

Relative Bending Strength (in %)

Weight of axle beam section (kg per metre length)

* Not available from BPW Transpec

BPW TRAILER AXLES

9 to 12 tonne CAPACITY RANGE

<table>
<thead>
<tr>
<th>BPW MODEL RANGE</th>
<th>TO SUIT TYRE SIZE</th>
<th>BRAKE MODEL</th>
<th>BRAKE TYPE</th>
<th>BRAKE SIZE</th>
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<tbody>
<tr>
<td>H/R Series</td>
<td>20&quot;, 22.5&quot;</td>
<td>SN4218</td>
<td>Drum</td>
<td>Ø200x180mm</td>
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<td>NH Series</td>
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<td>SH Series</td>
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<td>TS84309</td>
<td>Disc</td>
<td>Ø430mm</td>
</tr>
<tr>
<td>SKH Series</td>
<td>19.5&quot;</td>
<td>TS83709</td>
<td>Disc</td>
<td>Ø370mm</td>
</tr>
</tbody>
</table>
BPW ECO PLUS HUB SYSTEM

With the BPW 10/12 tonne ECO Plus Hub Unit on most Australian-assembled BPW axles, BPW offers a warranty for on-highway vehicles that the wheel end lubrication will not need to be renewed for a period of three years in service, or 1,000,000 kilometres, whichever comes first.*

The current ECO Plus Hub Unit is rated at 10 or 12 tonnes, depending on the axle beam, suspension type and spring centres, and incorporates both incremental and revolutionary advances to keep BPW ahead of the competition.

Over and above the standard BPW warranty of one year unlimited kilometres for all BPW axle and suspension components, the ECO Plus Hub Unit in 10-12 tonne rating is available with the extended warranty.* BPW has long striven for extended maintenance period and has over the past few years introduced improvements in its Australian-assembled axles that keep it ahead of the rest.

BPW ECO PLUS HUB SEALS

The hub seal is an important element in the wheel end system. The ECO Plus hub seal has been employed successfully in Australia for a number of years. The ‘rotating seal’ concept is ideal for minimising dirt ingress, and the integrated hardened washer for sacrificial wear against the inner bearing protects the axle beam. With top quality taper roller bearings and rotating hub seals to minimise dirt ingress, the ECO Plus hub unit is the culmination of many years of development and testing.

* Conditions apply. Refer to the BPW Operator’s Manual for details.

* 3 year 1,000,000km Hub Unit Warranty

DEFINITION OF HIGHWAY/OFF-ROAD

The term ‘highway’ refers to roads having a sealed and metalled surface. In other words with an asphalt or concrete surface. If the vehicle spends the overwhelming majority of its operating life travelling on such roads, and will travel on unmade roads incidentally for small distances and predominantly at low speeds, then for the purpose of the ECO Plus Hub Unit Warranty the vehicle is considered to be operating in ‘highway’ conditions. The term ‘off-road’ refers to vehicles that do not meet the ‘highway’ criteria, that is they will travel for some of their operating life on unsealed roads at high speeds. If in doubt operators should obtain clarification from BPW regarding the classification, for their operating conditions.
Bearing adjustment is extremely important. For the seal to work properly, and for bearings and lubrication to give the maximum possible life, the bearing adjustment needs to be as close to perfect as it can be – too loose, the bearings suffer and the seal doesn’t work properly; too tight, the bearings run hot, they can spin and wear the axle spindle, and the lubrication life suffers. BPW bearing adjustment procedures have always been simple, which if followed result in close to ideal adjustment. These procedures involve the use of a torque wrench to help establish the correct preload. With the ECO Plus hub unit, BPW has gone further and incorporated the torque limiter into the axle nut. The bearing adjustment procedure on the ECO Plus hub unit is simple, and the bearings cannot be over-tightened. The unique torque prevailing axle nut results in correct and repeatable bearing adjustment, as it will not allow over tightening of the bearings, and has a very fine adjusting system.

**ECO-LI PLUS GREASE**
BPW ECO Plus hub units utilise semi-synthetic BPW ECO-Li Plus bearing grease, which has been used on BPW axles worldwide with great success. This is the best grease current technology can provide and is specially designed to give low friction long life lubrication with excellent resistance to water ingress.

**BPW BEARINGS**
The BPW ECO-Li Plus grease was developed with the help of a wheel end test facility that BPW has established in its testing department. This facility has also been used to help improve the ISO tapered roller bearings used on BPW axles. To achieve longer service intervals on the wheel end system, bearing design and quality must be optimised. BPW has achieved a high level of competence in the tapered roller bearing field, specifying bearings to a high degree of detail, and subjecting production bearings from various suppliers to stringent testing regimes.

**SERVICEABILITY**
A major advantage with the BPW ECO Plus hub unit is that it carries over the encapsulating circlip design from the ECO system. The axle nut, bearings and seal are held in the hub by circlips. The bearings and seal are not damaged when removing end refitting the hub to the axle, and the servicing of the hub is made easier. The BPW ECO Plus hub unit is fully serviceable, unlike some competitor wheel end systems. With the BPW system the wheel end can be easily inspected and service, so only worn components will need to be replaced, which will save money for the operator in the long run.

The proven technology and robust construction of BPW drum brakes makes them suitable for every application. They shrug off dirt and are extremely hard wearing, even under the harshest of operating conditions. And with the BPW ECO Plus Warranty, you know you’re always on the safe side.
The sound basic design of the BPW foundation brake ensures minimal wear of the critical components and keeps both the brake linings and brake drum in constant repeatable contact with each other when the brakes are applied. This produces a significant contribution to the longevity of all brake components. Long lasting and safe braking is the result.

NON-ASBESTOS LININGS
BPW axles are supplied with non-asbestos brake linings.

ANTI-SKID BRAKES
BPW axles are designed for the simple installation of anti-skid brake (ABS) hub hardware. The hubs are machined to accept pole rings and (in the case of square beams) the axle beam has the provision for installation to the sensor without the need for welding. Retro-fit of ABS hub hardware on BPW axles is a simple operation. BPW axles can also be supplied with factory-installed BPW ABS hub hardware.

EFFECTIVE CAMSHAFT BUSHES
BPW camshaft bushes include sintered metal high lubricant capacity spherical self-aligning inner bushes as well as outer brass bushes to ensure smooth brake application and low wear factors, for both the bushes and the camshaft.

CAM TUBES
BPW offers an option for closed camshafts for severe conditions.

BPW AUTOMATIC SLAG ADJUSTERS
BPW ECO Master slack adjusters have been designed by BPW, specifically for BPW axles. This ensures optimum brake adjustment to provide constant braking performance and safety, while reducing maintenance requirements. BPW Automatic slack adjusters are available as an option on BPW axles.

DUST COVERS THAT WORK
BPW has designed its foundation brake assembly to include a dust protection/dust exclusion feature. The BPW designed backing plates minimise the ingress of dust to the brake linings to further extend brake life. Inspection holes are included in these dust covers for quick and easy brake lining wear checks.

Features and benefits of drum brake axles include:

- Universal applicability
- Lower operating and spare parts costs
- Quick and easy brake service, thanks to the patented ECO Plus principle
- Electronic trailer brake systems (EBS) suitability
- Constantly high braking effort throughout the entire service life of the brake lining
- Large amount of friction material
- Not susceptible to malfunctions thanks to a proven design principle coupled with high-quality components
- Enclosed construction enables use under the harshest conditions
- Compact in design
- Low-maintenance and low-wear camshafts/bearings and
- Low thermal load on surrounding parts.
Note the standard booster locations listed above may not suit all suspension configurations. Other booster location options are available. Refer booster location chart in this brochure.

Spider hubs: not available for single tyres and not for 19.5” and 15”.

Axle capacity: Above figures are for vehicles travelling at 105 km/h, with axles mounted at 980mm spring centres on spring suspensions, and 950mm centres on BPW airbag suspensions.

10 Stud Axles: Are supplied with wheel nuts to suit ISG spigot aligned wheels.

Lubrication: ECO Li-Plus semi-synthetic long life bearing grease.

Dual Spider Hubs: 20” accept 4.25” spacer bands.

Slack Adjuster: BPW manual slack adjuster fitted as standard, BPW ECO Master automatic slack adjusters optional.

Tare Weights and Dimensions: Are subject to normal manufacturing tolerances.

Camshaft locations: Note the standard booster locations listed above may not suit all suspension configurations. Other booster location options are available. Refer booster location chart in this brochure.

Spider hubs: not available for single tyres.
### CAMSHAFT AND BOOSTER LOCATIONS

**BPW DISC BRAKED AXLES**

<table>
<thead>
<tr>
<th>120MM SQUARE AXLE BEAM</th>
<th>SN4218 Brakes, for 20/22.5” tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STANDARD</strong></td>
<td><strong>OPTIONAL</strong></td>
</tr>
<tr>
<td>BL-04</td>
<td>BL-01</td>
</tr>
<tr>
<td>BL-03</td>
<td>BL-05</td>
</tr>
<tr>
<td>BL-18</td>
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</tbody>
</table>

**120MM SQUARE AXLE BEAM**
SN4218 Brakes, for 20/22.5” tyres

**127MM ROUND AXLE BEAM**
SN4218 Brakes, for 20/22.5” tyres

<table>
<thead>
<tr>
<th><strong>STANDARD OVERSLUNG</strong></th>
<th><strong>STANDARD UNDERSLUNG</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>BL-08</td>
<td>BL-09</td>
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</tbody>
</table>

**150MM SQUARE AXLE BEAM**
SN4218 Brakes, for 20/22.5” tyres

<table>
<thead>
<tr>
<th><strong>STANDARD</strong></th>
<th><strong>OPTIONAL</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>BL-11</td>
<td>BL-12</td>
</tr>
<tr>
<td>BL-06</td>
<td>BL-07</td>
</tr>
</tbody>
</table>

**120MM SQUARE AXLE BEAM**
SN3620 Brakes, for 19.5” tyres

<table>
<thead>
<tr>
<th><strong>STANDARD</strong></th>
<th><strong>OPTIONAL</strong></th>
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</thead>
<tbody>
<tr>
<td>BL-11</td>
<td>BL-12</td>
</tr>
<tr>
<td>BL-36</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE**
The correct booster pushrod length is shown on these diagrams, and is measured from the mounting face of the brake chamber to the centre line of the clevis pin with the brakes released. Any other length will impair brake efficiency. The correct brake chamber size and slack adjuster lever arm length are determined by the trailer manufacturer, taking into consideration axle loads, tyre size, vehicle configuration and regulatory requirements. With the above diagrams, the booster size and slack adjuster mounting locations are shown for reference only. Dimensional drawings are available from BPW Transpec.
BPW’s disc brake system, the ECOdisc, was specially designed, engineered and tested for heavy commercial trailer use.

The ECOdisc is compact in design, which enables the disc brake system to be fully integrated into the BPW running gear system. BPW has succeeded in connecting the brake directly to the axle beam providing the advantage of greater stability and less weight, resulting in improved efficiencies and higher payloads for the operator.

Another benefit of the ECOdisc is that the bellows covering the guide pins have been moved inwards so they are better protected against external damage, to stop dirt and moisture from penetrating the braking system.

Yet another plus for the new BPW disc brake design is that the caliper adjustment mechanism uses a ‘twin tappet’ tensioning process, producing even more pad wear combined with a more controlled robust adjustment.

Serviceability is a key saving factor with the ECOdisc, with record turnaround service times for pad and disc changes, the positioning of the adjustment tool is easier to access, and as it is recessed, is fully protected against external damage.

In addition to the technical superiority, a major advantage of the ECOdisc is that it has been solely created by BPW for its axle and air suspension systems resulting in a totally integrated package, now obtainable from a single manufacturing source.
FEATURES AND BENEFITS OF DISC BRAKED AXLES INCLUDE:
- Significant weight savings
- Superior brake performance
- Automatically adjusting brakes
- No grease points
- Easy to change pads
- Twin tappet brake caliper system for longer lasting even brake wear
- Designed to minimise wear and tear of the critical components
- The result of decades of in-field performance experience from all over the world

NOTE
The correct booster pushrod length is shown on these diagrams, and is measured from the mounting face of the brake chamber to the centre line of the clevis pin with the brakes released. Any other length will impair brake efficiency. The correct brake chamber size and slack adjuster lever arm length are determined by the trailer manufacturer, taking into consideration axle loads, tyre size, vehicle configuration and regulatory requirements. With the above diagrams, the booster size and slack adjuster mounting locations are shown for reference only.
Dimensional Drawings are available from BPW Transpec.

BOOSTER LOCATIONS

<table>
<thead>
<tr>
<th>120MM SQUARE AXLE BEAM</th>
<th>TSB4309 BPW Eco Disc Brake</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Overslung</td>
<td>Standard Underslung</td>
</tr>
<tr>
<td>BL-28</td>
<td>BL-29</td>
</tr>
</tbody>
</table>

Main Guide Pin (i.e., Longer Pin) to be positioned to bottom.

<table>
<thead>
<tr>
<th>120MM SQUARE AXLE BEAM</th>
<th>TSB3709 BPW Eco Disc Brake</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Overslung</td>
<td>Standard Underslung</td>
</tr>
<tr>
<td>BL-32</td>
<td>BL-33</td>
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</table>

Main Guide Pin (i.e., Longer Pin) to be positioned to bottom.
## Specifications

### Axle Model

<table>
<thead>
<tr>
<th>AXLE MODEL</th>
<th>HUB</th>
<th>AXLE BEAM</th>
<th>Normal Track on Ground (mm)</th>
<th>Nominal Track on Drum (mm)</th>
<th>Normal Track on Ground (mm)</th>
<th>Nominal Track on Drum (mm)</th>
<th>BOOSTER LOCATION (Drawing No.)</th>
<th>BOOSTER LOCATION (Drawing No.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHZM10110-15</td>
<td>Dual 10 Stud 355mm pcd</td>
<td>1200 x 15mm</td>
<td>1,825 with steel wheels</td>
<td>1,840 with alun wheels</td>
<td>1,807</td>
<td>BL-28</td>
<td>12,000</td>
<td>10,000</td>
</tr>
<tr>
<td>SHZB10110-15</td>
<td>Dual 10 Stud 285mm pcd</td>
<td>1200 x 15mm</td>
<td>1,825 with steel wheels</td>
<td>1,840 with alun wheels</td>
<td>1,807</td>
<td>BL-28</td>
<td>12,000</td>
<td>10,000</td>
</tr>
<tr>
<td>SHSM10110-15</td>
<td>Single 10 Stud 355mm pcd</td>
<td>1200 x 15mm</td>
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<td>2,063 with alun wheels</td>
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<td>10,000</td>
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<tr>
<td>SHSA10110-15</td>
<td>Single 10 Stud 285mm pcd</td>
<td>1200 x 15mm</td>
<td>2,053 with steel wheels</td>
<td>2,063 with alun wheels</td>
<td>2,040</td>
<td>BL-30</td>
<td>12,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

### Tare Weights and Dimensions

- Axle capacity: Above figures are for vehicles travelling at 105 km/h, with axles mounted at 980mm spring centres on spring suspensions, and 950mm centres on BPW airbag suspensions.
- 10 Stud Axles: Are supplied with wheel nuts to suit ISO spigot aligned wheels.
- For 10 stud 285 dual alloys the standard wheel hole diameter 26mm is required.
- For 10 stud 335 dual alloys the wheel hole diameter of 32mm or 33mm and BPW sleeved axle nuts are required.

### Lubrication

- ECO Li-Plus semi-synthetic long life bearing grease.

### Slack Adjuster

- BPW manual slack adjuster fitted as standard, BPW ECO-Master automatic slack adjusters optional.

### Spider Hubs

- Not available for single tyres and not for disc brakes.

### Axle Capacity

- Above figures are for vehicles travelling at 105 km/h, with axles mounted at 950mm centres on BPW airbag suspensions.

### Camshaft Locations

- Note the standard booster locations listed above may not suit all suspension configurations. Other booster location options are available. Refer booster location chart in this brochure.

### Axle Capacity

- Above figures are for vehicles travelling at 105 km/h, with axles mounted at 980mm spring centres on spring suspensions, and 950mm centres on BPW airbag suspensions.

### Camshaft Locations

- Note the standard booster locations listed above may not suit all suspension configurations. Other booster location options are available. Refer booster location chart in this brochure.

### Spider Hubs

- Not available for single tyres and not for disc brakes.
BPW SELF-STEERING AXLES

CORNER SAFELY AND SMOOTHLY USING THE BPW SELF STEERING AXLE

The enormous advantages of the steering axle include better manoeuvrability, reduced wear on all tyres and less fuel consumption. As a result, the BPW self-steering axle is the right economical solution for delivery and distribution trailers, with operations chiefly consisting of journeys in congested metropolitan and city areas.

Conventional steering axle designs require steering stabilisers powered from an external source – this is not the case with the BPW self-steering axle. The axle beam and axle stub are connected with undulating thrust bearings via steering pivots.

When driving straight ahead the undulations in the thrust washers keep the wheels pointing straight ahead. The weight of the vehicle presses the undulating contours of the upper and lower thrust washers to keep the wheels on track. The wheels remain stable in the correct straight-ahead position.

When the semi-trailer follows the prime mover unit into a curve, the wheel caster action ensures the wheels turn in accordance with the curve radius (the thrust washers slide over one another). The self centering force generated by the thrust washers increases with axle load, which is what is required. As a result, a steering angle (of 8 to 27 deg, depending on the axle type) is achieved according to the load, and is entirely controlled by mechanical means. The link connecting the wheels uses a steering lock to prevent the wheels from steering when the vehicle is reversing.

The BPW steering axle means that the trailer corners better and more closely follows the same track as the truck. The lateral tyre forces arising are optimally distributed between all the axles, especially with a tri-axle trailer. Every axle experiences significantly lower lateral tyre forces; as a result, it has been shown that the life of the tyres on the front axle and the rear axles increases dramatically on a tri-axle trailer when fitted with a steer axle.

The BPW-developed undulating pressure bearing system is both low maintenance and rugged due to its simplicity. The BPW self-steering axle is available with a range of BPW brake systems, and to suit single or dual tyres. Self-steering axles must be fitted in axle groups that have non-steering axles as well, a maximum of one self-steering axle can be fitted on a tandem or triaxle group, and up to two self-steering axles can be fitted on a quad axle group.

**BPW SELF STEERING TRAILER AXLES 9 to 12 tonne AUSTRALIAN RANGE**

<table>
<thead>
<tr>
<th>BPW MODEL RANGE</th>
<th>TO SUIT TYRE SIZE</th>
<th>BRAKE MODEL</th>
<th>BRAKE TYPE</th>
<th>BRAKE SIZE</th>
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<tbody>
<tr>
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<td>SMML Series</td>
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<td>Disc</td>
<td>Ø430mm</td>
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<tr>
<td>SKMML Series</td>
<td>19.5&quot;</td>
<td>TSB3709</td>
<td>Disc</td>
<td>Ø370mm</td>
</tr>
</tbody>
</table>

**AXLE BEAM OPTIONS**
- 120mm Square Solid
- 150mm Square Hollow
- Spider

**HUB OPTIONS**
- 10 stud 225mm pod
- 8 stud 275mm pod
- 10 stud 335mm pod
The axle load capacities given are for axles installed with conventional spring suspensions at the nominated spring centres and should be regarded as maximum figures at 105km/h.

The following increases are permissible at reduced speeds:
- Maximum speed 40km/h plus 10%
- Maximum speed 25km/h plus 25%
- Maximum speed 10km/h plus 40%

When the axle is installed with other suspension types, axle capacity may change. Axle capacity may also be affected by changing the spring centres.

Alternative Axle Tracks are available to special order.

BPW ADR APPROVAL NUMBERS
BPW brakes conform to ADR38/04

<table>
<thead>
<tr>
<th>BRAKE SIZE/MODEL</th>
<th>ADR APPROVAL NO.</th>
<th>APPLICATION</th>
</tr>
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<tbody>
<tr>
<td>Ø420x180 Drum SNA218</td>
<td>5916</td>
<td>Axles for 20”/22.5” wheels up to 12 tonne capacity</td>
</tr>
<tr>
<td>Ø420x200 Drum SNA220</td>
<td>25474</td>
<td>Axles for 20”/22.5”/24” wheels over 12 tonne capacity</td>
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<tr>
<td>Ø300x200 Drum SN3020</td>
<td>14999</td>
<td>Axles for 19.5” wheels</td>
</tr>
<tr>
<td>Ø360x200 Drum SN3620</td>
<td>10195</td>
<td>Axles for 19.5” wheels</td>
</tr>
<tr>
<td>Ø370 Disc TSB3709</td>
<td>25677</td>
<td>Axles for 19.5” tyres</td>
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<tr>
<td>Ø430 Disc TSB4309</td>
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<td>Axles for 20”/22.5” tyres</td>
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### Australian Range

#### Standard Overslung

<table>
<thead>
<tr>
<th>AM/-D30</th>
<th>BPW 120mm Square Axle Beam</th>
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<tbody>
<tr>
<td><strong>Ride Height (Range) (mm)</strong></td>
<td><strong>Laden (mm)</strong></td>
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<tr>
<td>375-395</td>
<td>395</td>
</tr>
<tr>
<td><strong>Capacity (kg)</strong></td>
<td><strong>Tare Weight / Axle Module (kg)</strong></td>
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<tr>
<td>9,000</td>
<td>145</td>
</tr>
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</table>

| **Ride Height with Axle lift (mm)** | **Height Without Air** |
| 375 | 375 |

#### Austin Range

<table>
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<tr>
<th>AU/-D30K</th>
<th>BPW 120mm Square Axle Beam and BPW Disc Brake</th>
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<tr>
<td><strong>Ride Height (Range) (mm)</strong></td>
<td><strong>Laden (mm)</strong></td>
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<tr>
<td>210-250</td>
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<tr>
<td><strong>Capacity (kg)</strong></td>
<td><strong>Tare Weight / Axle Module (kg)</strong></td>
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### Australian Range

#### Standard Underslung

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| **Ride Height with Axle lift (mm)** | **Height Without Air** |
| 375 | 375 |

#### Austin Range

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<th>AU/-D36</th>
<th>BPW 120mm Square Axle Beam and BPW Disc Brake</th>
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<tr>
<td><strong>Capacity (kg)</strong></td>
<td><strong>Tare Weight / Axle Module (kg)</strong></td>
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<td>9,000</td>
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SPECIAL CONFIGURATIONS

### TECHNICAL SPECIFICATIONS

- **Tare weight** includes axle seats. Add 7kg per axle for catchstraps axle restraints. For piping kit with 60 litre air tank add 25kg per suspension group.
- **Ride height** is measured from centre of the axle vertically up to the top of the hanger.
- **Axles** that are suitable for BPW Heavy Duty air suspensions are: BPW 120mm square beam axles; BPW 150mm square beam axles.
- Special configurations of BPW air suspensions are available to suit specialist trailer needs. For more details please contact your nearest BPW Transpec office.

**NOTE**

The BPW Air Suspension Technical Specifications included in this brochure are correct at the time of publication. Changes to the BPW Air Suspension Technical Specifications may occur in future in conjunction with ongoing BPW product development.

**Drawbar hangers** are available for most of the BPW Heavy Duty suspensions, which includes tapered bushes and pin to attach a hinged drawbar.

### Drawbar Hangers

- **AO/-D30**
  - BPW 120mm Square Axle beam
  - **Ride Height (Range)** (mm): 285-335
  - **Ride Height with Axle Lift (mm)**: 315-335
  - **Height Without Air (mm)**: 200
  - **Capacity (kg)**: 191
  - **Tare Weight/Module (kg)**: 16
  - **Drawing Number**: AU-0016FA

- **AU/-D30**
  - BPW 120mm Square Axle beam
  - **Ride Height (Range)** (mm): 280-335
  - **Ride Height with Axle Lift (mm)**: 305-335
  - **Height Without Air (mm)**: 205
  - **Capacity (kg)**: 164
  - **Tare Weight/Module (kg)**: 9
  - **Drawing Number**: AU-0014

- **AO/-D36**
  - BPW 120mm Square Axle beam
  - **Ride Height (Range)** (mm): 280-335
  - **Ride Height with Axle Lift (mm)**: 305-335
  - **Height Without Air (mm)**: 205
  - **Capacity (kg)**: 164
  - **Tare Weight/Module (kg)**: 9
  - **Drawing Number**: AU-0014

- **AU/-D36**
  - BPW 120mm Square Axle beam
  - **Ride Height (Range)** (mm): 280-335
  - **Ride Height with Axle Lift (mm)**: 305-335
  - **Height Without Air (mm)**: 205
  - **Capacity (kg)**: 164
  - **Tare Weight/Module (kg)**: 9
  - **Drawing Number**: AU-0014

### Tare Weight

- **Includes axle seats. Add 7kg per axle for catchstraps axle restraints. For piping kit with 60 litre air tank add 25kg per suspension group.**

### Capacity

- **mx**
  - **Tare Weight/Module (kg)**: 9
  - **Drawing Number**: AU-0016FA

### Additional Information Axles
BPW HEAVY DUTY AIR SUSPENSIONS

BPW offers a comprehensive range of trailer air suspensions designed to perform under various operating conditions, from low tare weight configurations for highway applications to heavy duty off-road models up to 14 tonne per axle capacity. BPW air suspensions are ADR approved and have been customised to suit Australian conditions. BPW axle/air suspension systems are available to suit various tyre sizes, trailer lengths and widths.

BPW was first to introduce a fully integrated axle, air suspension and braking system – all designed and engineered by BPW to work in harmony with unsurpassed component compatibility and performance.

BPW AIR SUSPENSION SYSTEMS - DESIGNED TO STAY ON THE ROAD
Making trailer running gear systems even safer, lighter and more maintenance-friendly continues to be the driving force behind the BPW design and development activities.

TOUGH TESTING UNDER EXTREME CONDITIONS
BPW carries out testing in its test and development centre at company headquarters in Wiehl, where BPW has a 12-channel module test rig. On a real-time basis all possible sources of stress on complete running gear systems in road operation – such as vertical, shear and longitudinal forces or braking, steering and pitching moments – are perfectly simulated and analysed.

In the testing process, six massive clamping supports, made of welded steel plates, grip the trailer’s suspension frame on all sides like colossal pincers. The machine puts the test object through up to 40 movements per second; until now this kind of testing has been applied only to passenger cars.

The BPW Heavy Duty airbag suspension range is well proven, and is recommended for on/off road conditions. For decades the BPW O, OM and OT models have been refined to an almost ‘bullet-proof’ status in extreme operating conditions both here and overseas. BPW Heavy Duty airbag suspensions are characterised by double-leaf 100mm wide trailing arm springs, heavy duty fabricated hangers, cable catch straps and the large BPW Type 36 airbags, all supplied as standard equipment.

FEATURES AND BENEFITS OF BPW HEAVY DUTY AIR SUSPENSIONS:

- Robust design
- Excellent stability characteristics and optimum roll resistance
- Flexible trailing arm offers best possible wheel control, safer driving characteristics with reduced stress on the trailer chassis
- Highest driving comfort and sensitive ‘soft-ride’ handling of the cargo
- Easy to service - thanks to modular design
- Easy to install
- Reduced tyre wear due to the axle control of the steel-rubber-steel bushes
- Optimum axle load equalisation
- National off-the-shelf genuine spare parts for minimal downtime

(Available with either BPW drum or disc brake technology).
Wherever the conditions pose a challenge and the next workshop cannot be reached, BPW mechanical suspension comes into its own. This is because the VB suspension has been constructed in such a way that it can also cope with difficult road conditions and can be quickly and easily repaired, should this be required. Furthermore, the latest generation possesses an optimised bushing of the connecting rods and low-wear, long life wear plates. Assembly and, in particular, track setting have however also been made even easier by employing tried and tested technology from the high-volume BPW air suspension series. The precise track setting as well as optimum positioning of the connecting rods, after all, ensure less tyre wear and therefore even more cost-effectiveness.

NOTE
The BPW Air Suspension Technical Specifications included in this brochure are correct at the time of publication. Changes to the BPW Air Suspension Technical Specifications hereewith may occur in future in conjunction with ongoing BPW product development.

TECHNICAL SPECIFICATIONS
Tare weight includes axle seats. Add 7kg per axle for catchstraps axle restraints. For piping kit with 60 litre airtank add 25kg per suspension group.
Ride height is measured from centre of the axle vertically up to the top of the hanger.

Drawbar hangers are available for most of the BPW Heavy Duty suspension range, which includes tapered bushes and pin to at least a hinged drawbar.
Capacity is given as kg per axle module for suspensions fitted at 950mm spring centres on BPW axles fitted with dual tyres.
Axle restraints: Cable catchstraps are supplied as standard on Heavy Duty suspensions.
Axles that are suitable for BPW Heavy Duty air suspensions are:
BPW 120mm square beam axles; BPW 150mm square beam axles.
Special configurations of BPW air suspensions are available to suit specialised trailer needs. For more details please contact your nearest BPW Transpec office.

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Special configurations of BPW air suspensions are available to suit specialised trailer needs. For more details please contact your nearest BPW Transpec office.
ADDITIONAL INFORMATION
AIR SUSPENSIONS

BPW offers a range of air suspension models which are optimised to suit a large variety of operating conditions. The new BPW Airlight II range suits highway conditions and supersedes the AL and SL range. The Heavy Duty range of O, OM and OT models continue to cover more extreme road conditions and for axle loads up to 12 tonne. BPW also offers an extra heavy duty suspension with axle loads up to 14 tonne for mining operations.

MODULAR SYSTEM
BPW airbag suspensions have been designed with the philosophy that equipment must have lowest possible whole-of-life costs. The similarities between BPW and other brand air suspensions are only superficial, the many differences are in the details of suspension component design and selection, and quality of workmanship, the small things that are all important when adding up the total cost of the running gear over the life of the vehicle.

SOFT RIDE CHARACTERISTICS
Because the BPW airbags are fitted further behind the axle than with other suspensions, the ride characteristics of the BPW trailer air suspension delivers superior driver comfort and increased freight protection. The trailer’s structural fatigue is reduced as well as lowering the stress on the road surface and the tyres.

HEAVY DUTY SHOCK ABSORBERS
The BPW trailer suspension uses purpose-built, heavy duty, high efficiency shock absorbers, with high oil volumes keeping operating temperatures to a minimum, therefore maintaining dampening performance, extending service life and tyre life.

AIRBAGS
The outstanding ride characteristics of the BPW airbag suspension are due in most part to the airbags themselves. BPW uses rolling-lobe airbags because of their spring characteristics. They roll neatly over the piston during compression. BPW airbags are firmly crimped into the top plate and are bonded onto the clamping plate at the bottom by vulcanisation, which means they are guaranteed to be air-tight. The bump-stop, integrated onto the bottom plate, protects against damage when the bags are vented. The piston is made from a sturdy glass-fibre reinforced plastic with a steel support to give reduced weight and resistance to corrosion.

STEEL–RUBBER–STEEL BUSHES
BPW long-life steel-rubber-steel bushes offer low maintenance mounting of the trailing arm. The axle is precisely located which improves handling and tracking and therefore both tyre wear and operating costs are reduced.

HANGER BRACKETS
BPW air suspension hanger brackets transfer all control, braking and acceleration forces from the axle to the trailer frame. BPW air suspensions are offered with a variety of hanger options. Various heights are also available to give trailer designers the freedom to optimise their choice of designs. BPW hangers are offered in both alignable and non-alignable configurations depending on the suspension model.

SERVICEABILITY
The BPW trailer air suspension has been designed to be service friendly with ease of access to all major components, as well as a high degree of parts interchangeability between suspension models. Reduced downtime and higher vehicle utilisation is the result.
BPW AXLE LIFT

REDUCE YOUR OPERATIONAL COSTS WITH BPW AXLE LIFT

As an option, multi-axle trailers can be equipped with an axle lift. Operators have found that the benefits of the BPW Axle-Lift include reduced fuel consumption, improved brake balance when unladen and reduced tyre wear.

The Axle-Lift Systems are available with ‘side-lift’, ‘centre-lift’ or double booster-style side lift configurations, to suit the particular trailer application and can be installed on up to two axles of the tri-group. All BPW Axle-Lift Systems comply with current ADR requirements and are supplied as standard with fully automatic pneumatic controls which lifts and lowers the Lift Axle(s) at the legally prescribed axle loads. The system has an ‘off’ switch located in a lockable enclosure as stipulated by the ADRs.

When fitted to a trailer with BPW EBS the Lift Axle(s) is/are controlled by the EBS and again is lifted and lowered automatically at the legally prescribed axle loads. An ‘off’ switch in a lockable enclosure is also provided. The BPW Axle-Lift System is simple to use and can be fitted to most BPW trailer airbag suspensions, in both the ‘Highway Series’ Airlight II range and the on/off road ‘Heavy Duty’ range.

PNEUMATIC CONTROL KIT

The BPW Airbag Suspension pneumatic control system employs a single high flow height control valve to ensure pressure equalisation giving a constant ride height for all load conditions. BPW Air Suspensions are supplied with a complete pneumatic control kit.

TYPICAL BPW PNEUMATIC CONTROL SYSTEM

RAISE & LOWER SYSTEM

BPW offers a raise/lower valve system which enables the height of the trailer to be matched to various dock levels, saving costly loading/unloading times.

RESET-TO-RIDE

BPW Transpec also offers an optional ‘reset-to-ride’ raise/lower system, which automatically resets to ride height once the trailer brakes are activated. This function can be incorporated into the Transpec EBS system when fitted.
BPW TURN TABLES WITH DOUBLE BALL RACE

Compared to conventional, single-row systems, BPW turntables are characterised by the high-quality feature of a double ball race to guarantee optimum distribution of the axial and radial forces that arise. The rigid front axle of the drawbar trailer on turntable drawbar trailers is steered using a pivot mounting with a turntable and drawbar. The turntable establishes the connection between the vehicle subframe and the pivot mounting. BPW turntables generally have two rows of ball bearings. This special design ensures you are provided with better transmission and therefore longer operating times as well as being much more wear-resistant.

THE BENEFITS OF BPW TURN TABLES:

- **Optimum force transmission**
  BPW turntables have one axial and one radial ball race between the upper and lower rings.
  - The vertical loads acting on the turntable are absorbed by the larger axial ball race.
  - The horizontal forces are absorbed by the smaller radial ball race.
  - The torque loadings arising from braking and centrifugal force are absorbed in the interplay between the two ball races.
  - The radial ball race retains the upper and lower rings in place

- **Absolute functional reliability**
  - The design principle guarantees the greatest possible safety, because the acting axial and radial forces are transmitted onto the two ball races separately.
  - The special selection of material and production processes achieves the highest quality.
  - The turntable sections made from high-strength steel are cold formed, butt welded and heat treated. Turntables can be used even under extreme conditions.

- **Economy through long service life**
  BPW turntables guarantee a minimum of downtime due to their long service life.
  - The ball race is secured under load by the axial ball race.
  - The space inside the turntable is provided with long-lasting protection against dust and dirt by a labyrinth seal.
  - The sum of all these advantages ensures reliability, freedom of movement and the highest possible service life.
  - Reliable axial loading of 5 to 30 t
  - Drilled or non-drilled options
  - Optimum distribution of axial and radial forces occurring due to doubled row of all bearings
  - Crown mouldings made of heat-formed, butt-welded, calibrated, high-strength steel
  - Protection of the rim interior against dust and dirt through heat sealing
  - Wear-resistant due to low roll depth of the load-carrying balls and increasing hardening of the ball track under stress
  - Less sensitive to short-term overloading
### STANDARD PRODUCT RANGE

#### BPW TURNTABLE = DRILLED\(^1\)\(^2\)  
#### BPW TURNTABLE = UNDRILLED  
#### UPPER RING  
#### LOWER RING  
#### BOLTS PER RING

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<th>Type</th>
<th>BPW no.</th>
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\(^1\) Special versions on request.  
\(^2\) See figures for hole patterns.  
\(^3\) Only used for semi-trailer coupling.  
\(^\) Permitted axial load = static axial load over the stemmed axle which acts on the turntable. Subject to modifications!
BPW LANDING LEGS

ADVANTAGES OF BPW LANDING LEGS

ROBUST
The right choice for use in heavy jobs thanks to the multi-hole bolt-on plate and reinforced connecting shaft. All of this with built-in safety as well, all BPW landing legs are checked in an endurance test before dispatch.

SIMPLE
The multi-hole bolt-on plate makes installation simple. The low crank forces ensure less operator fatigue during operation.

ECONOMICAL
Advantages which pay off: BPW landing legs are comparatively light and the first choice when every kilogram of payload counts. Long-term greasing with ECO-Li 91 means the BPW landing legs do not need maintenance for 3 years. In addition, it will impress with low wear level and superior corrosion protection.

BPW LANDING LEGS

<table>
<thead>
<tr>
<th>Length M</th>
<th>Dimension M</th>
<th>Dimension G</th>
<th>No. of Mounting Holes</th>
<th>Landing Leg Kit</th>
<th>Kit Components Part Numbers</th>
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<tbody>
<tr>
<td>700</td>
<td>400</td>
<td>430</td>
<td>7</td>
<td>023710KIT700S</td>
<td>02.3710.63.00 Geared leg with S type foot</td>
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<td></td>
<td>02.1404.31.00 Handle 450mm</td>
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<td>02.4307.10.01 Connecting shaft max. 1,500mm</td>
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<td>800</td>
<td>470</td>
<td>530</td>
<td>9</td>
<td>023710KIT800S</td>
<td>02.3710.33.00 Geared leg with S type foot</td>
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<td>02.3710.32.00 Non geared leg with S type foot</td>
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<td>02.1404.31.00 Handle 450mm</td>
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<td>02.4307.10.01 Connecting shaft max. 1,500mm</td>
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<tr>
<td>850</td>
<td>520</td>
<td>580</td>
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<td>02.3710.42.00 Non geared leg with S type foot</td>
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<td>02.1404.31.00 Handle 450mm</td>
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<td>02.4307.10.01 Connecting shaft max. 1,500mm</td>
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Please note: Landing legs are supplied as landing leg kits. When ordering spare parts, please use the individual Kit Components Part Numbers.

SUPPORT FEET (WITHOUT LANDING LEGS)

<table>
<thead>
<tr>
<th>S TYPE</th>
<th>T TYPE</th>
<th>A TYPE</th>
<th>R TYPE</th>
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</thead>
<tbody>
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<td>02.3710.01.00</td>
<td>02.3710.00.00</td>
<td>02.3710.03.00</td>
<td>02.3710.02.00</td>
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</tbody>
</table>

BPW Part Number

Please Note: S Type feet are supplied with all kits as standard. Other feet types available on request.
Arrive safely and reduce costs with genuine BPW parts. Genuine BPW parts undergo continuous development and offer you the security of knowing that they are designed exactly for your trailer chassis and suspension system. As ‘duty-of-care’ and ‘corporate compliance’ become more important in the running of a business, genuine BPW parts offer peace of mind, with the knowledge that the ongoing safety and legislative compliance of the vehicle is maintained.

BPW GENUINE SPARE PARTS:
- are produced in-house with tested OEM quality assurance.
- offer long service life
- offer shorter repair times due to spare parts availability throughout Australia
- are more economical in the long run.
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