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OPERATION OF THE BPW LL SELF-STEERING AXLE



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TRAILER CONNECTIONS:

- 1) Ensure that the electrical suzie connections have been made correctly from the trailer to the tractor unit via the ISO7638, and/or 24N an 24S plugs.
- 2) Ensure that the air connections (service and emergency) have been made correctly from the trailer to the tractor unit via the couplings and that the air suspension is at normal ride height.
- 3) Connection of the emergency suzie (red) will normally activate the self-steering axle into steering mode. Steering mode is automatically activated until such time that:
 - a) The emergency line is disconnected.
 - b) Reverse gear has been selected.
 - c) Manual override (if fitted) has been engaged.



NOTE: The valve is shown in the open position, i.e., for normal forward driving.

Typical manual override valve

DRIVING MODE - FORWARD

BE AWARE - Whilst driving, observe the following:

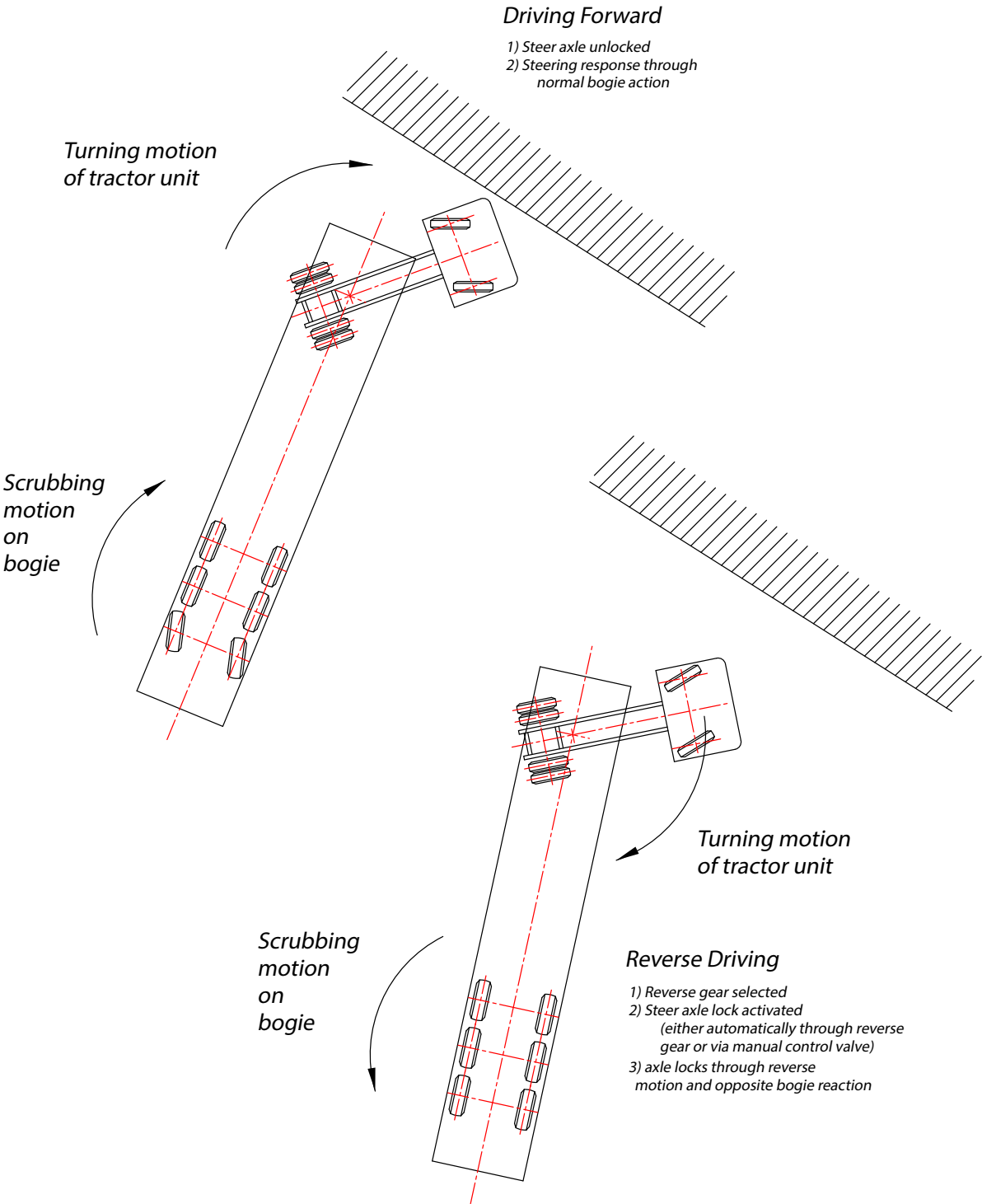
- a) When entering a corner or junction, the trailer will follow more closely to the line taken by the tractor unit.
- b) Exaggeration of rear corner "swing out" will occur.
- c) Under normal conditions, you will gain experience operating this equipment in a relatively short period of time.

DRIVING MODE - REVERSING

BE AWARE - Whilst reversing, observe the following:

- a) Under normal operating conditions, selection of reverse gear will automatically prime the locking mechanism.
 - i) Before selecting reverse gear attempt to achieve a situation where the tractor unit and trailer are in a straight ahead position (i.e. all trailer wheels in a straight line). At this stage, selection of reverse gear will engage the locking mechanism.
 - ii) If it is not possible to align the tractor unit and trailer in a straight-ahead position, select reverse gear, select opposite steering lock and reverse the vehicle slowly to engage the steering lock - see the diagram opposite.
- b) Disengaging reverse gear automatically reverts the trailer to normal steer mode.

MANOEUVRING TO ENGAGE THE STEERING LOCK



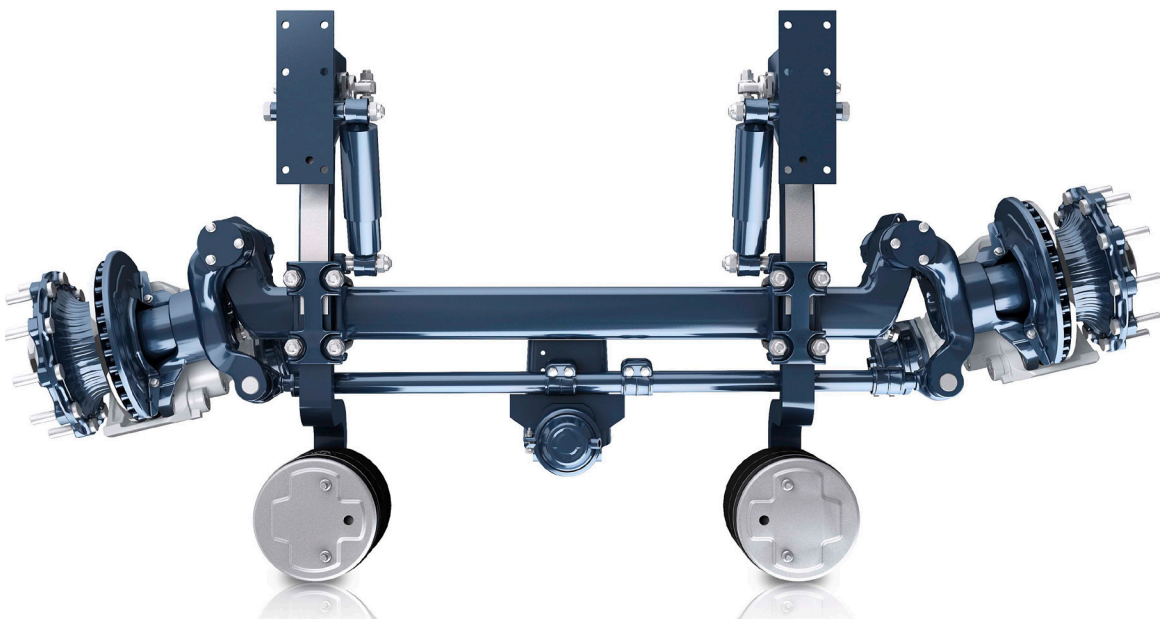
Above notes assume normal connection of air and electrical suzies.

FAULT FINDING

If the steering lock fails to engage, check the following points:

- a) Are the tractor and trailer misaligned? If so, carry out procedure as in (a. ii) above.
- b) If the steering lock has gone past the engaged position, (i.e. rear trailer wheels have gone to opposite lock whilst reversing), pull forward and repeat procedures as (a. ii) above remembering to reverse the vehicle slowly.
- c) If the tractor and trailer are in a straight-ahead position with reverse gear selected and the lock fails to engage, operate the manual override valve as in Point 3, and check to see if the lock operates.

If these fault finding procedures do not rectify the situation, consult your vehicle maintenance department.





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