

The conversion to full air-suspension comprehends:

- Disassembly of the existing leaf spring components.
- Assembly of the VB-Airsuspension air-suspension system. Contents: main leaves arms, reaction brackets, Panhard rod, shock absorbers, pneumatic components (e.g. bellows, pistons, compressor, air dryer, air tubes, and LSV-unit), electronic components (e.g. height sensor, ECU, dashboard switch and wiring harness), various fastening materials and a modified LSV-plate. All metal components are covered with a corrosion inhibitor.
- At delivery of a kit all documents (as an extensive manual, guarantee form and a manual for storage in the vehicle) needed for a thorough and reliable assembly and use will be supplied.
- When mounted by VB-Airsuspension or one of its authorized dealers the vehicle will be finished ready for use, if necessary provided with the needed inspection and inspection papers.

Options:

- ECU-adapter: With this option only the air needed for lowering the vehicle will be blown off. This will diminish the amount of time required for rising the vehicle again. After switching off the ignition the system can still be operated for one hour. In the back of the vehicle an extra switch will be placed. The ECU-adapter is highly recommended if the vehicle will be lowered/ raised frequently.
- Emergency valve: With this application an external air-supply can be used to add extra air to the system, in case of a break down of the system.

Advantages of a full air-suspension in comparison with an original suspension:

- Constant ride height: The electronic system, independent of the load, will always set the vehicle on the ride height as installed by VB-Airsuspension. This also has a positive influence on fuel consumption.
- Adjustable floor height: The set will be supplied standard with a raise and lower switch, which offers the opportunity (when the parking-brake is used) to change the height of the vehicle's rear to ease (un)loading or (de)coupling of a trailer.
- Improved road handling: The kit will contain specific shock absorbers to improve the vehicle's road handling and straight-ahead running. This will also reduce tyre wear-off.
- Better stability: Due to the unique VB-Airsuspension construction, every air-suspension system has it's own integrated stabiliser. This improves the vehicle's stability and offers the driver a safer feeling.
- More comfort: The air-suspension system more or less filters the unevenness of the road so the passengers are subjected to less energy (vibrations). This increases comfort and reduces fatigue.

Versions:

- Light: Emphasis on extra comfort. Mainly for wheelchair transportation and light, fragile goods.
- Medium: For average use of the vehicle. It offers a high comfort combined with the possibility to use the vehicle's maximum load capacity.
- Heavy: Advisable when the maximum rear-axle load is exceeded occasionally. This is recommended for car transporters or vehicles equipped with a loading platform.

Technical details:

| | Chassis cab | Van |
|--|-------------|------------|
| Original ride height (no load) | 630-670 mm | 540-580 mm |
| Original ride height (max. load) | 560-580 mm | 420-440 mm |
| Ride height with VB-FullAir | 645 mm | 520 mm |
| Height in highest position | 720 mm | 620 mm |
| Height in lowest position | 545 mm | 375 mm |
| Chassis cab: height chassis at the rear axle | | |
| Van: floor height measured on the bottom at the rear doors | | |
| Weight difference compared to original suspension | + 15 kg | + 15 kg |

The technical specifications are the standard VB-Airsuspension versions. Other specifications are on request.

VB-Airsuspension reserves the right to make changes without prior notification.

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