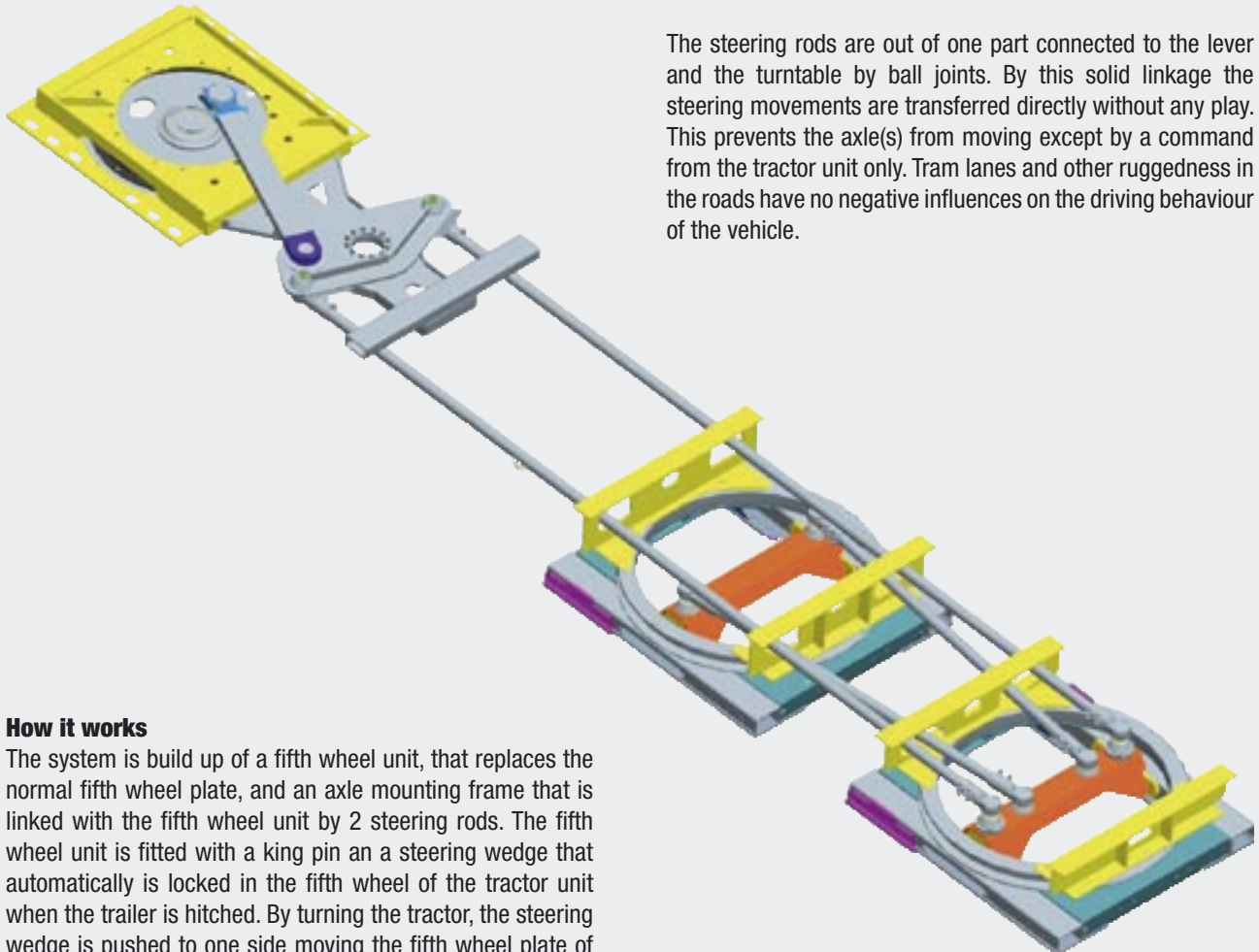


TR

The TRIDEC TR-steering system is a **mechanically operating steering system**, designed for applications in the more heavy distribution sector like (milk) collection tankers, tippers and brick carriers. The TR-system enables it to steer one to three axles also in combination with one or two fixed axles and can be applied in straight chassis or even with a step neck.



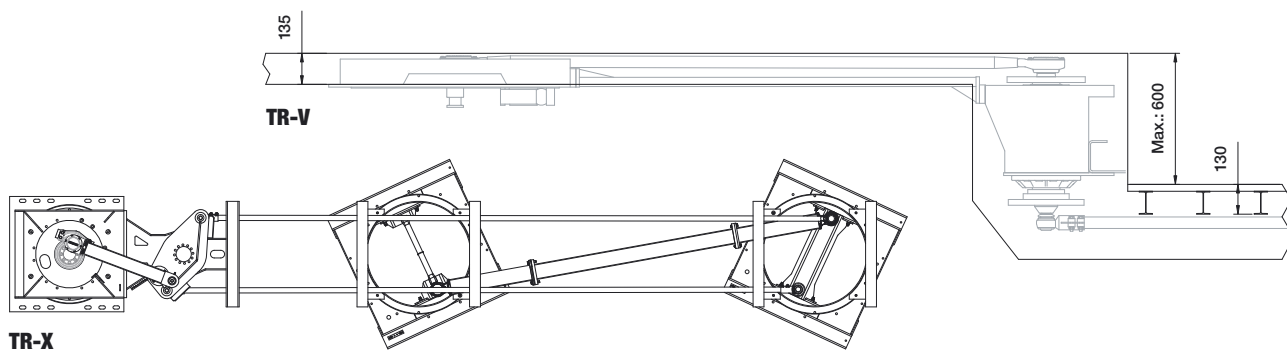
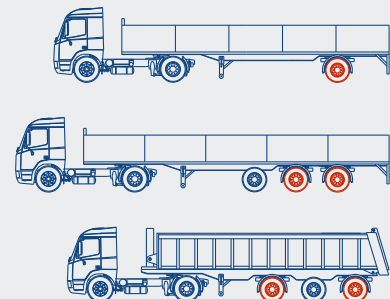
The steering rods are out of one part connected to the lever and the turntable by ball joints. By this solid linkage the steering movements are transferred directly without any play. This prevents the axle(s) from moving except by a command from the tractor unit only. Tram lanes and other ruggedness in the roads have no negative influences on the driving behaviour of the vehicle.

How it works

The system is build up of a fifth wheel unit, that replaces the normal fifth wheel plate, and an axle mounting frame that is linked with the fifth wheel unit by 2 steering rods. The fifth wheel unit is fitted with a king pin and a steering wedge that automatically is locked in the fifth wheel of the tractor unit when the trailer is hitched. By turning the tractor, the steering wedge is pushed to one side moving the fifth wheel plate of the steering system. Via a bearing journal and a steering link this movement is transferred to a lever that in turn transfers the movement via one of the two parallel running steering rods to the turntable of the most rear axle. When more axle are steered the movement is transferred to the axle(s) in front via two steering rods of this turntable.

Warranty

TRIDEC has put lots of effort in the development of the TR steering system and has been intensively tested under heavy conditions. This is why TRIDEC can offer a long lifetime of the system and a 2 year warranty.



Options

As shown in the pictures, the TR-V system can be applied in trailers with a step neck and the TR-X system in short wheelbase trailers. For more information please contact our Sales department.

Advantages

- The steering system operates when driving forward as well as driving backwards offering high manoeuvrability at all times.
- TRIDEDEC calculates the turning circle and simulates the vehicle behaviour in turns, resulting in an optimal steering angle of the axle(s) reducing tyre wear and fuel consumption.
- Using the best materials promotes a longer life time and gives less maintenance.
- Turntables that are mounted have a high quality seal and are mounted with the TRIDEDEC special bolts. These bolts do not come loose preventing premature wear of the turntable.
- The steering system is easily demounted from underneath without a hatch in the trailer floor.
- Tram lines and other ruggedness in the road have no negative influence and the driving behaviour of the vehicle.
- All TRIDEDEC steering systems are custom made. By using standard components spare parts are easily available.
- 2 Years full warranty. Please check our warranty conditions.

Technical specifications

Number of steered axles:	1 to 3 axles
Fifth wheel unit:	160 mm height
King pin loads:	standard 15 Tons Optional 18 or 24 Tons
Axle mounting frame:	100 mm height, 140 mm height
Spring centres steered axle(s):	980 mm 1200 and 1300 mm with super single tyres
Chassis centre:	980 mm 1200 mm 1300 mm
Weight:	1 axle steered 858 kg* extra axles 332 kg* each
Certification:	EEG-Guidelines 70/311 and 94/20, RDW-nr. 56210050

(* depending on configuration)

When mounting a TRIDEDEC steering system approximately 200 kg of the original parts on the standard trailer will decay. Those parts will be replaced by TRIDEDEC steering parts.

- The Company pursues a policy of continuous product improvement and it reserves the right to make changes to these specifications, without notice.
- Figures are given as a guide only; actual specifications will depend on customer preference and the application.
- No rights may be derived from the contents of this brochure.



TRIDEDEC is ISO 9001:2000 certified.

- Mechanical and hydraulic truck and trailer steering systems
- Special suspensions



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