

- Outstanding manoeuvrability
- Superior handling
- Enhanced stability



AIRTEK's unique design provides stability, improved ride and reduced maintenance over standard suspensions for transit bus applications. AIRTEK®, combined with STEERTEK NXT axle, forms a torsion system to increase roll stability for improved handling and control, particularly in applications requiring high center of gravity (CG) configurations. Opposing suspension linkages converge with the vehicle CG to keep the vehicle level and eliminate brake dive, allowing for improved steering kinematics. The innovative V-box system does not require sway bars and associated linkages, reducing wear components and complexity.

***Protect What Matters...with Hendrickson***

To learn more about AIRTEK,  
call Hendrickson or visit our global  
websites for additional information.

# AIRTEK® For Transit Bus – Features and Benefits

## STEERTEK Fabricated Axle

- Drop center axle to allow for low floor chassis applications
- Compatible with a variety of approved brake types
- Vertical axle travel of 152mm allows for superior ride

## Fabricated Stanchions

- Fabrication process allows for significant weight savings over heavy castings
- Reduces overall tooling cost and easily adjustable for multiple chassis platforms

## Large Volumetric Air Springs

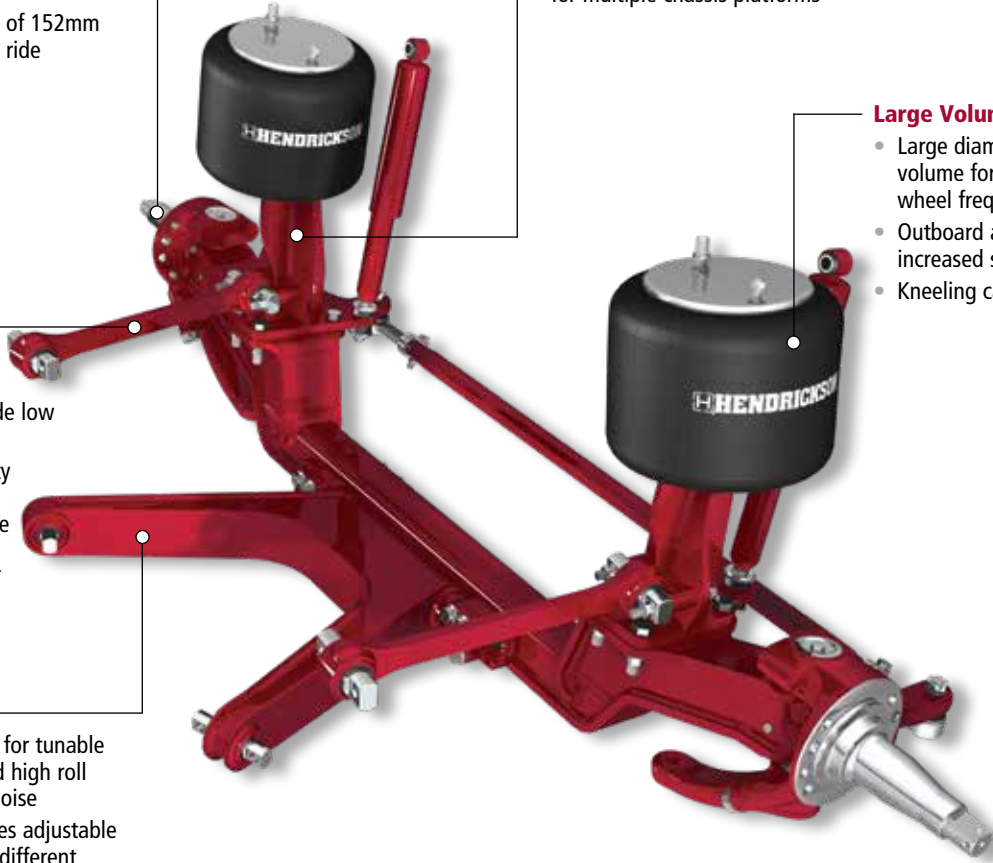
- Large diameter allows more volume for improved ride and wheel frequency
- Outboard air springs provide increased stability
- Kneeling capability

## TRAXX ROD®

- Zero Torsion Bushings help protect against road inputs and provide low vertical spring rates
- Severe- and heavy-duty design offers up to 5 times the performance life of conventional double shot bushings\*

## V-Box Components

- Lobed bushing allows for tunable roll characteristics and high roll stiffness, limits road noise
- Fabricated box provides adjustable connection points for different frame configurations
- Eliminates need for sway bar and serves as a torsion system for enhanced roll stability



## Integrated Design

- Allows optimised steering geometry for reduced bump steer and wheel kick



\* Based on internal testing of bushing walkout, retention and durability.

All applications must comply with applicable Hendrickson specifications and must be approved by the respective vehicle manufacturer with the vehicle in its original, as-built configuration.

For additional details regarding specifications, applications, capacities, and service maintenance instructions, contact Hendrickson.

Actual product performance may vary depending upon vehicle configuration, operation, service and other factors.

Call Hendrickson or visit [www.hendrickson-bus.com](http://www.hendrickson-bus.com) for additional information.



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