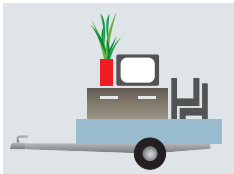
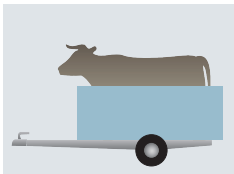


Hexagonal Rubber Suspension with independent suspension

✓ Your Advantage
For protective and safe transportation

The AL-KO hexagonal rubber suspension has been developed to provide:

- Improved driving comfort and driving safety for the car/trailer
- Protective transportation of certain fragile goods such as furniture, electronic parts, animals or hazardous substances
- Stress free driving



Special AL-KO axle profile characteristics

More driving comfort due to greater spring deflection

AL-KO achieves the greatest spring deflections in comparison with all rubber suspension axles. We do not squeeze the rubber in the deflection process but rather give it room to work.

More driving comfort thanks to softer suspension

The special AL-KO hexagon rubber suspension also gives us the opportunity to design the suspension softer than other rubber suspension systems. The rule of thumb here is the soft spring settings for the automotive industry, to which we are the closes of all rubber suspension systems (Source: Test University Ravensburg).

More driving safety thanks to high self-damping

A decisive criterion in respect of the suspension of an axle is the self-damping, ie the suspension must stabilise again as soon as possible. Here we also achieve the best self-damping of all rubber suspension axles.

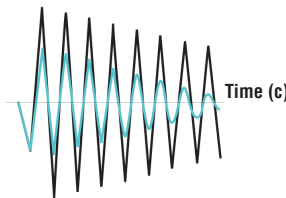
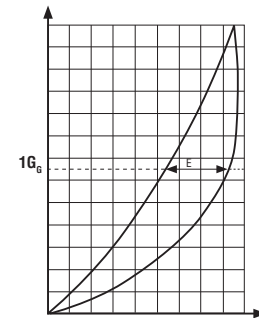


The independent suspension means that each road wheel has its own suspension

Road unevenness thus only affects the side where it occurs.

The suspension is maintenance free and thus saves the consumer service and maintenance costs.

No possible damage to the wheel box housing due to the design of the swing arm.



AL-KO Axles Bodywork regulation



Wheel housing dimensions:

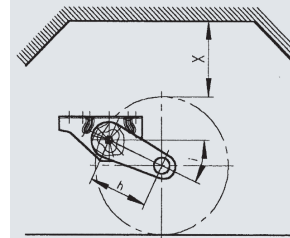
- Technology**
- Trailing link axle (rubber and steel)
- Swing arm length: from 130 mm - 200 mm (Dim. h)
- Swing arm setting: 0° - 35° (Dim. i)

Technical Information

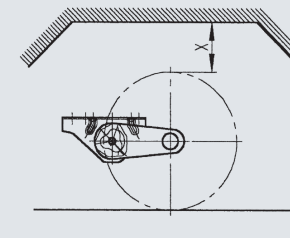
For Delta axle wheel housing dimensions, please contact AL-KO.

Wheel Housing Clearance = Measurement X mm

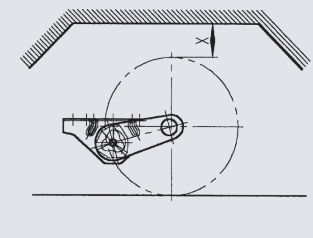
Swing arm length h	Minimum Measurement ~ x	Permissible Weight ~ X	Maximum Compression ~ x
130	110	60	20
145	120	70	20
160	130	80	20
175	140	85	20
200	150	90	20



Position 1 - Unloaded position
i.e. Axle not deflected



Position 2 - Loaded position
i.e. Axle inserted and fully loaded
(= gross trailer weight)



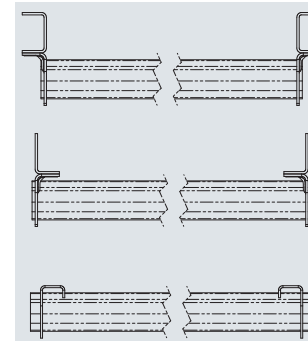
Position 3 - Maximum deflection

Bodywork regulation for frame:

AL-KO axles are equipped with different axle bracket versions. Please consider that the vertical crosspiece of your main-frame has to be positioned directly on the vertical crosspiece of the axle bracket (see graphics).

In case of non-observance damage may cause accident.

Axle bracket versions



For axles with higher axle bracket we recommend to weld support brackets additionally.

Axles