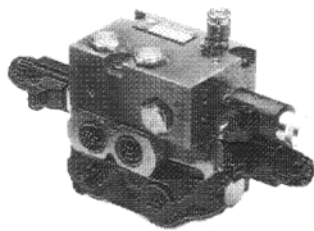


RBL - EHS

Electronic-Hydraulical Steering System

Comparison to conventional displacement steering systems

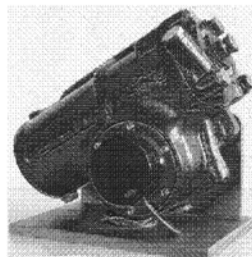
- Synchronization of the hydraulic system (wheel position) before driving is not necessary
- Compact design - no displacement cylinder needed at the steering gear of the front axle
- Constructive variabilities with drop frame vehicles
- Improved emergency steering behaviour as the steered rear axle is mechanically decoupled from the front axle
- No enlargement of the front axle steering gear needed due to the reduced steering forces
- No hydraulic pipework along the vehicle, small and solid hydraulic units can be mounted near the steered rear axle



Compact sized proportional hydraulic unit (314 x 118 x 175 mm) in reliable disc valve technology
Simple hydraulic supply with a fixed displacement pump

Rugged design for reliability and durability in rough applications

Integrated redundant safety angle transducer for direct measurement of the actual angle of the front axle



Free parameter programmable safety steering computer

PC-Service Software for EOL-programming, diagnostics, start-up and alignment procedures

CAN bus for data transfer to other devices e.g. gear control, driver's place etc.



- Adaption of the steering characteristic to the vehicle speed; at high speed the rear axle is centered in order to improve the tracking
- High manoeuvrability with four/six wheel and diagonal steering (crab steering)
- Switching to crab steering mode just-in-time possible (displacement system needs time for turning the wheels in mid position, make synchronization and switch the valve)
- Special automatically operations for military vehicles
- Due to the integrated diagnostic software errors or defective components can be located
- The safety steering system meets the demands of the EN 954-1, category 3 respectively DIN 19250, category 4 and is permitted from the EC