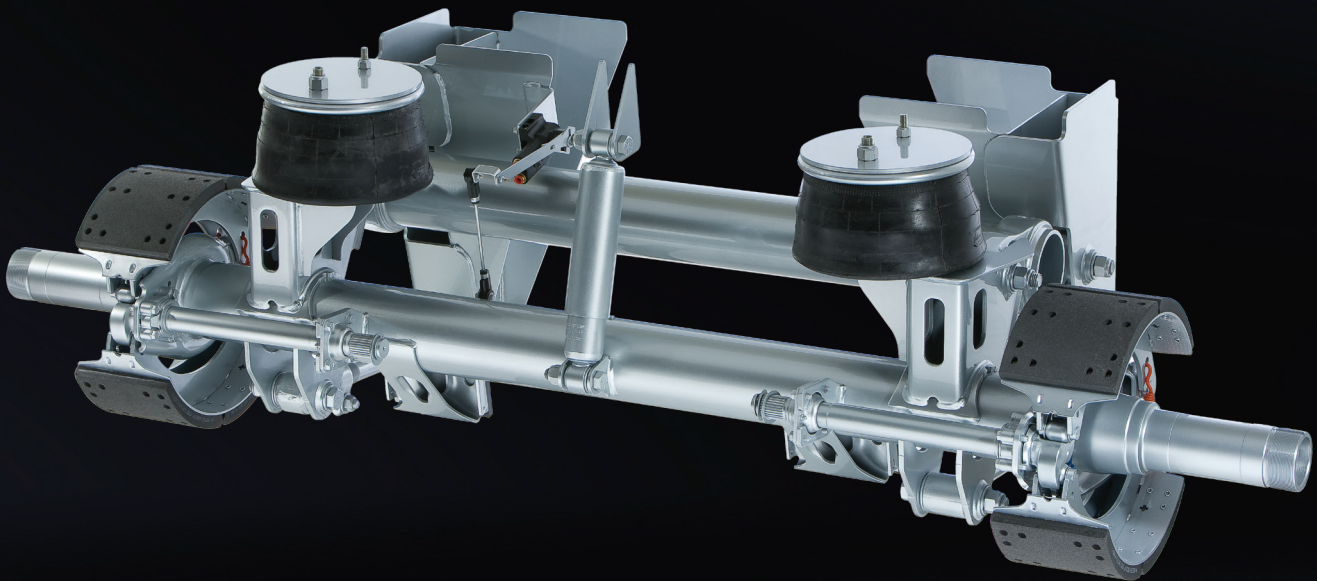


RIDSENTRY™ SINGLE-AXLE AIR SUSPENSION

The innovative design concepts that have made the RideSentry Sliding Tandem Air Suspension the premier choice of the linehaul industry have now been brought to the less-than-truckload marketplace in the new RideSentry Single-Axle Air Suspension.

FEATURES AND BENEFITS

- Premium parallelogram benefits:
 - No dock walk by design
 - Air spring directly over axle provides 100% air ride for exceptionally smooth ride
 - No fore aft movement eliminates backslap, increasing driver comfort
- Upper control arm provides unmatched roll stability and eliminates induced steer
- Premium bonded rubber bushings with steel thrust washers
- Compatible with popular Cummins-Meritor axle products
- Customer support through Cummins-Meritor's OnTrac customer service center. The OnTrac team is staffed with product experts dedicated to assisting dealer, fleet and end-user customers with diagnostics, technical support and warranty guidance.



Meritor

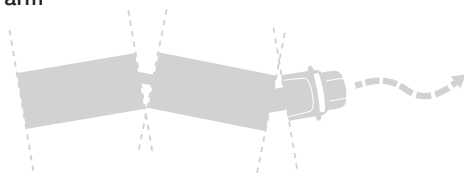
Cummins-Meritor recognizes the fact that the less-than-truckload marketplace is a world removed from the truckload environment. Frequent starts and stops, heavy inter-city traffic, diverse road types and varying load weights all contribute to the challenge that fleet managers and owners/operators face. That's why we developed a special suspension system to meet the unique demands placed on these vehicles.

Since the less-than-truckload industry specifies shorter length trailers and in many cases, runs the trailers as doubles, we created a single axle parallelogram design suspension that is ideal for pup's and converter dollies.

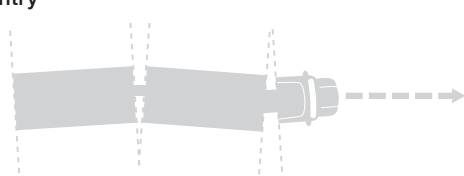
The challenge was to design a suspension that minimizes roll induced steer, dock walk and back slap while enhancing ride quality. The parallelogram design offers superior performance in all these areas.

Unlike conventional trailing arm suspensions, the parallelogram design eliminates roll induced steer and provides superior vehicle stability especially with combinations. The parallelogram geometry also eliminates the fore-aft movement associated with trailing-arm designs that leads to back-slap, driver fatigue and discomfort. Additionally, the unique design keeps the upper and lower control arms parallel to each other enhancing vehicle control, and places the air springs directly over the axle for industry leading ride quality. Since dock walk is eliminated by design, there is no need for a heavy and cumbersome add-on device to combat this problem. Parallel control arms eliminate torque on the axle and reduce stress on the air spring which leads to a more durable product and lower total cost of ownership.

Trailing arm



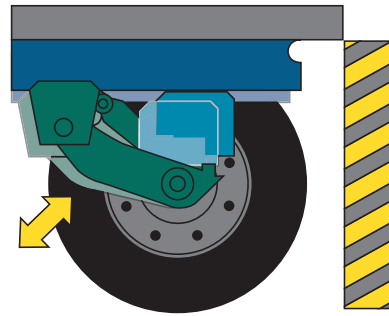
RideSentry



The top truck shows the effect of induced (or roll) steer common with trailing arm suspensions during a lane change. The bottom truck is benefiting from the RideSentry parallelogram design, which eliminates fore-aft movement and prevents induced steer.

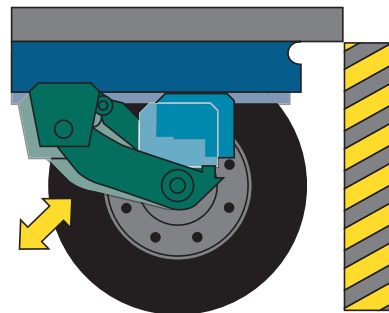
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TYPICAL TRAILING ARM



The trailing arm suspension above shows the fore-aft movement common to this design. The undesirable motion leads to problems such as induced steer, dock walk and back slap.

RIDESENTRY HIGHWAY PARALLELOGRAM



The drawing above shows how the RideSentry suspension system moves up and down only, eliminating the effects associated with unwanted fore-aft movement.

Specifications	
Capacity	20,000 lbs
Axle travel	8 in total (3 in jounce, 5 in rebound)
Design	Height 16.5 in and 17.5 in (bottom of sub-frame to center of axle)
Axle	TN, TQ, TP series, 77.5 in track
Brakes	16.5 in x 7 in Q+™ drum brakes standard, EX+™ air disc brakes optional
Wheel-end	Full line of wheel-end options including AxlePak 5 and 7 with extended warranty
Air control	Standard height control valve; available with integral air dump valve as option
Applications	28 ft dry van, refrigerated van and other pup trailers designed for the less-than-truckload industry



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