

## Axles and suspension

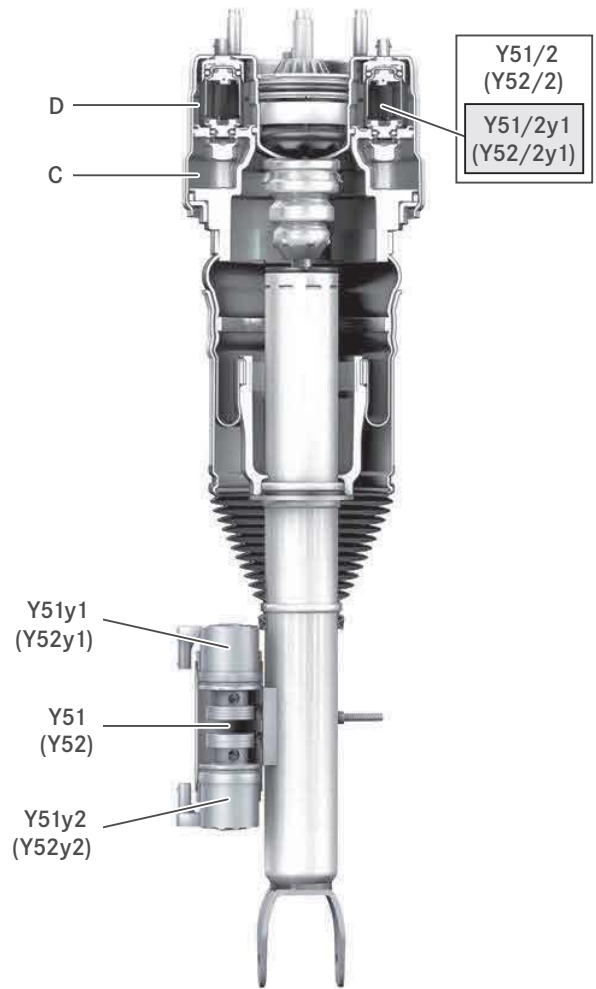
### AIR BODY CONTROL

The AIR BODY CONTROL special equipment option provides multi-chamber air suspension on all four wheels. The system combines air suspension with continuous adjustment damping, whereby the damping characteristics are adjusted appropriately to the road surface condition.

The multi-chamber springs allow the air volume which supports the vehicle to be varied. The chambers can be separated or connected with each other by means of a valve. This varies the rigidity of the multi-chamber air springs and adjusts it to the driving situation. This results in less rolling when cornering. The supply of compressed air for the air suspension is achieved with an electrically powered compressor. As of the market launch, the system is equipped with a central reservoir to be able to regulate the vehicle load silently at a standstill. The driver can adjust the vehicle level individually by pressing the vehicle level button in the lower control panel.

The electronic control unit contains an automatic disabling function so that all control operations, such as air release from the suspension struts or compressor operation, are suppressed in certain situations e.g. when changing a wheel on a jack or when lifting the vehicle on a vehicle lift.

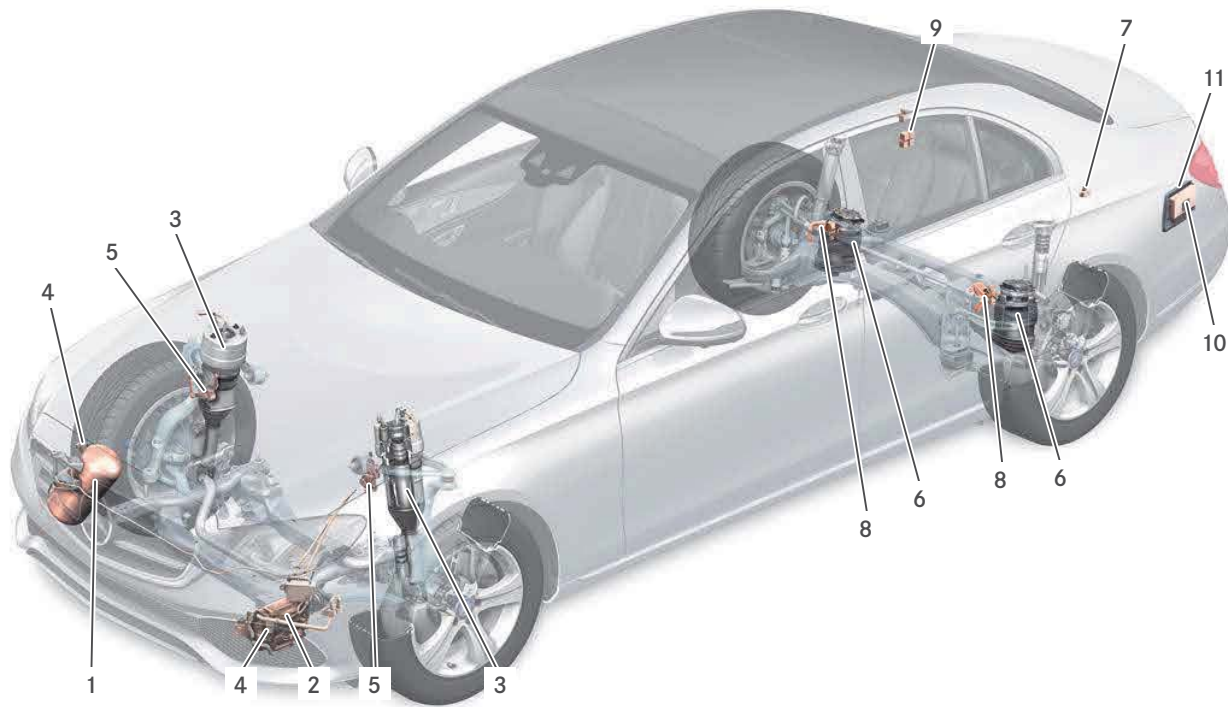
When the vehicle is fully laden, the air suspension guarantees excellent ride comfort. Depending on the current speed, the automatic ride-height control function can reduce the fuel consumption and improve the safety of the vehicle. In addition, the vehicle can be lifted on rough road surfaces or unfavorable uphill stretches using the vehicle level button in the lower control panel. The continuously adjustable damping system improves body stability in particular, whilst maintaining optimal driving comfort. Excellent vehicle dynamics can be achieved with the quick-responding adjustable damping system without any reduction in comfort. In evasive maneuvers, for example, this means that there is an immediate adjustment of the spring and damping forces to optimize the vehicle's anti-roll characteristics and roll torque distribution.



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**AIR BODY CONTROL with continuous damping control illustrated on the front suspension strut**

C	Air chamber	Y52	Right front axle damping valve unit
D	Air chamber		
Y51	Left front axle damping valve unit	Y52y1	Solenoid valve 1, right front
Y51y1	Solenoid valve 1, left front	Y52y2	Solenoid valve 2, right front
Y51y2	Solenoid valve 2, left front		
Y51/2	Left front axle air suspension valve unit	Y52/2	Right front axle air suspension valve unit
Y51/2y1	Air suspension valve 1, left front	Y52/2y1	Air suspension valve 1, right front



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**AIR BODY CONTROL in installation position**

- |   |                                     |    |                           |
|---|-------------------------------------|----|---------------------------|
| 1 | Central reservoir                   | 7  | Rear acceleration sensors |
| 2 | Valve unit with electric compressor | 8  | Rear level sensors        |
| 3 | Front suspension struts             | 9  | ABC relay                 |
| 4 | Front acceleration sensors          | 10 | ABC control unit          |
| 5 | Front level sensors                 | 11 | ABC+ control unit         |
| 6 | Rear suspension bellows             |    |                           |