

INNOVATION

Granning Lynx stand-alone EBS axle cuts fitting time

By Brian Weatherley

WARRINGTON, Cheshire-based axle supplier Granning Lynx has developed a self-contained, modular lift-up EBS add-on axle that it claims significantly cuts the fitting and engineering approval time for chassis converters.

Having worked closely with vehicle manufacturers and the Department for Transport (DfT), Granning says its stand-alone axle can be fitted to both tractors and rigid and comes with its own EBS control and backup systems so converters do not have to plumb it in to existing EBS electronics and seek engineering approval from an original equipment manufacturer (OEM).

Granning Lynx engineering director Mark Quigley says: "It sailed through all the tests we did at MIRA. A number of converters have fitted it and we've experienced no problems with those. Because it's stand-alone it provides a separate backup system that works even if there's a fault with the truck's EBS."

Quigley says that all a vehicle basically needs is a trailer control



▲ The modular axle from Granning can be fitted to both tractors and rigid

valve (TCV). "Many of the chassis being stretched and converted start life as a tractor; otherwise, rigid vehicles can be fitted with a TCV, so it's not a problem. The pneumatic signal from the TCV is taken from the Granning add-on axle's EBS system. The electrical CAN-lines are then hard-wired into the ISO7368 CAN-bus on the vehicle."

The Granning system includes a separate warning light on the dashboard. Quigley explains: "We also fit a charging valve to the front and rear brake reservoirs, which feeds into the reservoir for the

lifting Granning axle – so if there's a break in the air line downstream, you can't deplete the main air reservoir."

Although the modular stand-alone EBS axle, which comes with Wabco and Knorr-Bremse braking components, adds about 25% to the overall price, Quigley promises less paperwork for converters and OEMs. He adds that by going down the stand-alone route, Granning's EBS axle can be fitted within three days – whereas other units have involved long discussions of up to six months between the

converter and the OEM before the chassis manufacturer has been willing to sign off the conversion.

"We've liaised with Vosa, Transport, Technology and Standards (TTS) at the DfT, and the EBS manufacturers and come up with a solution that negates the need for the chassis manufacturer to be involved," says Quigley.

"Granning Lynx can supply the suspension, axle, EBS kit and lift-axle control equipment for a specific conversion. Once installed, an engineers will visit the converter and install the software into the independent EBS unit. We'll then produce its own declaration for the EBS and send it to Vosa in the usual manner," he adds.

● **Granning is to offer a bespoke Whole Vehicle Type Approval (WVTA) facilitation service to low-volume vehicle and trailer manufacturers as well as converters and bodybuilders looking to find their way through the maze of WVTA paperwork. For more details, contact Andrew Clayton on 01925 810400.**