GB

NATIONAL STANDARD OF THE

PEOPLE'S REPUBLIC OF CHINA

ICS 43.080
T 22

GB/T 34591-2017

Terms of air suspension for commercial vehicle

商用车空气悬架术语

Issued on: October 14, 2017 **Implemented on: May 01, 2018**

Issued by: General Administration of Quality Supervision, Inspection and Quarantine of the PRC;

Standardization Administration of the PRC.

Table of Contents

Foreword

This Standard is drafted in accordance with the rules given in GB/T 1.1-2009.

This Standard was proposed by Ministry of Industry and Information Technology of the PRC.

This Standard shall be under the jurisdiction of National Technical Committee of Auto Standardization (SAC/TC 114).

Drafting organizations of this Standard: Dongfeng Motor Corporation, Shanghai Komman Vehicle Component System Co., Ltd., Zhuzhou Times New Material Technology Co., Ltd., Shandong Meichen Science & Technology Co., Ltd., Xiamen King Long United Automotive Industry Co., Ltd., Zhengzhou Nissan Auto Co., Ltd..

Main drafters of this Standard: Yuan Zhaohui, Chen Yaoming, Pan Xueyu, Zhang Shangjiao, Ye Aifeng, Yu Boying, Feng Mei, He Yunjiang, Wang Sheng, Ge Yuefeng, Li Jianlin, Tang Zhigang, Lu Hongliang, Chen Weiqiang, Wang Dongcheng, Fan Peibin.

Terms of air suspension for commercial vehicle

1 Scope

This Standard defines the terms of air suspension for commercial vehicle.

This Standard applies to air suspension for commercial vehicle.

2 Terms and definitions

2.1 Basic terms

2.1.1 Air suspension

A suspension type which utilizes an air spring as an elastic element in whole or in part.

2.1.2 Full air suspension

A suspension type in which the vertical elastic force between the frame (or body) and the axle (or wheel) is entirely borne by an air spring, and the stiffness of the suspension is entirely composed of the stiffness of the air spring.

2.1.3 Hybrid air suspension

A suspension type in which when fully loaded in a static state, not less than 50% of the vertical elastic force between the frame (or body) and the axle (or wheel) is borne by an air spring, and the stiffness of the suspension is composed of the stiffness of the air spring and other elastic elements.

2.1.4 Auxiliary air suspension

A suspension type in which when fully loaded in a static state, less than 50% of the vertical elastic force between the frame (or body) and the axle (or wheel) is borne by an air spring, and the stiffness of the suspension must be partially formed by the air spring.

2.1.5 Independent air suspension

An independent suspension type which utilizes an air spring as an elastic element in whole or in part.

2.1.6 Rigid axle air suspension

A shock absorber with a built-in structure which limits the rebound stroke of suspension system.

2.3.2 Hydraulic stop shock absorber

A shock absorber whose rebound stop function is realized by hydraulic structure.

2.3.3 Damping controlled shock absorber

A shock absorber whose damping parameters can vary with vehicle load or driving conditions.

2.3.4 Pneumatically controlled damping shock absorber

A shock absorber which uses air pressure to adjust the damping parameters.

2.3.5 Electrically controlled damping shock absorber

A shock absorber which uses electronic control technique to adjust the damping parameters.

2.3.6 Electro-rheological controlled damping shock absorber

A shock absorber which adjusts the damping parameters by controlling the electro-rheological fluid.

2.3.7 Magneto-rheological controlled damping shock absorber

A shock absorber which adjusts the damping parameters by controlling the magnetically controlled magneto-rheological fluid.

2.4 Terms of guide elements

2.4.1 Torque rod

A rod piece between the axle and the frame (or body) which controls the axle movement to guide and transmits the force.

2.4.2 Longitudinal rod

A longitudinally arranged torque rod between the axle and the frame (or body).

2.4.3 Lateral rod

A laterally arranged torque rod between the axle and the frame (or body).

2.4.4 V-link

A guide element of V-shaped overall framework between the axle and the frame

This is an excerpt of the PDF (Some pages are marked off intentionally)

------ The End ------