

A KHL Group publication

# DPI

## DIESEL PROGRESS INTERNATIONAL

[www.dieselprogressinternational.com](http://www.dieselprogressinternational.com)

October 2018



**Connectivity:**  
A sweet digitalisation



**Asia focus:**  
Weichai's double move

**The Big Interview:**  
Turolla's Riccardo Carra



# Off-highway, ag & forestry

THE MAGAZINE FOR ENGINE DESIGN, POWER AND COMPONENTS ON A GLOBAL SCALE



With a 2.3 kW synchronous electric motor, integrated power electronics and a hydraulic pump delivering flows up to 3.43 gpm, Mobil Elektronik's Hydraulic Power Pack can provide electrohydraulic power steering for rear axles in vehicles and equipment.

## Rear axle steering

Germany-based Mobil Elektronik has developed a hydraulic power unit designed to provide rear axle steering in truck applications. The Hydraulic Power Pack was originally developed for the company's EHLA (Elektronisch-Hydraulische Lenk-Anlage) electronic-hydraulic rear power steering systems used in vehicles and equipment.

The hydraulic pump is driven by a synchronous electric motor that consumes energy only if the rear axle is being steered and hydraulic oil is required. Thus, a hydraulic supply that is independent from the power takeoff of the vehicle's diesel engine results in overall energy savings, the company said.

The EHLA system allows the steering angle of the rear axle to be set independent of the front axle. At low speeds the steering angle can be set to its maximum for a better manoeuvrability, while a steering angle decrease dependent on speed to increase driving stability is also possible.

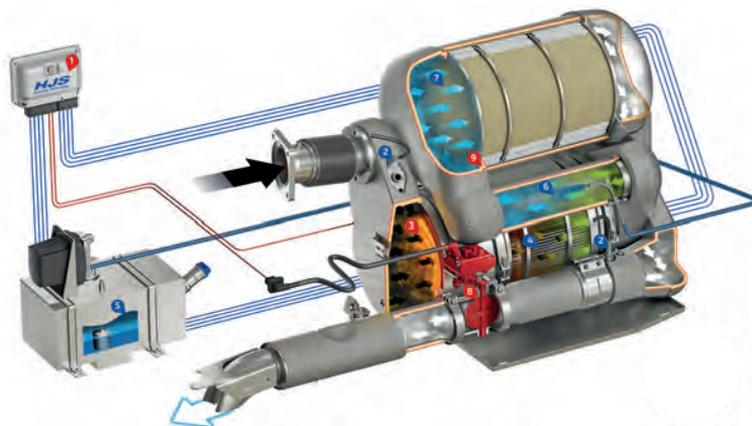
[www.mobil-elektronik.com](http://www.mobil-elektronik.com)

# Retrofitted buses avoid diesel bans

**H**J S has launched a Selective Catalytic Reduction (SCR) exhaust aftertreatment with integrated thermal management to retrofit existing Euro 5 and Energy Efficient Vehicles (EEV) diesel buses.

HJS, located in Germany, said that, in many cases, this technology can deliver a reduction in pollutant emissions of over 90%. Vehicles equipped with this technology comply with Euro 6 emissions regulations and are classified by the German Federal Ministry of Transport on a par with buses currently leaving the production lines and are eligible for financial support.

Euro 6 buses combine particulate filters and SCR technology for the exhaust aftertreatment, but vehicles in inner-city traffic often fail to reach the temperature levels required for the SCR



**Two networked actuators make sure the catalytic converter in HJS' SCRT system always achieves maximum efficiency, even in low ambient temperatures and without affecting the engine.**

catalytic converter to function optimally. Thus, Euro 6 emission standard can be reached by integrating thermal management for the engine.

HJS is co-owner of the patented SCRT system (together with Daimler and Johnson Matthey) with an active thermal management, that uses two networked actuators to ensure that the SCR catalytic converter always

achieves maximum possible NOx reduction without affecting the engine.

HJS was already issued with type approval certificate (ABE) for retrofitting MAN's entire family of Euro 5/EEV buses. Further variants for other bus manufacturers will follow beginning with Daimler's EvoBus.

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[www.hjs.com](http://www.hjs.com)

## New valves, more efficiency

Bucher Hydraulics developed new differential lock valves, working with Power on Demand principle, to better overcome driving hurdles such as steep road tracts or soft ground. Differential lock valves ensure that force is distributed to the individual wheels or axles of a vehicle when needed. But, in normal driving conditions when the differential lock function is not required, the valve is not activated so that the entire power is available to the drive and efficiency is increased.

Bucher Hydraulics explained that the high efficiency of the new valves was demonstrated by tests with aerial work access platforms that could cope with a 45° slope. The new differential lock valves are suitable for all standard motors and can be individually configured to meet the requirements of each application. They are available in nominal sizes 08 and 16 with ratings of 100 or 250 l/min and a working pressure of 420 bar.



**Higher efficiency with the power-on-demand principle of the new Bucher differential lock valves.**

[www.bucherhydraulics.com](http://www.bucherhydraulics.com)

## NEWSBITES

→ The Cylinder Division of **Parker Hannifin Corp.** announced it has developed an improved version of its single acting telescopic (SAT) hydraulic cylinders for the dump truck market.

[www.parker.com](http://www.parker.com)

→ **Topcon Agriculture** has introduced the X23 console as an entry-level but high-performance 213-mm touchscreen console for agricultural applications.

The X23 runs Topcon Horizon software, a simple icon-based and user-definable interface with



a full range of guidance patterns. The X23, pictured left, includes functionality upgrade options for expanding the operational demands as required by the farmer.

[www.topconagriculture.com](http://www.topconagriculture.com)