

HTB[®] LT

LIGHTWEIGHT, NON-TORQUE REACTIVE
REAR AIR SUSPENSION



MILES AHEAD

HENDRICKSON'S LIGHTWEIGHT, **HTB® LT** NON-TORQUE REACTIVE REAR AIR SUSPENSION IS THE LIGHTEST IN CLASS.

Setting a new standard for lightweight drive-axle suspensions, Hendrickson's HTB® LT weighs up to 263 pounds less than a typical 40,000-pound capacity suspension. At the same time, HTB LT delivers exceptional ride, reduced maintenance and outstanding durability, while helping to reduce overall life cycle costs. The patented, non-torque reactive design helps deliver quiet, smooth operation even with the most powerful of today's engines. By controlling suspension windup and frame rise, HTB LT helps minimize wear and tear on U-joints, pinion bearings and other driveline components.

HTB LT rides on a full cushion of air, unlike other air suspensions that carry the vertical load on a combination of steel springs and air springs. By carrying 100 percent of the vertical load on specially designed air springs, HTB LT delivers excellent ride quality and comfort to owners / operators.



SUPERIOR RIDE

- Large-volume, direct-acting air springs support 100 percent of the vertical load to improve ride

IMPROVED STABILITY

- Unique, maintenance-free torque box system improves multi-axial stability and control

NON-TORQUE REACTIVE

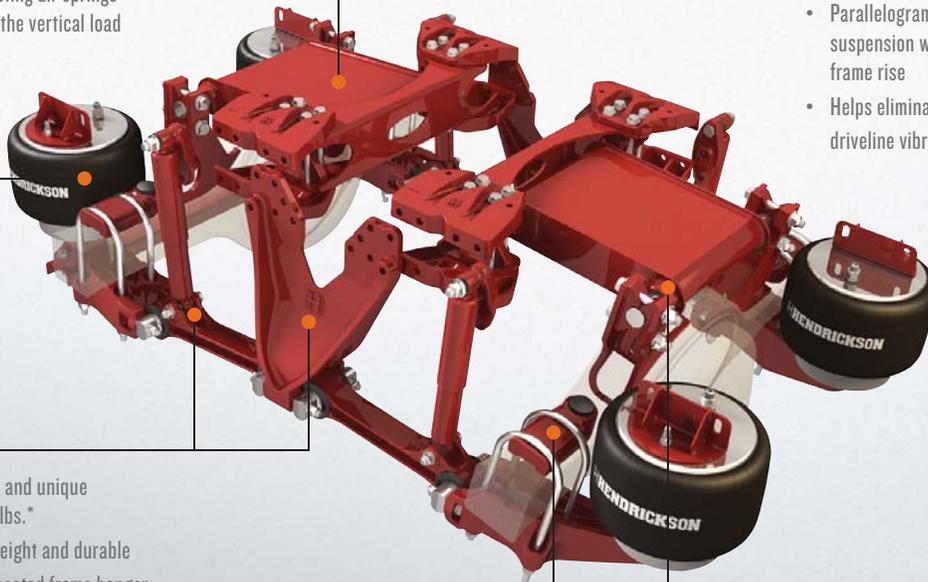
- Approved for today's high horsepower engines with no torque restrictions
- Parallelogram design significantly controls suspension windup and corresponding frame rise
- Helps eliminate suspension induced driveline vibration

REDUCED WEIGHT

- Aluminum components and unique design save up to 263 lbs.*
- Highly efficient, lightweight and durable
- Symmetric, centrally located frame hanger and lightweight torque rods and gussets

REDUCED MAINTENANCE

- Premium rubber bushings require no lubrication, extend life and reduce noise and vibration
- Reduced retorquer requirements for U-bolts



www.hendrickson-intl.com



HTB™ LT FEATURE CODE

Model	Feature Code	Capacity
PROSTAR	I4UNV	40,000 lbs.

*Compared to typical trailing axle 40,000-pound capacity suspensions

Specifications and descriptions in this literature are as accurate as known at time of publication, but are subject to change without notice. 10/2009

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Lithographed in the United States of America. TAD09029 10/2009

