



## Tyre Inflation Systems



**AIRBOX/drive 1L with pneumatic control**  
Single line tyre inflation system for slurry tankers & trailers

### Advantages of the single line technology

- Maintenance free rotary unions, no greasing needed
- Long life of rotary unions thanks to special seals
- Manual ball valves in the rims
- Lines may be disconnected after use
- Pneumatic control with changeover valve (continuously adjustable selection of field/road tyre pressure)
- 1,45 Euro/ha savings per operation
- up to 20 % less tyre wear
- up to 10 % less fuel consumption
- up to 50 % less deep lanes
- up to 6 % more yield



## AIRBOX/drive single line technology

The AIRBOX/drive single line technology works on the principle of air supplied from a static part (stator) to a rotating part (rotor). Pressure-resistant seals on the stator combine with the rotor to form annular ducts. Compressed air is supplied through these annular ducts even while the tractor is in motion.

The rotary union is screwed concentrically to the centre axle onto the tractor wheel bolts using an appropriate bracket. Rotor and stator are mounted with a clearance fit. A thick working line leads from the rotor to the rotating wheel valve.

The ball valve fitted to the rim must be closed manually after parking the vehicle.

The air line to the wheel centre is fed through a telescopic tube on the mudguard that allows individual adjustment of the lateral distance to the rotating wheel.

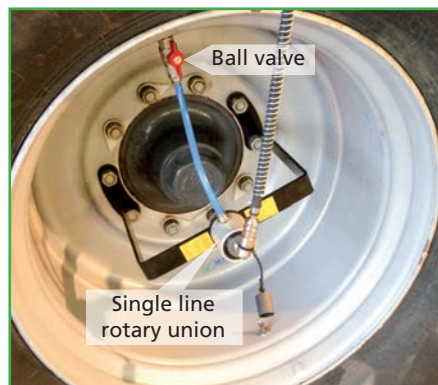
The working line is connected to the rotary unions with a special quick connector, so the line can be disconnected easily when not in use and kept in a dummy coupler on the mudguards.

The system is connected to the pneumatic brake system using a safety valve, so 6.5 bar pressure for the brake system is always guaranteed.

Trailers with large-volume tyres usually require separate air supply systems. PTG offers a variety of air supply systems.

The AIRBOX/drive single line technology is easy and convenient to operate using the changeover control panel in the cabin. The driver sets the required road and field tyre pressures once only on the pressure gauge panel fitted outside on the vehicle, which are then stored in the system. The rocker arm on the cabin control panel ensures effort-

less switching between the two preselected pressure ranges. The control unit promptly adjusts the pressure in all connected tyres to the preset value. TARGET and ACTUAL pressures are shown permanently on the relevant pressure gauges.



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