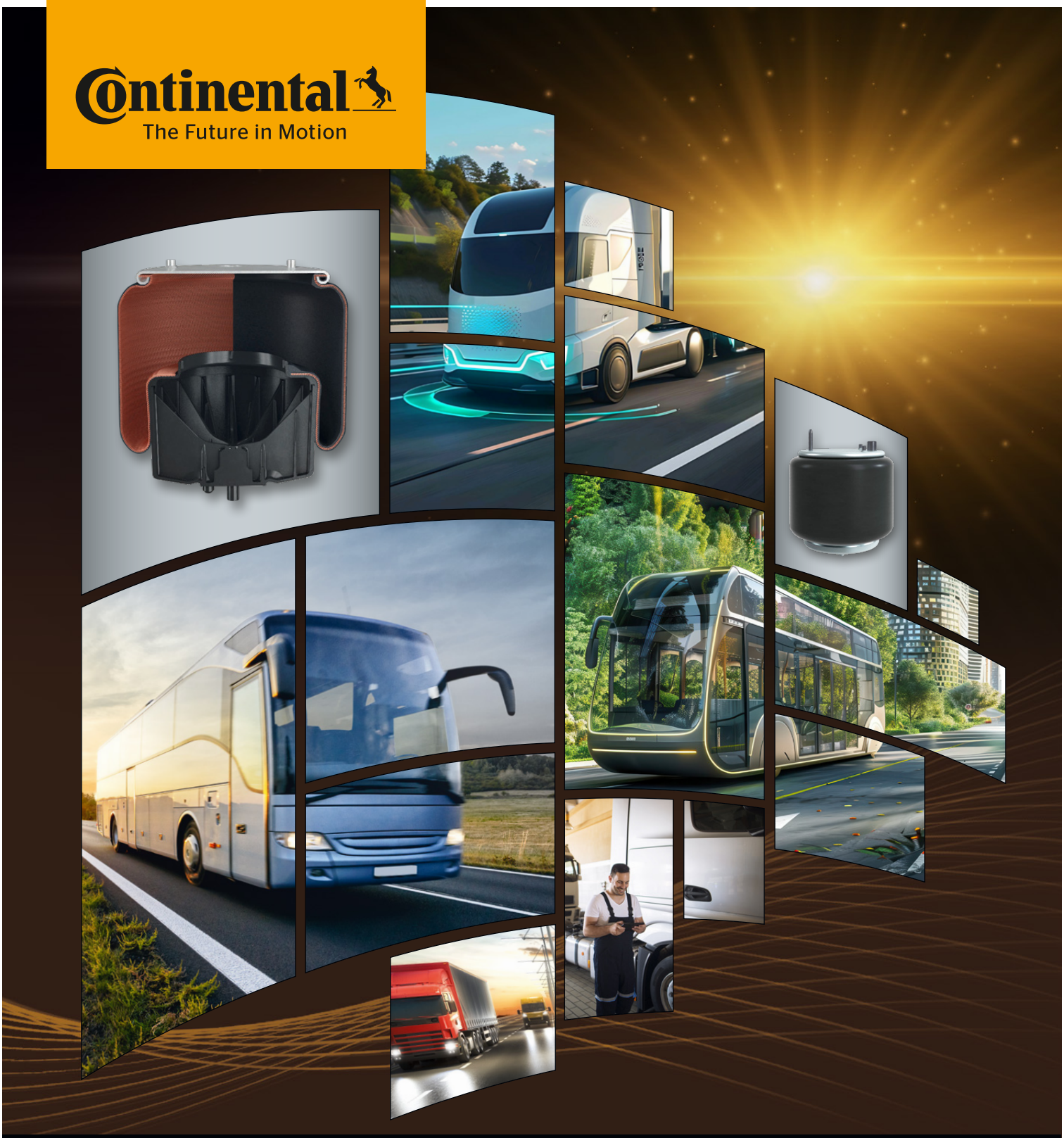
Continental
The Future in Motion



THE EVOLUTION OF AIR SPRING SYSTEMS

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ERA OF NEW COMFORT

It All Started with Air Spring Bellows

- Air Spring bellows were used as suspension for commercial vehicles to provide a smoother ride
- New level of comfort enables travel with strongly reduced impacts, vibration and noise
- Introduction of adaptive suspension technology offering new functions for commercial vehicles like kneeling of buses and lifting for trucks and trailers

ERA OF SYSTEMS

Integrating Structural Components

- Continental became a full system supplier
- Consolidated Air Spring systems as “full design system” with “integrated structural components”
- Introduction of rigid crimped interfaces and vulcanized structural components enable enhanced kinematic stability for advanced axle designs with maximum travel capacity
- Consolidated system approach with delivery as one-piece design simplifies product handling and streamlines vehicle assembly

ERA OF HIGH TECH

Excellence in Technology

- High Tech development is fundamental to Continental's position as pacemaker in the air spring market
- Introduction of polyamide comfort piston with fully usable inner volume, **reducing the air spring weight by up to 30 %, this makes 12 kg weight saving for the truck axle**
- Introduction of synthetic rubber compound Chloroprene for Air Springs providing improved weathering resistance (ozone resistance)
- Introduction of high performance modification of Chloroprene Heat RaCR for hot countries life time improvement up to 80 °C

ERA OF SUSTAINABILITY

Sustainable Highly Flexible Material

- Continental is committed to the Paris Agreement and is aiming for 100 % carbon neutrality by 2050 at the latest – along its entire value chain
- Actively improving the environmental impact of air springs through
  - use of recycled materials
  - improved recyclability of materials
  - use of bio-based instead of fossil-based materials

Bead Plate
Green steel in the bead plate reduces material carbon footprint by 50 %

Rubber Compound
Replacing Chloroprene with Tough RuNR reduces material carbon footprint by over 45 %

Fabric
Recycled polyester replaces polyamide, reducing material carbon footprint by over 45 %

Piston
Sustainable thermoplastics replace steel, reducing material carbon footprint by 55 %

Our sustainable air spring concept reduces the overall product carbon footprint, including manufacturing emissions, by over 45 %.

Discover more about our ambitious sustainability roadmap

Non 3rd party-certified estimation oriented towards ISO 14040/14067. System boundaries: Cradle-to-gate.
Methodology: CML2001, category "Global Warming Potential". Purchased goods (scope 3): Emissions LCA for Experts database & suppliers (If available and 3rd party-certified). Purchased goods (scope 3): Average emission data for green steel from public manufacturer source. Scope 1 & 2 and other Scope 3 emissions: Calculated by using weight-based approach.

LIGHT WEIGHT AIR SPRINGS

Raising Efficiency with Polyamide Solutions

› Reducing the air spring weight by up to 30 %, this makes 12 kg weight saving for the truck axle

Benefits

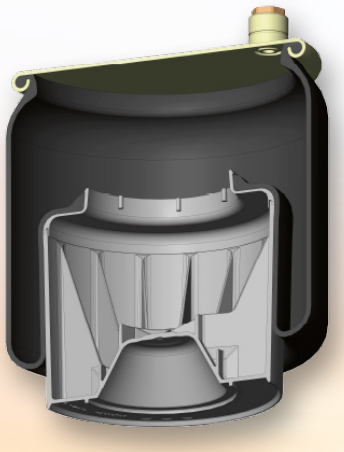
› Less fuel consumption

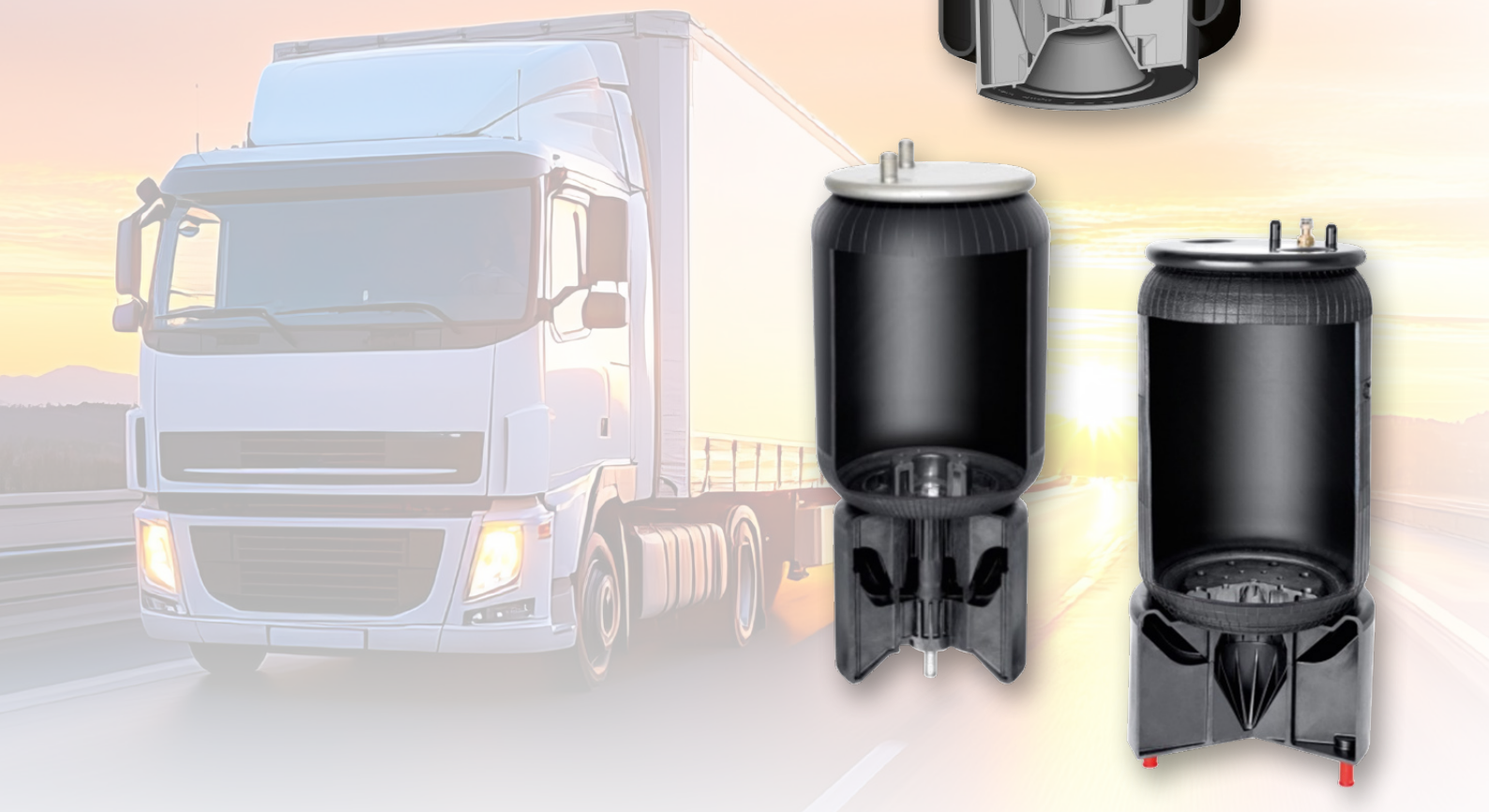
› Reduction of energy and operating costs

› Payload increase

› Road protection and higher comfort by reduction of unsprung axle mass

› Compensate additional weight of Euro 6 exhaust treatment





TOUGH RUNR AIR SPRINGS

Excellence in Technology

Continental's material experts have substituted synthetic rubber with natural rubber that has been improved by ethylene-propylene-diene rubber (EPDM).
By doing so, the rubber compound's carbon backpack is reduced by more than 45 percent while achieving the same product performance

- Tough RuNR offers the perfect combination of material properties with dynamic excellence and protective properties for Air Springs
- Low temperature operability like Natural Rubber (NR)
- Improved aging resistance to tough environmental conditions – high temperature – ozone – UV – chemicals – like Chloroprene Rubber (CR)

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