

No.	Mat.-No.	Drawing No.	Spring Centre (dim. FM resp. t) in m	Track Width (T) in m	Axle Lash in m	(Air) Spring Stiffness in N/m	Roll Stiffness* ( $k_r$ ) in Nm/rad	
							*With taking air spring stiff. into account	Roll Centre Height in m
01	793012233	793012232	0,980	1,845	0,026	109.100	946.351	0,195
02	793012447	793012445	1,200	2,040	0,016		1.391.560	0,239
03	793012569	793012567	1,200	2,040	0,016		1.391.142	0,239
04	793012570	793012568	0,980	2,040	0,016		996.051	0,239
05	793012851	793012849	0,680	1,845	0,015		512.222	0,234
06	793012852	793012850	0,980	1,845	0,015		953.695	0,234
07	793010085	793010065	1,200	1,940	0,068		1.802.577	0,140
08	793012459	793011809	0,965	1,875	0,044		1.272.624	0,114
09	793012671	793012669	0,980	1,875	0,307		1.369.279	0,122
10	793012450	793012448	0,980	2,040	0,124		1.003.255	0,168
11	790553295	73.693-4	1,100	1,940	0,080		1.598.267	0,130
12	793011290	73.693-4	1,400	2,100	0,080		2.327.250	0,130
13	793012941	793012940	0,680	1,845	0,020		492.987	0,233
14	793012939	793012938	0,980	1,845	0,020		936.381	0,233
Remarks								

1. The evaluation for the Roll Centre Height has been done at max. possible spring deflection measured in assembly drawing.
2. The Roll Stiffnesses for Axle Rev. No. 05 and No. 13 are in a low range compared to the other axle rev. . This is caused by the smaller distance of the Spring Centre dimension which mainly effects the Roll Stiffness.
3. For the Axle Rev. 04, 05, 10 and 13 the roll stiffness and the axle lash are calculated under reserved because of unknown customer measure "ALPHA" which influences the max. possible spring deflection and so the value for the Axle Lash and the Roll Centre Height.