



PRESSRELEASE

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Öhlins Racing launches Mechatronic aftermarket products



Electronically controlled suspension has been around for quite some time in different shapes when you take a walk down Öhlins memory lane. Already back in 1984 the first mechatronic patent was made by the founder and present owner Kenth Öhlin. The result of this early patent can now be seen in many prestigious car models such as AUDI, Mercedes, Volvo, Ford etc. as semi-active suspension – called CES (Continuously Controlled Electronic Suspension). As a matter of fact the CES system was used even in MC racing in the beginning of the 90'.



The benefits of electronically controlled suspension is well known in the engineering department at Öhlins Racing Headquarter outside Stockholm/Sweden and it didn't take long before this new technique was adopted to other business areas such as snowmobiles and motorcycles.



Throughout the years different designs were tested and soon enough the R&D department could offer mechatronic solutions to serious, international racing teams in the highest division. The feedback was very encouraging from the teams and just 1 year ago the famous Yamaha WSBK rider Noriyuki Haga won races with electronically controlled suspension onboard his bike.

Soon after the technique was banned from WSBK but the development continued, now with even more enthusiasm as the results were really positive with Ben Spies becoming World Champion as the most recent proof of the technological benefits with this system.

The concept today is based on a small but efficient actuator that can be easily retrofitted by an Authorised Service Centre into all TTX shock absorbers as the mechanical compression and rebound adjusters are designed in a way to facilitate such a swap.

The R&D engineers have worked hard to create a complete system to be able to present a powerful, complete package... and the most important part in this system, the ECU, is actually designed and developed within the walls of the factory. There is actually an ECU application ready for use in a large scale production with algorithms written by Öhlins R&D dept.



The ECU is designed to manage several electronically controlled suspension features as the development phase continues the coming years. Some of the features will have a dashboard, some of the systems are intelligent enough to adapt to different variables that affect the bike.

During 2010 Öhlins Racing will be able to offer bleed actuators for TTX applications and an electronically controlled linear steering damper. The steering damper will be automatically adjusted thanks to a sensor that is connected to the system – but the damping characteristic can be changed at an authorized Öhlins service centre by re-programming the system.