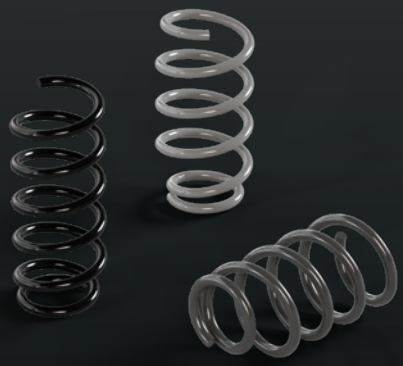
CHASSIS & SUSPENSION

PRODUCT CATALOGUE

Chassis TECHNOLOGY by GOLDSCHMITT



2026

PRODUCT OVERVIEW.

Enjoy the freedom of mobile travel with the innovative suspension technology from Goldschmitt.

Chassis products

Payload increases

MAXIMUM PAYLOAD.

With our retrofittable components, the permissible gross vehicle weight can be increased effectively.

Vehicle manufacturers and customers are paying close attention to the 3.5-tonne weight limit, as this class offers various financial advantages. However, this limit is often quickly reached – sometimes unnoticed. Whether it's water supplies, rear racks, or heavy demountable cabins for pickups, payload capacity is limited and can be exhausted rapidly. Overloading doesn't just risk fines but also poses issues with insurance. The solution? Upgrading the load capacity. At Goldschmitt, however, this means far more than simply increasing axle loads or raising the permissible gross weight. Our approach goes beyond the legal formalities of boosting payloads. We consider every detail of the vehicle's design to ensure safety, comfort, and driving stabili-

So that in future you can load your vehicle almost like in this ironic AI image, it helps to understand what a payload increase actually is. That's exactly what we explain in our video – simply and clearly.

YouTube

ty under all conditions. We systematically and comprehensively enhance the entire suspension system with the aim of delivering a stable and comfortable driving experience. Only when all components – such as suspension, damping, and wheel-tyre combinations – are perfectly coordinated does the stable driving behaviour expected of modern vehicles emerge.

No compromise solutions for payload upgrades.

Such harmonious interplay of suspension components is by no means guaranteed – at least not with every payload upgrade available. Time and again, we encounter solutions where it's evident that the focus was not on dynamically optimising the vehicle as a whole, but solely on formally meeting the requirements for higher gross weight limits. Our customers often share their experiences with such offerings, often accompanied by justified scepticism. What works on paper frequently falls short in practice: the technical execution in these cases appears poorly thought out, lacking dynamic quality. Other providers may attempt to shortcut the process with minimal suspension adjustments. What initially seems like a budget-friendly solution often proves to be an expensive miscalculation later – especially when the theoretically promised axle loads are not practical or when driving performance and safety are compromised.

At Goldschmitt, we test, optimise, and refine until every vehicle drives exactly as it should – stable, safe, and comfortable, even under full load. We go far beyond standard approaches, conducting extensive evaluations: from functional safety to braking and steering tests, to suspension durability checks, subjective assessments, and challenging lane-change and slalom tests.

Our goal is a perfectly tuned suspension system. Depending on the model and availability, we utilise reinforced coil, leaf, or air suspension systems – always striving to find the most technically effective and sensible solution. A robust wheel-tyre combination also plays a key role in payload upgrades. Only the seamless interaction of all components ensures that your vehicle is not only legally allowed to carry more but also drives safely and comfortably under full load.

More payload – thoughtfully, safely, and perfectly fine-tuned.

Goldschmitt stands for certified quality, expert knowledge, and innovative suspension technology. A payload upgrade from us is not a short-term fix but a promise of enhanced safety, improved comfort, and maximum everyday practicality. Contact us for advice, and together we'll find the optimal payload upgrade for your vehicle, perfectly tailored to your needs.

Electronic safety systems, self-sufficiency, heavy accessories, and e-mobility are driving up vehicle weights. Responding to calls from organisations and the caravaning industry, Goldschmitt launched the "Action 4.25" initiative in 2011 to raise the weight limit for category B driving licences. The EU has approved the change, allowing licence holders to drive motorhomes up to 4.25 tonnes. Implementation now lies with individual countries and is expected to be completed by 2030.

RouteComfort for front and rear axles

TRAVEL IN COMFORT.

Innovative comfort solutions, exclusively for the front and rear axles of the Fiat Ducato.

For motorhome enthusiasts, the journey itself is the first destination: breaks and detours into nature whenever desired. Yet, passengers often yearn for a pause – because the suspension of the reliable Fiat Ducato consistently communicates every detail of the road. The down-to-earth origins of this robust utility vehicle become apparent. Manufacturers of motorhome brands value the Ducato as a base for its undeniable qualities. However, when the transporter transforms into a camper, comfort becomes a crucial factor. Here, the original suspension does not seem to be the optimal solution. This is why the RouteComfort series was developed for the Fiat Ducato X250/X290 and its identical counterparts from Citroën, Peugeot, and Opel. It is specifically designed for vehicles with stiff or oversized suspension. RouteComfort systems are available for both the front and rear axles, offering significant driving and suspension comfort through intelligent product combinations.

For the front axle, specialised comfort struts with automatic damping force regulation are provided. For the rear axle, auxiliary air suspension combined with fibre-reinforced plastic (FRP) leaf springs ensures considerable comfort improvement. Both systems can, of course, be combined.

More information about our auxiliary air suspension systems can be found on pages 14 and 15.

Front axle optimisation with comfort struts.

The advanced RHC® system is operated via an elegant control panel in the driver's cab. With just three buttons, the desired driving level can be automatically achieved or manually adjusted for raising and lowering the vehicle, offering both convenience and precise control for a wide range of driving conditions. Additional features are available through the free smartphone app for iOS and Android, including individual pressure adjustments for the left and right airbags, as well as an optional weighing function that displays the rear axle load directly on-screen for improved load management and safety awareness. The weighing function depends on the vehicle type and the available suspension travel, and allows drivers to monitor and adapt their set-up quickly, ensuring optimal performance and comfort at all times.

Innovative rear axle combination.

Supplementary air suspension is a proven solution for restoring overloaded factory suspension systems. However, for lighter vehicles with particularly stiff leaf springs, such reinforcement can result in an even harder ride. To tackle this, we've expanded our RouteComfort series with an innovative rear axle solution for Ducato models (from 1,600 kg actual rear axle load). Combining fibre-reinforced plastic (FRP) leaf springs with supplementary air suspension provides a comfortably soft ride while enabling the rear of the vehicle to be raised or lowered. This is optionally controlled by the innovative RHC® system, which maintains a pre-defined driving level regardless of load, eliminating the need for manual adjustments. Alternatively, RouteComfort can be operated via an analogue control panel with a classic manometer, allowing synchronised inflation and separate deflation of the airbags – ideal for balancing uneven weight distributions and ensuring a stable, comfortable drive on all roads.

For many Ducato models, RouteComfort remains weight-neutral, or even reduces weight, despite the added air suspension. The lightweight FRP leaf springs (15 kg per set) offset the additional weight depending on the factory-installed steel suspension, offering an efficient and practical solution for everyday driving.

The advanced RHC® system is operated via an elegant control panel in the driver's cab. With just three buttons, the desired driving level can be automatically achieved or manually adjusted for raising and lowering the vehicle. Additional features are available through the free smartphone app for iOS and Android, such as individual pressure adjustments for the left and right airbags and an optional weighing function displaying the rear axle load directly on-screen. The weighing function depends on the vehicle type and the available suspension travel.

Our CamperPLUS packages not only enhance driving performance but also provide the option for payload upgrades. Depending on your preferences and technical feasibility, attention must be paid to a robust wheel-tyre combination.

CAMPER PLUS+

Affordable and effective complete packages for motorhomes, camper vans, and transporters.

For many years and even decades, the Fiat Ducato has been highly regarded as a base vehicle for motorhomes and camper vans. Its driving dynamics are widely recognised and appreciated. However, when it comes to suspension comfort, there is room for improvement. The Ducato can sometimes transmit road irregularities, manhole covers, and patched streets rather directly into the vehicle interior. But camping enthusiasts no longer need to settle for this. We have addressed these well-known issues and proudly present our exclusive suspension packages under the name CamperPLUS. These packages have been specifically designed for the Fiat Ducato from model year 2006 onwards, as well as the corresponding models from Citroën, Peugeot, and Opel. Both front and rear axle optimisations provide a noticeable increase in ride comfort, safety, and overall stability.

Our CamperPLUS packages were developed for vehicles with room for improvement in ride comfort and are available in three variants: Basic, Smart, and Comfort. All versions include the

Package	Front axle	Rear axle
CamperPLUS Basic	RouteComfort (Page 6 / 7)	Additional coil springs (Page 13)
CamperPLUS Smart	RouteComfort (Page 6 / 7)	Auxiliary air suspension (Page 14 / 15)
CamperPLUS Comfort	RouteComfort (Page 6 / 7)	RouteComfort (Page 6 / 7)

The CamperPLUS Smart and Comfort packages are optionally available with either a manually controlled auxiliary air suspension or our RHC® control system, which can be operated conveniently and intuitively via a smartphone app. The Comfort package features a combination of a GRP leaf spring and auxiliary air suspension on the rear axle – our trusted RouteComfort system.

RouteComfort front axle optimisation. The comfort struts feature automatic damping force adjustment that adapts to road irregularities. Controlled by flow and pressure conditions within the shock absorber, this system ensures comfortable damping on smooth roads while maintaining stable handling under dynamic load, delivering a more relaxed driving experience. On the rear axle, depending on the package, either coil springs (Basic) or air springs (Smart) are installed in addition to the factory leaf springs.

The RouteComfort Comfort package offers even greater advantages. Suitable for vehicles with an actual rear axle load from 1,600 kg, it replaces the standard steel leaf springs with two fibre-reinforced plastic (FRP) springs. The additional air suspension, combined with the softer FRP springs, provides a particularly comfortable setup. The two-circuit system is equipped with large-volume 8-inch air springs, a powerful compressor, and either a standard control unit for manual operation or the automatic RHC® control system, which can also be operated via smartphone app and offers additional functions such as individual pressure adjustments and an optional rear axle weighing feature.

The CamperPLUS packages enhance the suspension of all campers based on the Fiat Ducato, as well as its identical models from Citroën, Peugeot, and Opel.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

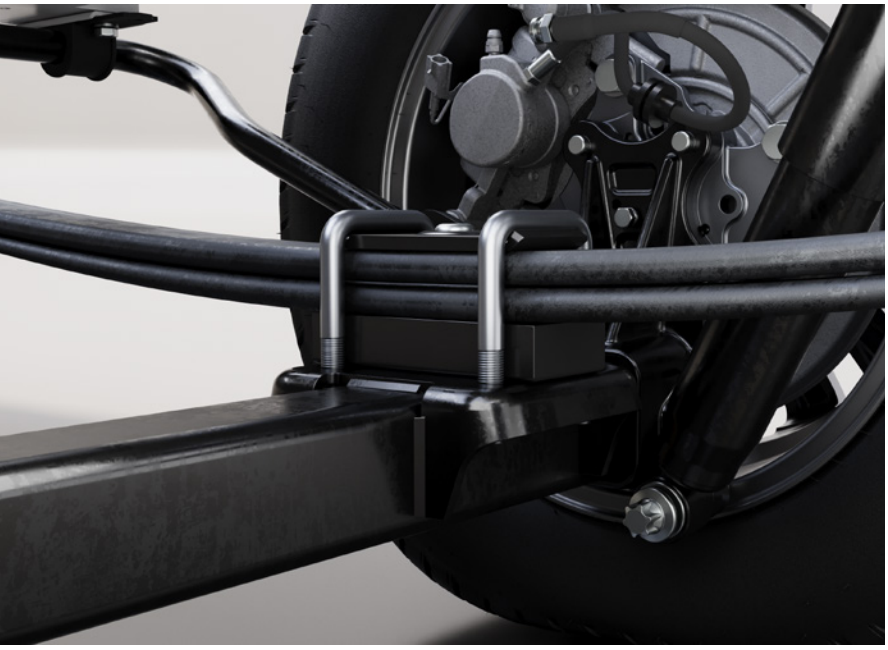
Lift kits for front and rear axles

THE ALTERNATIVE.

With our lift kits, you can efficiently increase your vehicle‘s ground clearance.

Cost-effective alternative: On the rear axle, the robust lift kits are mounted between the axle and leaf spring suspension (left), while on the front axle, they are precisely positioned above the strut bearings (right).

Replacement and additional springs, designed for heavy loads, can noticeably improve the ride height and comfort of heavy vehicles. For those who are generally satisfied with their suspension but desire a visual lift at the front or rear axle – or even laterally – our robust steel lift kits offer an alternative. These allow for a body lift without altering the original suspension characteristics. The lift kits for the Ducato front axle (30 mm) are mounted above the two strut bearings, while the rear axle variant (20–50 mm) is installed between the spring assembly and the axle body. High-strength materials and precise fit ensure long-term durability and reliable performance under demanding operating conditions. However, if you seek a significant improvement in suspension and driving comfort, we recommend our innovative spring systems.



An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Reinforced coil springs for the front axle

FOR A STABLE FRONT.

Lift the front of your vehicle and enhance the suspension comfort of the front axle.

In motorhomes and special vehicles with high front axle weight, the standard coil springs are quickly overwhelmed and overburdened. The vehicle literally sags, and harsh impacts are felt by passengers and the delicate interior. This leads to a deterioration in ride comfort, driving dynamics, and safety. To support the weight of front-heavy vehicles, appropriate reinforcement of the front axle springs is essential. Our reinforced coil springs are used as replacements for the overloaded standard springs. By optimising the spring travel, driving behaviour, comfort, and safety are significantly improved. Potholes and road unevenness are effectively absorbed again, protecting sensitive furniture and installations. The increased load capacity ensures a more stable vehicle stance, reduced front axle sag and improved steering precision under permanent high loads, resulting in noticeably calmer handling. Owners and manufacturers of pickups have also relied on Goldschmitt's innovative spring technology for many years.

Reinforced coil springs are used in motorhomes with heavy front axle loads. For lightweight vehicles based on the Ducato, the RouteComfort comfort struts ensure a smooth and comfortable driving experience.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Additional leaf springs for the rear axle

THE PROVEN OPTION.

Leaf springs have met the highest requirements in the leisure sector and industry for many years.

For decades, rear axles of many transporters have been equipped with leaf springs. To accommodate a wide range of applications, manufacturers design the standard suspension as universally as possible. However, this often involves compromises for users – especially with heavy structures like motorhomes or ambulance vehicles, where standard springs quickly wear out. The consequences include harsh impacts, unstable driving behaviour, and reduced comfort. Our retrofittable leaf springs bring renewed tension to the suspension system. High-quality steel and specially rolled spring ends provide greater stability, improved handling, and reduced susceptibility to crosswinds – especially under full load. The additional leaf restores original tension of fatigued spring assemblies, visibly raising the rear of the vehicle and increasing axle load and capacity. This ensures a safer, more comfortable ride and extends suspension life.

Leaf springs are found in millions of motorhomes and transporters. When standard springs are overloaded, Goldschmitt's additional leaf springs provide effective support.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

The installation of the additional coil spring is typically carried out between the vehicle frame and the standard spring, similar to an auxiliary air suspension.

Additional coil springs for the rear axle

MAINTENANCE-FREE AIDS.

Additional coil springs support the rear, improve road handling, and enhance driving comfort.

Additional coil springs are typically used on the rear axle. However, for the Mercedes Sprinter NCV3 and its identical VW Crafter counterpart, we also offer a front axle variant that supports the transverse leaf spring and improves driving behaviour.

Coil springs are among the classic suspension components and are found in most car and transporter chassis– though typically only on the front axle. In transporters, the rear axle usually utilises leaf or torsion bar springs. However, as these chassis are not designed to support the weight of a heavy motorhome, the standard springs often reach their limits. The rear axle sags, ground clearance decreases, and ride comfort suffers. Our additional coil springs provide a solution: they are mounted alongside the original springs, supporting the overloaded rear, noticeably improving driving behaviour, and reducing sensitivity to crosswinds – especially in vehicles with a high centre of gravity. Enhancing load distribution and optimising spring travel, these maintenance-free springs improve safety and stability under demanding driving conditions. They are available for many common transporter and motorhome models and are attached next to or on the leaf springs, depending on design. If required, an upgrade can also be carried out – significantly increasing axle loads and the permissible gross weight of many base vehicles.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

The auxiliary air suspension systems with RHC® control automatically monitor the ride height through precise sensors – and additionally offer an optional weighing function to determine the rear axle load.

Auxiliary air suspension systems for the rear axle

THE FLEXIBLE SOLUTION.

Auxiliary air suspensions are versatile and support the rear axle of overloaded vehicles – either manually or with the innovative RHC® control system, as desired.

The manually controllable manometer control panels are available for many vehicle models.

Vehicles such as motorhomes, camper vans, pickups, or commercial vehicles are typically equipped with steel springs, which often reach their limits: heavy structures, uneven load distribution, and heavy interiors cause tension loss, reduced spring performance, and lower comfort and driving safety. Many vehicles, particularly at the rear axle, sag significantly. Our auxiliary air suspensions provide an effective solution. These systems are installed alongside the factory suspension on the rear axle. They consist of air bellows that use compressed air to adjust the vehicle's height. This allows seamless ride height adjustment and the ability to raise or lower the rear – for example, when loading or increasing ground clearance on steep ramps. Thanks to their precision engineering, these air bellows also enhance overall stability, reduce chassis stress, and contribute to a smoother ride under varying loads. Since the air bellows can be regulated individually, uneven load distribution can also be reliably balanced. Goldschmitt relies on high-quality complete systems with specially tuned air bellows and powerful compressors.

Different control options are available for operating the auxiliary air suspension. The classic option is a control panel with analogue pressure gauges, a switch for inflating the air bellows, and two release valves for separate left- and right-side pressure regulation. For even greater convenience and precision, our innovative RHC® control system with fully automatic level regulation is the ideal choice, keeping the vehicle perfectly level under varying loads.

RHC® Control: Step in. Drive off. Enjoy.

The RHC® control system takes the functionality of auxiliary air suspensions to a new level, combining advanced sensors with intelligent software. Level sensors measure vehicle height and automatically adjust air pressure in the bellows, keeping the vehicle at an optimal level – even with varying loads. Automatic levelling reliably prevents operating errors and interference with assistance systems, while optimising ride comfort, handling, and overall vehicle stability. Manual control is still possible: with the press of a button, the rear can be quickly raised or lowered as needed. The compact control panel can be discreetly placed within the driver's field of view, blending seamlessly into the interior. A smartphone app is also available, offering intuitive control of all functions – including independent side adjustment, preset positions, live data, and a detailed event log – allowing drivers to monitor and fine-tune suspension settings in real time for maximum comfort and safety. Workshops benefit from the simple plug-and-play design and quick setup. Optionally, depending on the vehicle and suspension travel, the RHC® system can be expanded with a weighing function, displaying rear axle load directly in the app.

Experience the next generation of air suspension and explore the RHC® control system with its innovative features.

YouTube

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Full air suspension systems for front and rear axles

MAXIMUM COMFORT.

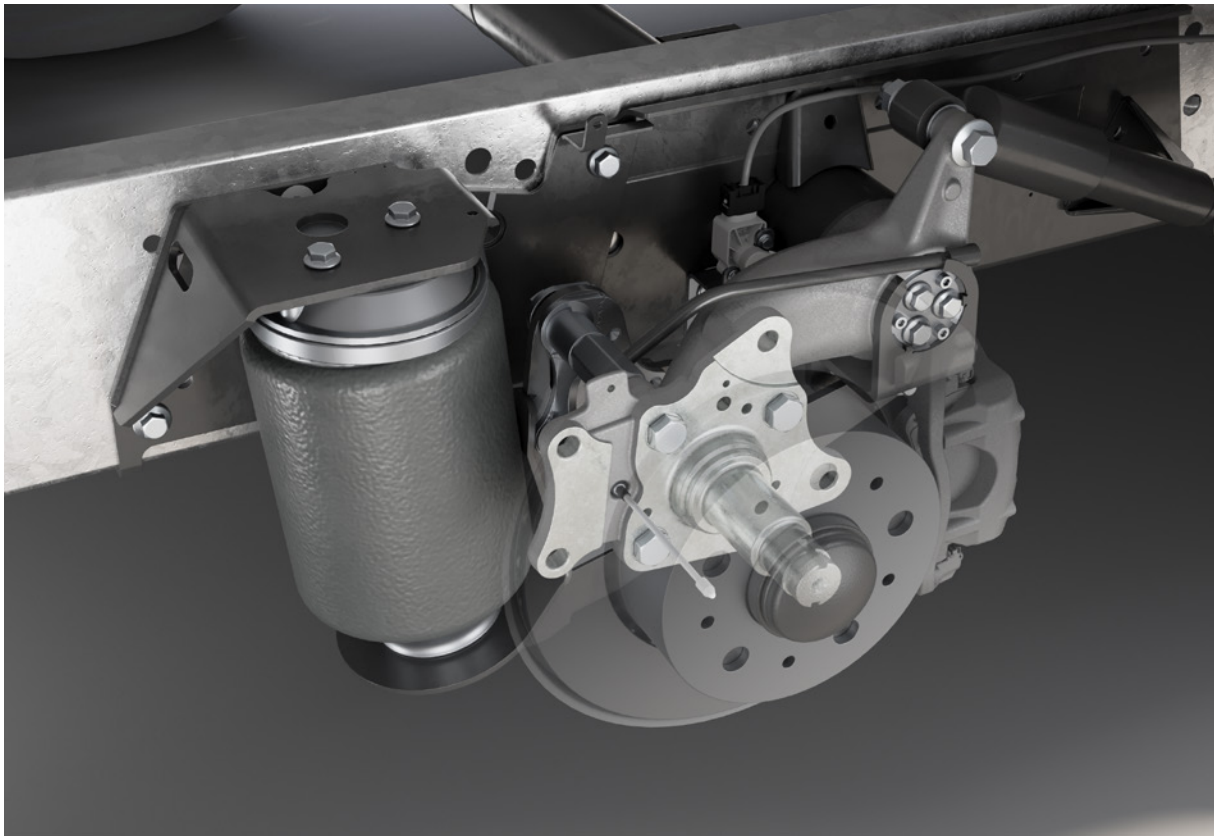
Full air suspensions replace the standard steel springs and deliver a unique driving experience.

YouTube

A full air suspension system ensures noticeably enhanced driving comfort and increased safety. The standard, often overloaded steel springs are replaced by large-volume air bellows, which – together with high-quality hardware such as mounting structures and shock absorbers – enable optimal suspension tuning. Especially in heavy motorhomes, the system reduces body roll, improves tracking stability, and prevents skidding in corners. The innovative ADC® software precisely controls Goldschmitt air suspension systems, automatically compensating for varying loads, maintaining the correct ride height, and allowing intuitive operation via touchscreen – just like using a smartphone. The system also reduces wear on the chassis and suspension components, minimises vibrations to the interior, and enhances long-term durability of both vehicle and fittings.

Full air suspensions are primarily used where driving comfort, safety, and material protection are essential – such as in motorhomes or emergency vehicles. The intelligent control system

For many common vehicle types, we offer innovative solutions to optimise driving comfort and load distribution, including for vehicles with torsion-bar-sprung rear axles. This complex design combines technical expertise and engineering excellence at the highest level.



The touch control panel of the ADC® system (above) has been specifically designed for use in motorhomes. With a simple tap, numerous useful functions can be accessed, including a practical weighing function that determines your vehicle's axle loads. For commercial vehicle manufacturers, we also offer an optional robust button module (below).

detects every change in ride height via sensors and responds automatically. Whether it's a 2-channel system (rear axle only) or a 4-channel system (front and rear axles), all variants ensure consistently optimal ride height and improved control – even with uneven loads. Drivers also benefit from increased confidence in challenging driving conditions and improved handling on steep gradients or winding roads.

Goldschmitt focuses on the highest quality for its air suspension systems: robust air bellows, reliable compressors, waterproof connectors, and durable sensors. The thoughtfully designed control system with a compact control unit offers numerous functions: The driving mode maintains a consistent level at any speed. In the lowered position, entry becomes easier, and the vehicle can fit into underground garages. The lift mode provides protection on difficult terrain, while the sport mode optimises aerodynamics. The auto-level function aligns the vehicle horizontally at the push of a button – perfect for uneven surfaces. The integrated weighing function can even display axle loads to detect potential overloading early. Individual settings are also possible: In manual mode, heights can be precisely adjusted and saved – for example, to empty the wastewater tank or find a comfortable sleeping position. All activities are documented in the event log and can be read out for diagnostic purposes.

The full air suspension on the rear axle of the Fiat Ducato offers exceptional comfort and is reliably guided by robust trailing arms.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Stabilisers for front and rear axles

STRONG IN CORNERS.

With our proven stabilisers, dangerous body roll becomes a thing of the past.

Stabilisers reduce lateral tilt in corners, improve tracking stability, and thereby enhance driving comfort and safety in crosswinds and on uneven roads.

The stabiliser is designed to reduce the lateral tilt of a vehicle during cornering. It consists of a curved round bar that connects the wheels of an axle. The central section is pivot-mounted on the vehicle frame, while its two lever arms are linked to the suspension of the front or rear axle. When one wheel compresses during cornering, the stabiliser suppresses the rebound of the opposite wheel and encourages its compression, helping maintain road contact. If both wheels compress simultaneously – for instance, when driving over a bump – the stabiliser remains ineffective, ensuring the original spring characteristics are maintained during straight-line driving. Our stabilisers reduce lateral tilt and susceptibility to crosswinds, enhancing active driving safety – especially during cornering, overtaking manoeuvres, or when passing trucks, buses, or other large vehicles. They also improve ride comfort by stabilising the vehicle body, minimising abrupt weight shifts, and smoothing the drive, particularly in vehicles with a high centre of gravity.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Wheel spacers for front and rear axles

STAY ON TRACK.

Widen your vehicle‘s track and benefit from increased driving stability.

Beneath every motorhome typically lies a transporter chassis – yet the demands on motorhomes and special vehicles differ significantly from those of standard transporters. Wide structures can make the vehicle appear narrow, while a high centre of gravity negatively impacts tracking stability and driving dynamics. Our high-quality aluminium wheel spacers are mounted between the wheel hub and rim flange, precisely adjusting the track width of the chassis to the wider body. This noticeably improves both aesthetics and driving stability: the vehicle tilts less, runs more smoothly in straight lines – especially in ruts, potholes, or strong crosswinds. The widened lever arm also reduces the strain on the suspension, allowing it to absorb uneven surfaces more gently. Made from lightweight, corrosion-resistant aluminium, the spacers are available in various designs for many different vehicle models and applications.

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Many motorhomes appear narrow and are sensitive to crosswinds. Wheel spacers widen the track, enhancing both aesthetics and driving stability. They are secured using the supplied wheel bolts, with the original bolt pattern remaining unchanged.

Aluminium wheels

DURABLE & ELEGANT.

Goldschmitt aluminium wheels combine high load capacity, elegant design, and premium quality.

It's not just the visual appeal but, above all, the technical finesse that defines a premium aluminium wheel. Compared to standard passenger car variants, wheels for motorhomes, transporters, and commercial vehicles must deliver higher load capacities. Our aluminium wheels excel in meeting this requirement. The GSM and GSH series stand out for their quality, design, and exceptional load capacity, making them ideal for increasing the payload of many vehicles while maintaining handling, comfort, and reliability. All Goldschmitt wheels are treated with a salt-resistant coating, ensuring unrestricted winter operation. This painting and coating technology, also used by high-end manufacturers, guarantees durability – no matter the season, road conditions, or driving environment. Goldschmitt wheels are compatible with a wide range of tyres and vehicle models, offering flexibility and safety for professional or recreational use.

The GSM20 is a true eye-catcher and is available in sizes 16, 17, and 18 inches, depending on the vehicle type and colour variant. The available colours include Black Matt (pictured), Black Polished Glossy, and Bronze Matt.

Wheel overview

Our aluminium wheels are specifically designed and approved to increase the payload of a wide range of vehicles, meeting all necessary technical requirements. Additional wheel models and dimensions are currently in development or can be requested as needed. For a detailed overview of the available wheel models and their compatible vehicles, please refer to the table on page 26.

GSM4
Anthracite Polished Matt
16″ ● 17″ ○ 18″ ○

GSM8
Anthracite Polished Glossy
16″ ● 17″ ○ 18″ ○

GSH9
Black Polished Matt
16″ ○ 17″ ○ 18″ ●

GSM10
Anthracite Polished Glossy
16″ ● 17″ ○ 18″ ●

GSM10
Black Glossy
16″ ● 17″ ○ 18″ ●

GSM10
Black Matt
16″ ● 17″ ○ 18″ ●

GSH11
Black Glossy
16″ ● 17″ ○ 18″ ○

GSH11
Black Polished Glossy
16″ ● 17″ ○ 18″ ○

GSM12
Black Glossy
16″ ● 17″ ○ 18″ ●

GSM12
Black Matt
16″ ● 17″ ○ 18″ ●

GSM12
Black Polished Matt
16″ ● 17″ ○ 18″ ●

GSM20
Black Matt
16″ ● 17″ ○ 18″ ●

GSM20
Black Polished Glossy
16″ ● 17″ ● 18″ ○

GSM20
Bronze Matt
16″ ● 17″ ○ 18″ ○

The HLC® Smart operates with four hydraulic cylinders that reliably and gently level your vehicle at the push of a button. The water- and dustproof hydraulic unit integrates the valve block, oil tank, and control electronics (ECU).

Hydraulic levelling systems

PRECISION STANDING.

The HLC® Smart ensures perfect stability and impresses with its integrated weighing function.

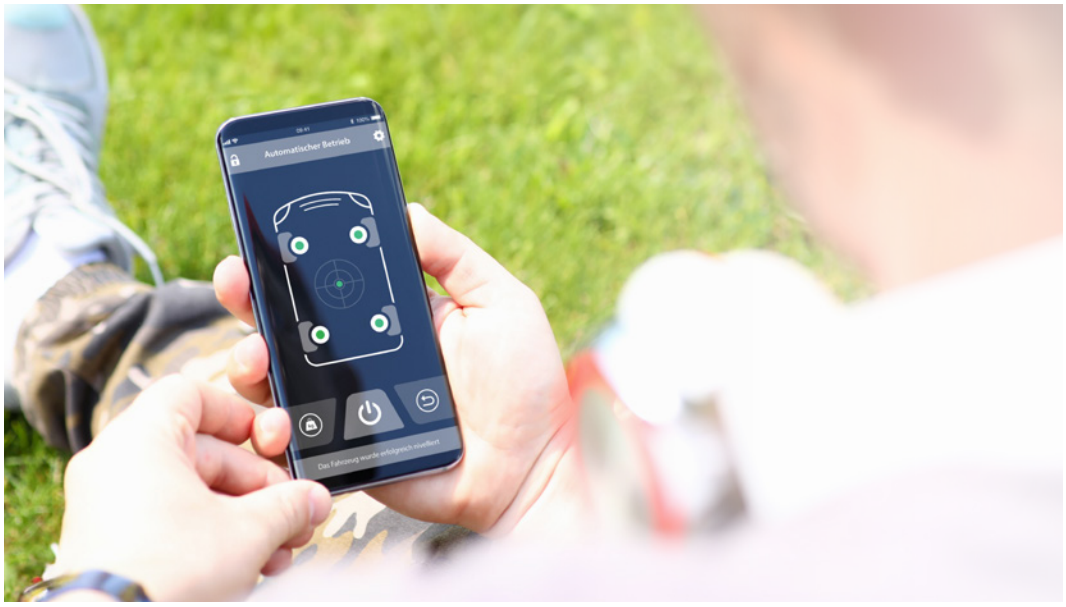
Anyone travelling in a camper knows the challenge: even the perfect parking spot is rarely completely level. A slight slope can lead to tilted glasses, rolling pens, and a sleeping experience reminiscent of being at sea. Constantly adjusting with levelling wedges may offer a temporary fix but fails to provide comfort or stability. This is where modern hydraulics come into play – introducing a system that redefines innovation, precision, and user-friendliness: the HLC® Smart from Goldschmitt. This hydraulic levelling system automatically ensures a stable and perfectly level vehicle at the push of a button. The system detects the tilt and deploys the supports to gently and safely bring the motorhome into a horizontal position. The hydraulic cylinders always operate in pairs to prevent stress on the vehicle's structure. For those seeking custom adjustments, the vehicle can also be manually levelled – for example, slightly raising the rear, lowering the front, or achieving a targeted position for waste disposal or specific operational needs.

Technologically, the HLC® Smart sets new standards. At its core is a central hydraulic unit that combines all functions into a compact, water-

and dustproof module. Depending on the vehicle type, this unit can be mounted underneath the chassis, saving space without modifying the vehicle structure or sacrificing valuable storage. The design offers not only comfort but also maximum safety. The hydraulic cylinders, available in different variants depending on the vehicle model, feature top-mounted connections for secure line routing. Electromagnetic compatibility has been tested, ensuring interference-free operation alongside all other electronic vehicle components. The system also includes safety sensors to prevent accidental lowering or overextension of the supports, protecting both vehicle and surroundings in all situations.

Operating the HLC® Smart is as intuitive as its technology. All functions can be controlled via a Bluetooth remote or the free smartphone app (iOS/Android). An integrated light sensor ensures the remote is always backlit for convenient use in any lighting. The app extends functionality, including a practical weighing feature to easily determine the actual gross weight and axle loads of your vehicle, as well as real-time monitoring of levelling progress and system status, providing complete control and peace of mind.

The HLC® Smart's design shines in ease of installation. Pre-assembled kits, integrated electronics, and reduced wiring simplify fitting. The modular design and flexible cylinders allow retrofitting in tight spaces, making the system suitable for campers, motorhomes, and special vehicles.



The HLC® Smart is operated via remote control (above) or a free app. In addition to the automatic levelling mode, manual adjustments are also possible – for example, for sleeping or emptying positions. The app also features a weighing function to display wheel loads (left).

An overview of vehicle compatibility for our products can be found on pages 24 and 25.

Vehicle and product overview

Compatibility depends on vehicle or body type.

Vehicle type	Model year	Notes / features	Payload increase	RouteComfort FA / RA	CamperPLUS+ complete packages	Lift kits FA / RA	Coil springs front axle
Citroën Jumper	1994 – 2006	Leaf springs, FWD	●	–	–	–	●
	since 2006	Leaf springs, FWD	●	● / ●	●	● / ●	●
Fiat Ducato	1994 – 2006	Leaf springs, FWD	●	–	–	–	●
	since 2006	Leaf springs, FWD	●	● / ●	●	● / ●	●
		AL-KO AMC, SA	●	● / –	–	–	●
		AL-KO AMC, TA	●	● / –	–	–	●
		AL-KO APC, SA / TA	●	● / –	–	–	●
Fiat Fullback	since 2016		–	–	–	–	–
Ford Ranger	1998 – 2012		–	–	–	–	–
	2012 – 2022		●	–	–	–	–
	since 2022		●	–	–	–	–
Ford Transit	2006 – 2014	FWD	●	–	–	–	–
		RWD	–	–	–	–	–
	since 2014	FWD	●	–	–	–	–
		RWD / AWD	●	–	–	–	–
Ford Transit Custom	2012 – 2023		–	–	–	–	–
	since 2023		●	–	–	–	–
Isuzu D-Max	since 2012		●	–	–	–	●
Iveco Daily	since 2006	RWD	–	–	–	– / ●	–
MAN TGE	since 2016	FWD / RWD / AWD	●	–	–	–	–
Mazda B2500	1998 – 2006		–	–	–	–	–
Mazda BT-50	since 2006		–	–	–	–	–
Mercedes-Benz Sprinter	1995 – 2006	Leaf springs, RWD	–	–	–	–	–
	2006 – 2018	Leaf springs, RWD / AWD	●	–	–	– / ●	●
	since 2018	AL-KO DMC, SA / TA	●	–	–	–	–
		AL-KO DPC, SA	●	–	–	–	–
		AL-KO DPC, TA	●	–	–	–	–
		Leaf springs, FWD	–	–	–	–	–
		Leaf springs, RWD / AWD	●	–	–	–	–
	since 2025	AL-KO Vario Space Chassis, SA	●	–	–	–	–
		AL-KO Vario Space Chassis, TA	–	–	–	–	–
Mitsubishi L200	since 2001		–	–	–	–	–
Nissan Interstar	2002 – 2010	Leaf springs, FWD	–	–	–	– / ●	●
Nissan Navara	1986 – 2015		–	–	–	–	–
	since 2015	Leaf springs	●	–	–	–	–
Nissan NV400	2010 – 2021	Leaf springs, FWD	●	–	–	–	●
Opel Movano	1998 – 2010	Leaf springs, FWD	–	–	–	– / ●	●
	2010 – 2021	Leaf springs, FWD / RWD	●	–	–	–	●
	since 2021	Leaf springs, FWD	●	● / ●	●	● / ●	●
Peugeot Boxer	1994 – 2006	Leaf springs, FWD	●	–	–	–	●
	since 2006	Leaf springs, FWD	●	● / ●	●	● / ●	●
Renault Master	1997 – 2010	Leaf springs, FWD	–	–	–	– / ●	●
	2010 – 2024	Leaf springs, FWD / RWD	●	–	–	–	●
	since 2024	FWD	–	–	–	–	–
Toyota Hilux	2005 – 2015		–	–	–	–	–
VW Amarok	2010 – 2020		●	–	–	–	–
	since 2023		●	–	–	–	–
VW Crafter	2006 – 2016	RWD	–	–	–	–	●
	since 2016	FWD / RWD / AWD	●	–	–	–	–
VW LT	1995 – 2006	RWD	–	–	–	–	–
VW T5 / T6 / T6.1	since 2003		●	–	–	–	–
VW T7	since 2025		●	–	–	–	–
VW T7 Multivan (MQB)	since 2021		(●)	–	–	–	–

AWD = All-wheel drive FWD = Front-wheel drive RWD = Rear-wheel drive SA = Single axle TA = Tandem axle FA = Front axle RA = Rear axle

The table on page 26 shows which wheel models are available for which vehicles.

Additional leaf springs	Additional coil springs	Aux. air suspension Standard / RHC®	Full air suspension 2ch / 4ch	Stabilisers FA / RA	Wheel spacers	Aluminium wheels (see page 26)	Hydraulic levelling systems
●	●	●/–	–	–	●	●	–
●	●	●/●	●/●	–/●	●	●	●
●	●	●/–	–	–	●	●	–
●	●	●/●	●/●	–/●	●	●	●
–	–	●/●	●/●	–	●	●	●
–	–	●/–	●/●	–	●	●	●
–	–	●/–	●/●	–	●	●	●
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
–	–	–/(●)	–	–	–	–	–
–	●	●/–	–	–	–	–	–
–	●	●/–	–	–	–	–	–
–	●	●/●	–	–	–	●	●
–	–	●/–	–	–	–	●	–
–	–	●/–	–	–	–	●	–
–	–	–	(●)/–	–	–	●	–
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	●	●
–	–	●/–	–	–	–	●	●
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
●	–	●/–	–	–	–	–	–
●	–	●/–	–	●/●	●	●	●
–	–	–	●/●	–	●	●	●
–	–	–	●/●	–	●	●	●
–	–	–	–	–	●	●	●
–	–	●/–	–	–	●	●	●
●	–	●/●	–	–	●	●	●
–	–	–	●/●	–	●	●	●
–	–	–	–	–	●	●	●
–	–	●/–	–	–	–	–	–
–	●	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
–	●	●/–	–	–	–	●	–
–	●	●/–	–	–	–	–	–
–	●	●/–	–	–	–	●	–
●	●	●/●	●/●	–/●	●	●	●
●	●	●/–	–	–	●	●	–
●	●	●/●	●/●	–/●	●	●	●
–	●	●/–	–	–	–	–	–
–	●	●/–	–	–	–	●	–
–	(●)	–/(●)	–	–	–	●	–
–	–	●/–	–	–	–	–	–
–	–	●/–	–	–	–	–	–
–	–	–/●	–	–	–	–	–
●	–	●/–	–	–	●	●	–
–	–	●/–	–	–	–	●	●
●	–	●/–	–	–	–	–	–
–	–	–	●/●	–	–	●	–
–	–	–	(●)/–	–	–	●	–
–	–	–	(●)/–	–	–	●	–

2ch = Full air suspension on the rear axle 4ch = Full air suspension on the front and rear axles ● = available (●) = in preparation – = not available

Wheel overview

Compatibility depends on vehicle or body type. Additional wheel models are in preparation or available upon request.

Design	Size	Bolt pattern	Offset	Load capacity	Colour	Vehicle type
GSM4	6,5 x 16"	5 x 130 mm	66 mm	1.350 kg	Anthracite Polished Matt	Nissan NV400 / Interstar (since 2010), Opel Movano (2010 – 2021), Renault Master (2010 – 2024)
GSM8	6,0 x 16"	5 x 118 mm	68 mm	1.200 kg	Anthracite Polished Glossy	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM8	6,0 x 16"	5 x 130 mm	68 mm	1.350 kg	Anthracite Polished Glossy	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSH9	7,5 x 18"	5 x 130 mm	58 mm	1.350 kg	Black Polished Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM10	6,0 x 16"	5 x 118 mm	68 mm	1.250 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM10	6,0 x 16"	5 x 130 mm	68 mm	1.350 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM10	8,0 x 18"	5 x 118 mm	53 mm	1.250 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM10	8,0 x 18"	5 x 130 mm	53 mm	1.350 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM10	6,5 x 16"	6 x 130 mm	62 mm	1.350 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Mercedes-Benz Sprinter (since 2006), VW Crafter (2006 – 2016)
GSM10	8,0 x 18"	6 x 130 mm	53 mm	1.350 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Mercedes-Benz Sprinter (since 2006), VW Crafter (2006 – 2016)
GSM10	6,5 x 16"	6 x 130 mm	54 mm	1.350 kg	Anthracite Polished Glossy, Black Glossy, Black Matt	Mercedes-Benz Sprinter (since 2018)
GSH11	6,5 x 16"	5 x 160 mm	60 mm	1.275 kg	Black Glossy, Black Polished Glossy	Ford Transit (since 2014), Ford Transit Custom (2012 – 2023)
GSM12	6,5 x 16"	5 x 118 mm	68 mm	1.250 kg	Black Glossy, Black Matt, Black Polished Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM12	6,5 x 16"	5 x 130 mm	68 mm	1.350 kg	Black Glossy, Black Matt, Black Polished Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM12	7,5 x 18"	5 x 118 mm	53 mm	1.250 kg	Black Glossy, Black Matt, Black Polished Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM12	7,5 x 18"	5 x 130 mm	53 mm	1.350 kg	Black Glossy, Black Matt, Black Polished Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM20	6,5 x 16"	5 x 118 mm	65 mm	1.350 kg	Black Matt, Black Polished Glossy, Bronze Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM20	6,5 x 16"	5 x 130 mm	65 mm	1.350 kg	Black Matt, Black Polished Glossy, Bronze Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM20	6,5 x 16"	5 x 120 mm	50 mm	1.350 kg	Black Polished Glossy	MAN TGE (since 2016), VW Crafter (since 2016)
GSM20	6,5 x 16"	6 x 130 mm	50 mm	1.350 kg	Black Matt, Black Polished Glossy, Bronze Matt	Mercedes-Benz Sprinter (since 2006), VW Crafter (2006 – 2016)
GSM20	7,0 x 17"	5 x 120 mm	51 mm	1.350 kg	Black Polished Glossy	VW T6 / T6.1 (2015 – 2024), VW T7 Multivan MQB (since 2021)
GSM20	8,0 x 18"	5 x 118 mm	53 mm	1.350 kg	Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM20	8,0 x 18"	5 x 130 mm	53 mm	1.350 kg	Black Matt	Citroën Jumper (since 2006), Fiat Ducato (since 2006), Opel Movano (since 2021), Peugeot Boxer (since 2006)
GSM20	8,0 x 18"	5 x 160 mm	53 mm	1.350 kg	Black Matt	Ford Transit (since 2014), Ford Transit Custom (2012 – 2023)
GSM20	8,0 x 18"	6 x 130 mm	53 mm	1.350 kg	Black Matt	Mercedes-Benz Sprinter (since 2006), VW Crafter (2006 – 2016)
GSM20	8,0 x 18"	6 x 130 mm	45 mm	1.350 kg	Black Matt	Mercedes-Benz Sprinter (since 2006), VW Crafter (2006 – 2016)
GSM20	8,0 x 18"	6 x 120 mm	45 mm	1.350 kg	Black Matt	Ford Transit (since 2014), Ford Transit Custom (since 2023), VW T7 (since 2025)

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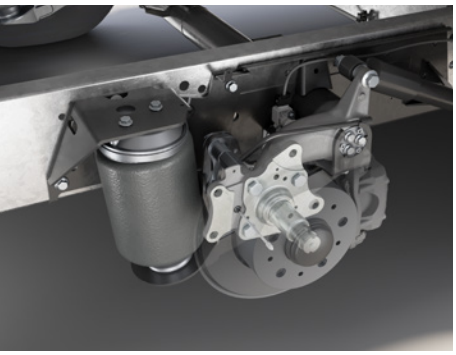

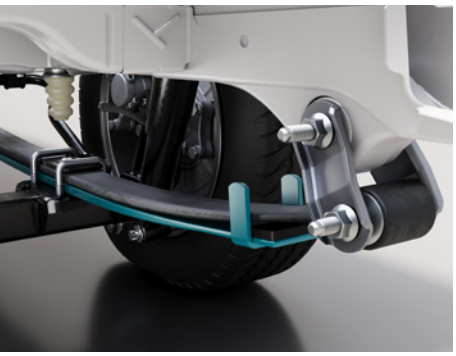

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