

# KNOTT CAST COUPLING

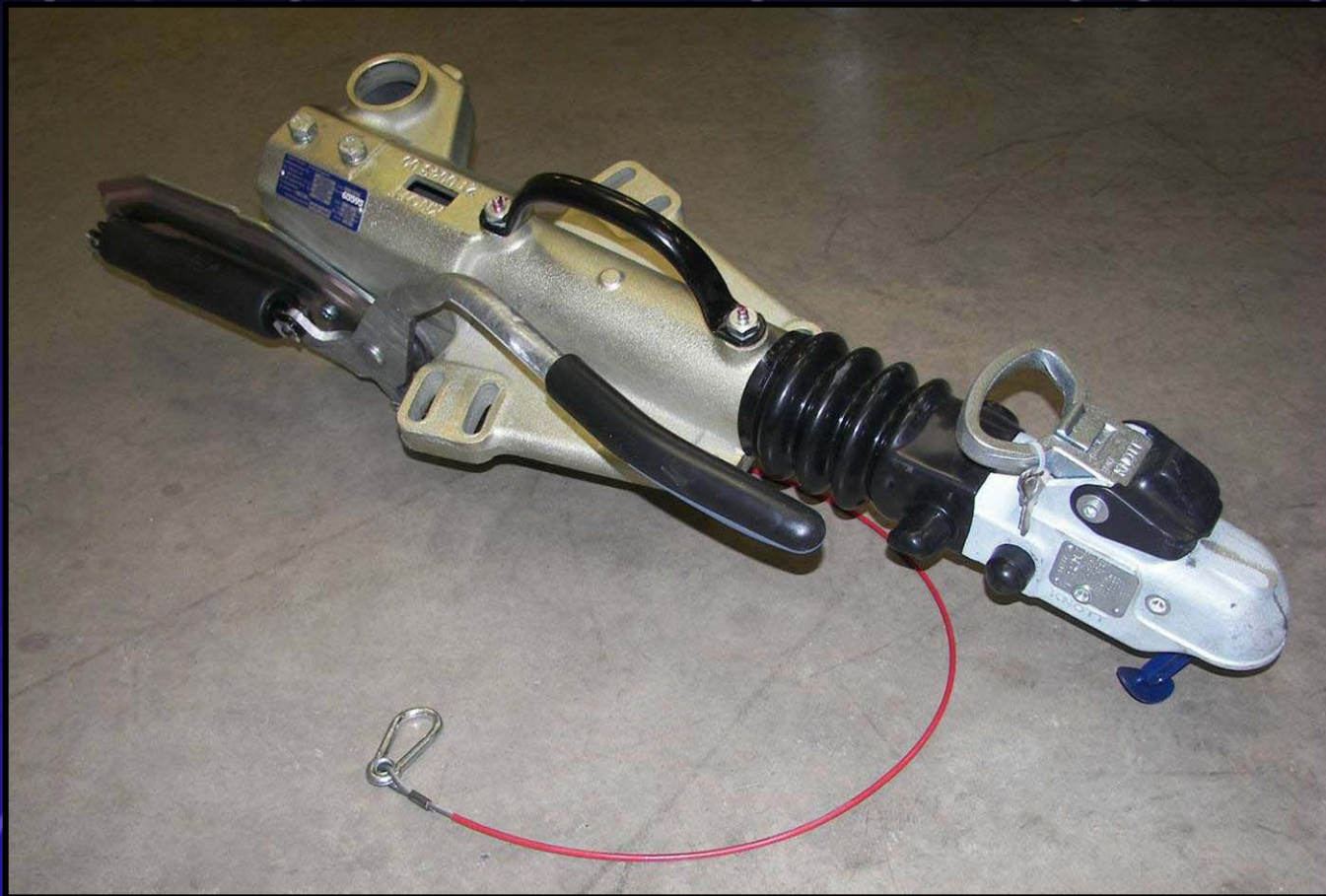
## FEATURES & BENEFITS

TECHNOLOGY

30

5

## COUPLING ASSEMBLY



The **Knott Coupling Assembly** has many unique features and benefits, some of them **state of the art**.

## GRAB HANDLE



The **grab handle** has been a standard feature on Knott cast couplings since 1993. This enables easy manoeuvring of the trailer without handling the coupling head, towing eye or handbrake lever which often leads to damage or dirty hands.

## OVERRUN DAMPER



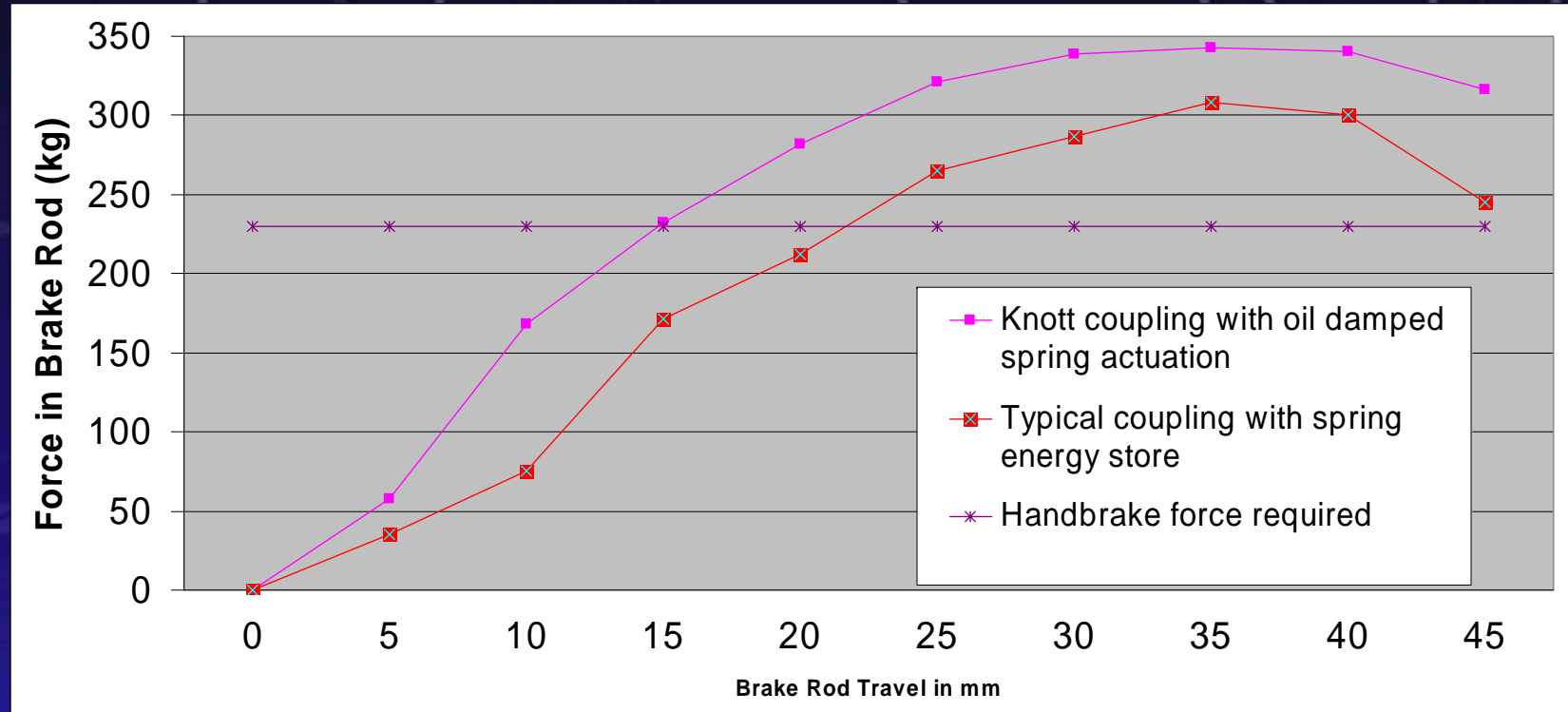
The **overrun damper** has been developed by our technical team in Italy, where it is now produced. Unique components, bespoke to overrun coupling requirements have replaced the typical “gas strut” components. In laboratory tests the overrun damper achieved **up to 40 times** the life of those dampers in competitors’ products giving you peace of mind.

## OIL DAMPED ENERGY STORE

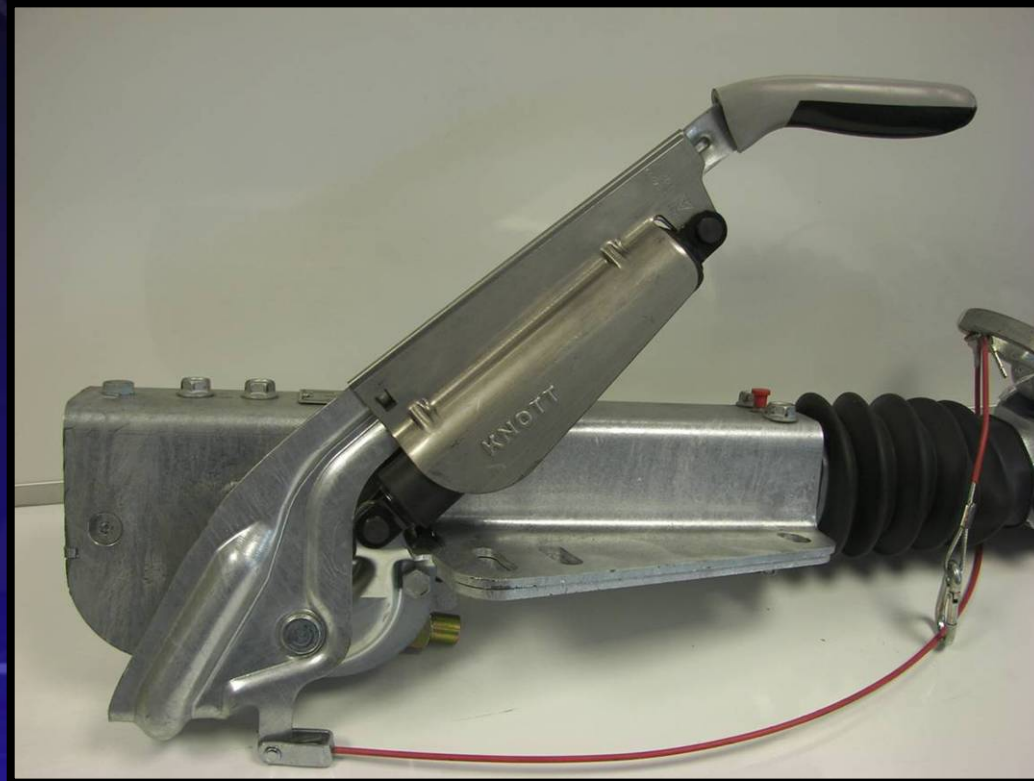


Another leading edge technology feature. The oil damping to the spring in the energy store allows gentle and progressive application of the handbrake once the handbrake has passed “over centre”. No more sudden surprises or even injuries.

# OIL DAMPED ENERGY STORE

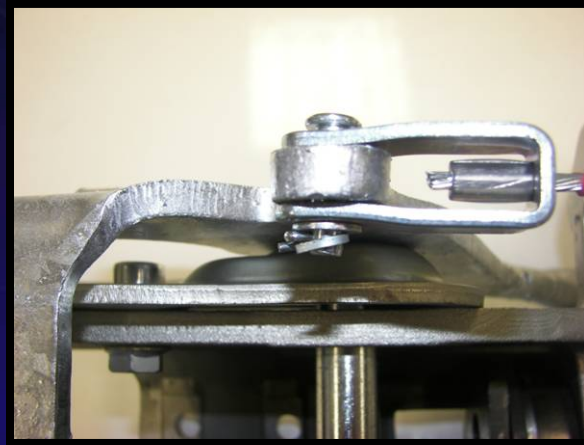


## **“COMPACT HANDBRAKE LEVER”**



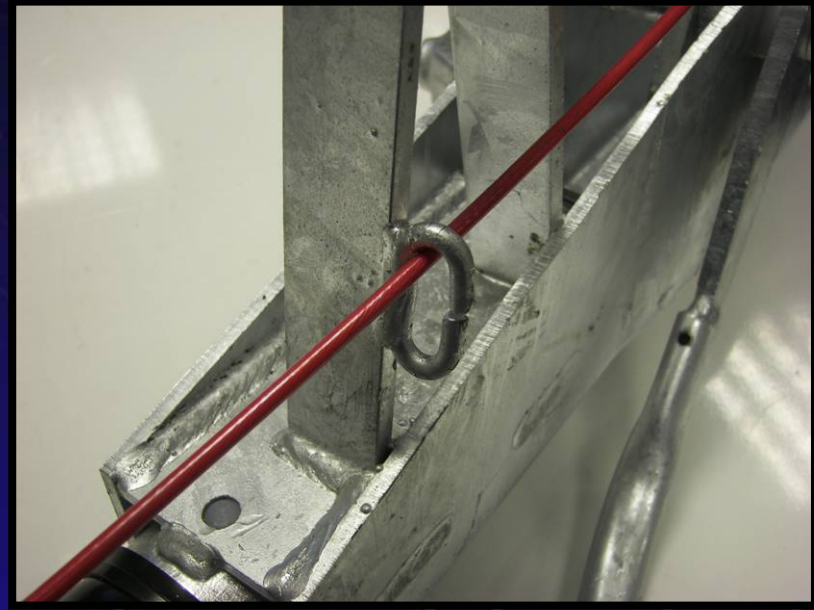
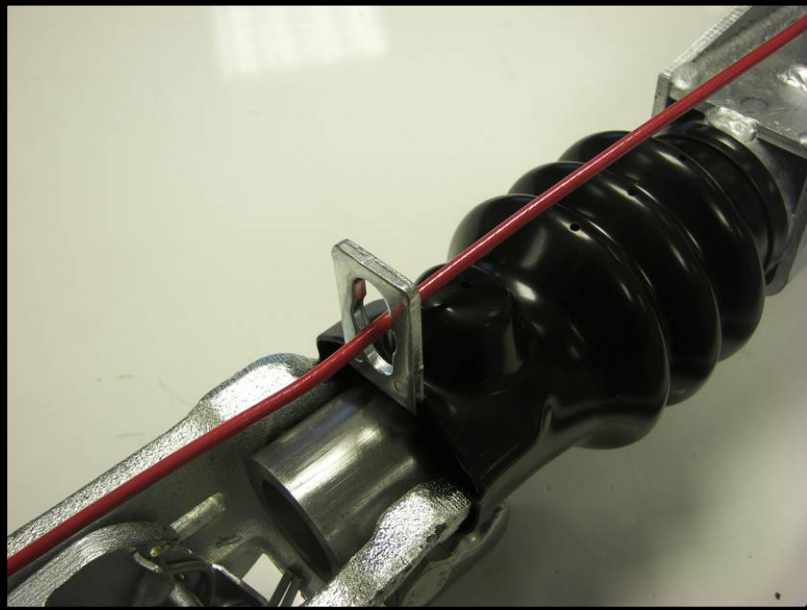
**This variation of our oil damped handbrake lever offers the opportunity to reduce the overall length of the coupling, removing the energy store support bracket and mounting the damper within the handbrake lever. This can be beneficial when there is a need to mount items on the “A” frame which might otherwise conflict with the energy store mounting bracket.**

## EASY FIT BREAKAWAY CABLE



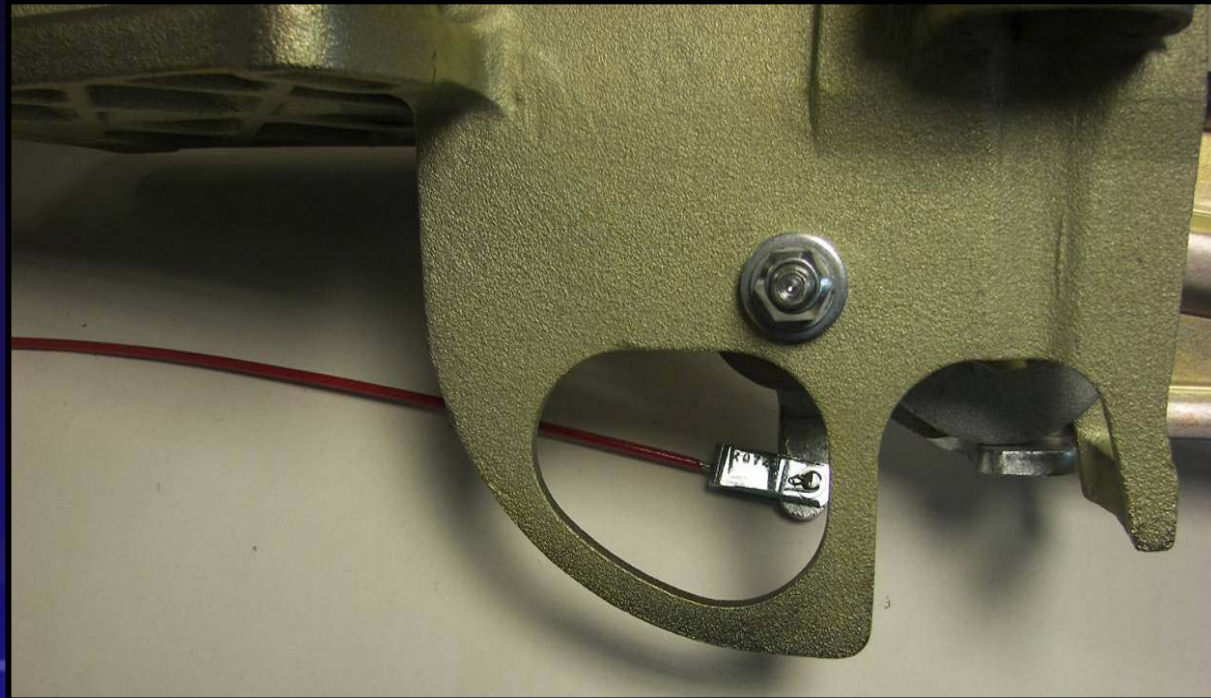
The **breakaway cable** is one of the most important mandatory components on the trailer. It needs regular checking and, if damaged, replacing. Knott has designed a simple method of replacement with a clevis and pin instead of a difficult burst ring. The carabiner style front fitting allows simple attachment to a fixed point on the towing vehicle.

## CABLE GUIDE



All Knott couplings can be supplied with a **cable guide** for the breakaway cable. This is either a simple pressing that can be fitted under the nut of the coupling head bolt, or as a loop on the safety skid (on the square tube couplings). This guide ensures that, in the unlikely event of the trailer detaching from the towing vehicle, the breakaway cable will pull in the forward direction and apply the handbrake lever correctly.

## SAFETY SKID



Another longstanding feature on all cast couplings since 1993, the **skid** is an integral feature of the cast housing and protects the overrun lever and handbrake lever from damage from sleeping policemen and other objects under the trailer. This feature is mandatory in many European countries.

## TOWING EYES



Knott has a full range of interchangeable coupling heads and approved **towing eyes** meaning that you can select exactly the right solution to suit your customer's needs. 30mm, 40mm and 50mm British Standard eyes as well as the military standard 76mm NATO specification and the continental European standard 40mm DIN.

## 50mm BALL COUPLING HEADS



The Knott Group has developed a comprehensive range of **coupling heads** with many important features. For the lighter couplings Knott offers its range of pressed steel heads, semi-automatic with optional locking facility. These are supplemented by their heavier cast range. In addition Knott offers the popular Avonride **lockable** cast head, used in the industry for over 20 years.

## NEW SEMI-AUTOMATIC CAST COUPLING HEAD



Knott now presents a brand new **semi-automatic cast coupling head**.

Benefits include:-

- ✿ Anti trigger feature – preventing false triggers during coupling up;
- ✿ Class leading pull out test results – increasing safety;
- ✿ Protective cover for integrated lock – no loose cover or lock to lose;
- ✿ Combined coupling engaged / wear indicator – for peace of mind;
- ✿ Low profile handle to improve clearance to vehicle rear doors etc.

## BLUE BALL



Knott introduces a new safety and security feature with their **blue ball**. The blue ball is fitted into the coupling head and then locked once the trailer is uncoupled from the towing vehicle. This allows the primary locking and security feature to be applied on the coupling head but more crucially prevents any unauthorised person from connecting the head to an undersized ball or other spurious connection.

## “SOFT-DOCK”



Knott has designed, especially for these new coupling heads, a new **“Soft-Dock”** rubber protector. The “Soft-Dock” will protect the rear of the towing vehicle when coupling up or uncoupling the trailer. It will offer additional protection to the front of the head from ingress of water, salt and grit from the road surface. “Soft-Docks” are already available for other coupling head models. Please ask for details.

## “SECURINUT”



Prevent thieves from exchanging the coupling head (or eye) on your coupling, thus overcoming the locking device, by attaching the head to the drawtube with a **“Securinut”**. Simple and effective, “Securinut” keeps the thief at bay and protects your trailer.

## RETAINED PAD & LOCKING HANDLE



The **locking handle** is wound into the jockey bracket and the pressure pad slots over the end of the handle. The handle then withdraws the pad securely into the housing casting where it is retained, making it impossible for either the pad or the handle to be lost. The handle is M16 so extremely robust.

## 48MM JOCKEY WHEEL FACILITY



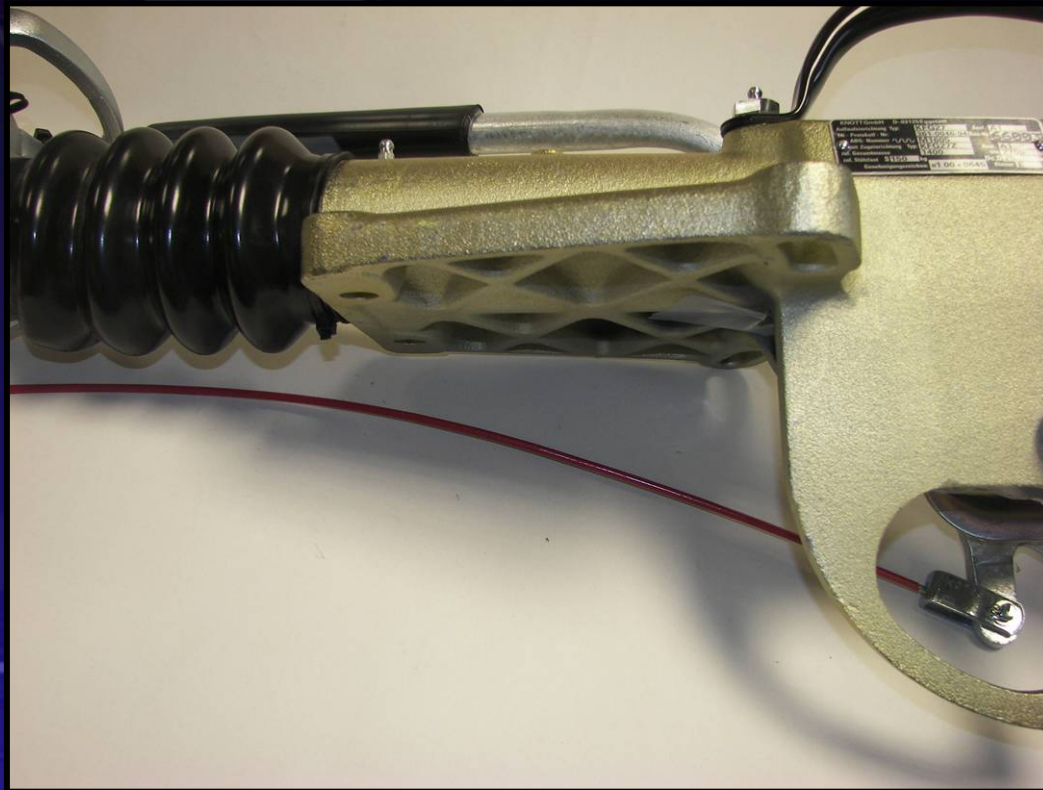
All Knott couplings have the option of a **48mm jockey wheel facility** (standard on ALL cast couplings) so that a more robust 48mm jockey wheel or even the serrated jockey can be used on any capacity of trailer. The jockey clamp is also slightly rearward of the rear mounting holes allowing easier stowing of the tyre inside of the “A” frame.

## MOUNTING STRENGTH & SECURITY



With 4 rear holes on the KFG35, Knott offers a more secure coupling mounting by using the two front holes and the 2 rearmost holes or even all 6! The slots on all four rear holes also allows for variations in “A” frame angles, allowing the “A” frame to be narrow or wide dependent on the design requirement.

## **STRENGTH THROUGH DESIGN**



The Knott cast housing is a typically thicker cast section with additional strengthening through a lattice form to the base and thus extremely robust. Coupled with this, the integral machined cast bearing spread is longer and thus more supportive leading to less wear and longer life.

## TOTAL COUPLING / BRAKE COMPATIBILITY



Whilst Knott can offer a manual reverse lock on the heavier cast couplings, the compatibility of the Knott coupling with its own brake is clearly unrivalled and thus, if the brakes are reasonably and regularly serviced, such a device is rarely if ever needed.

## **KNOTT COUPLING RANGE**

As well as the cast couplings, the Knott Group can also offer a comprehensive range of other styles. These include:-

- ❖ **Pressed steel delta couplings (KF) from 375kg to 3500kg.**
- ❖ **Pressed steel square tube couplings (KRV) from 375kg to 3500kg with tube sizes 60mm, 70mm (to 1700kg), 80mm, 100mm and 120mm.**
- ❖ **Tubular Drawbar couplings (KR and KV) from 750kg to 3500kg.**
- ❖ **Adjustable Height couplings (KHA and KHD) from 750kg to 3500kg.**

**These couplings will be showcased in a further presentation.**

## KNOTT FEATURES

- ❁ Europe's largest supplier of components to the trailer industry
- ❁ Market leading UK operation employing over 100 people and turnover of £20M
- ❁ Large installed customer base with products proven in service
- ❁ Substantial market shares in couplings, brakes and cables
- ❁ Unrivalled aftersales support
- ❁ Value for money
- ❁ Strong brand image

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IS HERE TO HELP  
YOU TO MAKE  
YOUR BUSINESS  
MORE SUCCESSFUL!**