

Breakaway Cables

LEGAL REQUIREMENT

The law requires all braked trailers built on or after 1st October 1982 (caravans, horse boxes, flat bed car trailers etc.) are to be fitted with a safety device to provide protection in the event of the separation of the main coupling while in motion by applying the trailer brake. This device is described as a 'breakaway cable'. Its use is **mandatory** for braked trailers up to 3,500kg GVW.

PURPOSE OF THE BREAKAWAY CABLE

The breakaway cable applies the trailer's handbrake should the main coupling device become parted from the towing vehicle.

If this happens the cable should be able to pull tight, without hindrance, engaging the handbrake and is designed to then break, allowing the trailer to come to a halt away from the towing vehicle.

An attachment point shall be incorporated by the towing bracket manufacturer for the attachment of either secondary couplings or devices necessary to enable the trailer to be stopped automatically in the event of separation of the main coupling (as per the requirements of UNECE Regulation 55).

Either:

Pass the cable through the attachment point and clip it back on itself.

Or

Attach the clip directly to the designated point.

Where a designated attachment point for the cable attachment has not been provided on the towbar, it is suggested that in the case of a fixed towball, the cable be looped around the towball.

For removable type towballs, **always** consult the manufacturer to determine if this method of attachment is acceptable.

CORRECT PROCEDURE FOR USE

Regularly check the cable and clip for damage, if in doubt, contact your dealer or service agent.

Make sure the cable runs as straight as possible and goes through a cable guide underneath the trailer coupling.

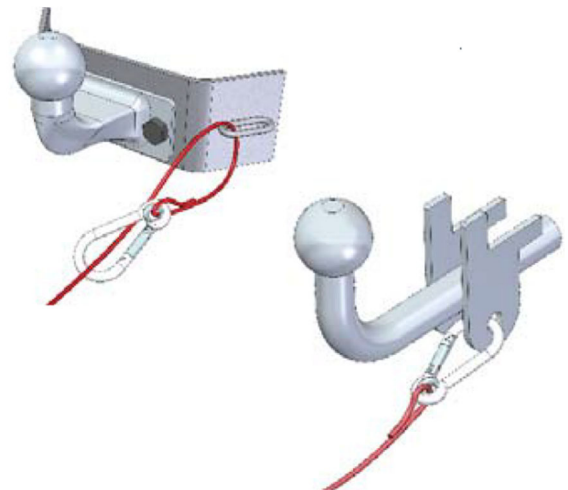
CHECK TO ENSURE ONCE THE CABLE IS ATTACHED

That the cable cannot snag in use on the trailer coupling head, jockey wheel, or any accessory.

That there is sufficient slack in the cable to allow the towing vehicle and trailer to articulate fully without the cable becoming taut and applying the brakes.

That it cannot make contact with the ground; if left loose, the cable may scrape along the ground, damaging it and potentially causing it to fail.

Breakaway cables are designed to function at pre-determined loads depending on the trailer's braking system characteristics. It is important that any replacement complies with the specification of the original cable.



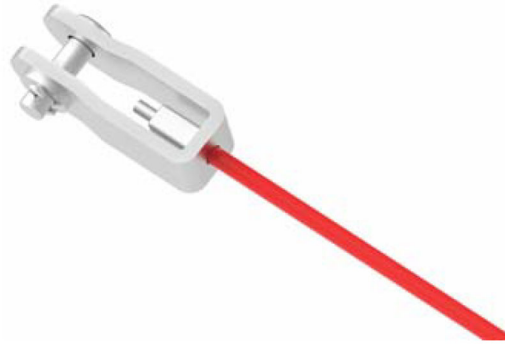
ALWAYS USE **KNOTT** SPARES

REMOVAL

It is important that the handbrake lever is prevented from operating when replacing the cable.

WARNING! The handbrake should be released and the handbrake locking bolt fitted where possible.

Remove the existing cable from any guides taking note of the route.



Remove the split pin and withdraw the clevis pin.

REFITTING

WARNING! Always use the correct replacement from the manufacturer as an incompatible cable may cause the handbrake mechanism to operate incorrectly.

Remove the split pin, washer and clevis pin from the replacement cable and retain.

Position the clevis so that it lines up with the hole in the handbrake and insert the clevis pin, fit the washer and split pin.

Ensure that the cable is re-routed through the guides provided. This is important to ensure that the cable operates under the widest range of circumstances.

Check that there is no damage or fraying prior to use.

Secondary Couplings

A 'Secondary Coupling' is a chain or cable that shall be fitted between an unbraked trailer and the towing vehicle and maintains the connection of the two in the event of separation of the primary coupling. This is a legal requirement for unbraked O1 trailers, in the event of separation and in conjunction with a "skid", should prevent the nose of the trailer from touching the ground and provides some residual steering of the trailer.



technical@knottuk.com



www.knottuk.com