

AL-KO - Coupling and Braking Initiatives

AL-KO Off Road Coupling

AL-KO's new off-road trailer coupling could be just what many off-road travellers are looking for. The new design resembles stylish European caravan couplings, but has been designed and engineered in Australia.



The ball receiver yoke incorporates 360-degree rotation capability, in conjunction with a fore-and-aft pivoting ball receiver. The result is a 50mm-ball coupling that can cope with all the angularity needed for off-road driving.

As anyone who's used a rubber-block coupling knows, coupling and uncoupling with these designs is a literal pain. The AL-KO design provides full articulation, while retaining the coupling and uncoupling ease of a ball coupling.

Another advantage of the AL-KO design is that it permits multi-trailer flexibility without the need to remove the ball tongue and replace it with a rubber block type every time you want to change trailers.

The AL-KO Off Road Coupling is available in two-tonne and 3.5-tonne towing capacities, and the two-tonner comes as an override-brake type, with sprung yoke shaft, or an electric-brake type. The 3.5-tonne model is obviously designed for use with power brake systems.

All three models have AL-KO's patented positive towball latching system, twin grease nipples for the yoke shaft and self-lubricating ball receiver pivot bushes.

The drawbar fitting, yoke and ball receiver are zinc plated and the locking mechanism has a contrasting Dacromet finish.

Heavy Trailer Braking System

Off-road caravans and large boat trailers now commonly have trailer axle weights above two tonnes, necessitating a power brake system, with back-up breakaway power supply to maintain braking force should the van separate from the towing vehicle. This legal requirement has often meant modifying the towing vehicle's braking system, with the obvious warranty issues that involves.



AL-KO's new Sensabrake Electronic Air/Hydraulic System (EAS) is an electronically-controlled, pneumatic-over-hydraulic trailer braking system that operates automatically and proportionally.

The EAS actuator maintains a compressed-air stored energy source on the trailer that can supply instant pressure to the trailer brake hydraulic master cylinder. Most electro-hydraulic systems rely on pump pressure to energize the hydraulics and this can involve a braking delay.

Sensabrake is available in two versions: the LT-1000, compatible with an EVO in-vehicle control kit and the LT-1000E, designed to be used in conjunction with an AL-KO-approved electronic brake controller.

AL-KO Trailer Lock

AL-KO's cast aluminium Universal Coupling Lock is designed to secure all trailers that are fitted with a standard ball coupling.

The design is self-contained, requiring no padlock or locking device, as the lock is built in and comes with three keys.

