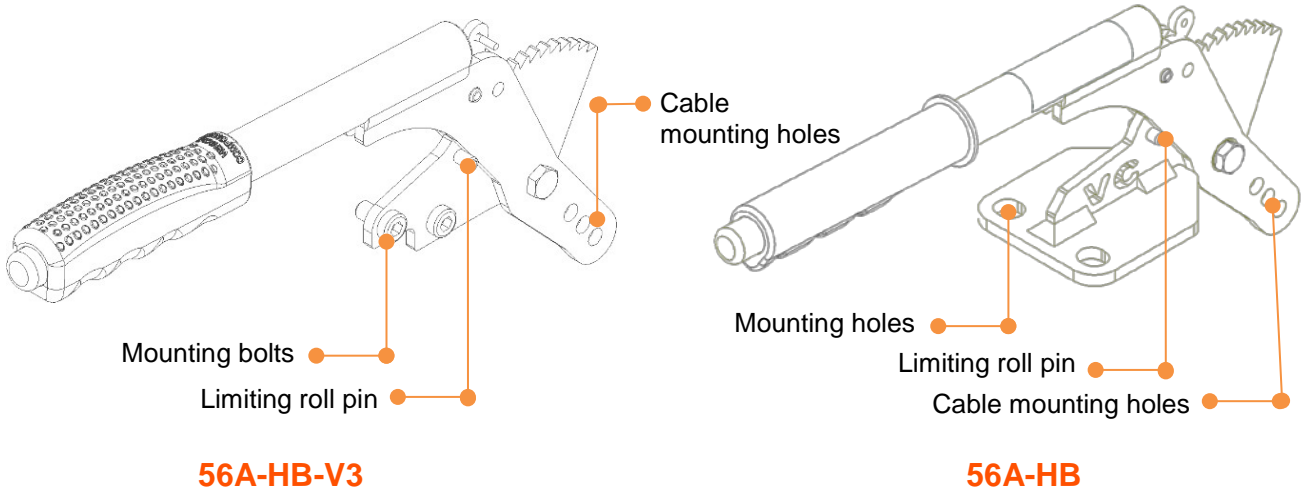




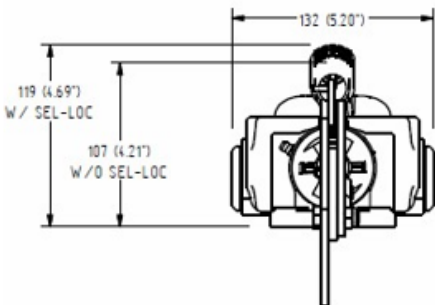
**CUSTOMER INFORMATION SHEET – NO. 032**

**HANDBRAKE**



**Mounting Handbrake**

The installed coupling as well as the required mounting will determine which handbrake system is needed. If installing on an older coupling – pre 2017, or installing at a remote location to the coupling the 56A-HB straight or 56A-HB-S/M side mount will be required. When used on the older model coupling the rearmost bolt holes of



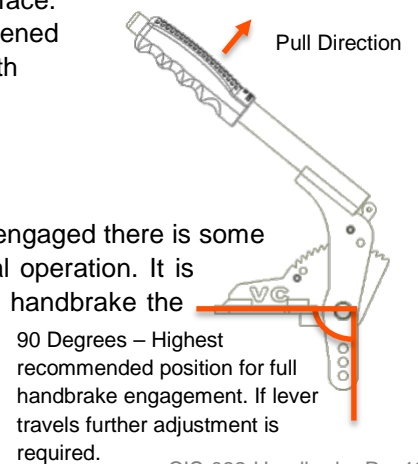
the coupling are utilised whereby the bolts are replaced with 5mm longer versions to fit the handbrake plate. It is important with this type of install that the bolts are minimum M12 Class 8.8 torqued to 75Nm or 1/2" Grade 5 bolts torqued to 90Nm with nylon insert nuts or spring washers. The V3 handbrake can be fitted at any time in the specified tapped holes at the rear of the coupling without removing any integral mounting bolts. Please note Pre-Loctite bolts torqued to 35Nm (25.8lbs.ft). Once mounted, it is important to check tailgate clearance with the trailer hitched to the vehicle. This is particularly important on side opening single rear door models.

**Cable Attachment**

When attaching the cable to the handbrake lever ensure to bolt through the highest achievable hole, which will still allow full operation without contacting the drawbar plate or any other surface. Attach the handbrake clevis using an M8x25 bolt with a nylon insert nut tightened until three threads of the bolt appear through the nylon. This will allow smooth operation of the lever without binding.

**Cable Adjustment**

The cable should be adjusted in such a way that when the handbrake is disengaged there is some slack in the cable to ensure the brakes will not be dragging during normal operation. It is recommended to adjust this so that at the highest engaged position of the handbrake the attachment lever is vertical. A further check should be made with the suspension at both ends of its travel to ensure the brakes do not operate in the bump and rebound conditions.



## Use of Handbrake

Operation of the handbrake is the same as a standard mechanical vehicle handbrake. Simply pull the handle until the cable is tight and the handbrake locks in to the ratchet. In order to release the handbrake, pull the lever slightly and depress the handbrake button to make sure the pawl is free from the ratchet plate then return the lever to its resting position.

As an additional safety measure a padlock may be locked through the ratchet padlock hole so that the handbrake cannot be accidentally released.

Factors affecting handbrake efficiency

The following factors affect handbrake efficiency and should be considered when configuring your handbrake system.

- Wheel and tyre diameter
- Handbrake cable routing
- Brake condition or 'bedding in'
- Road surface
- Selected hole position in lever
- Pull force exerted on handbrake lever
- Brake type and size
- Angle of surface

### MAINTENANCE & SAFETY

- Keep hands and fingers clear of ratchet when operating the handbrake
- Inspect cables to ensure tension when handbrake is in operation.
- Use of wheel chocks is recommended as an additional safety mechanism
- Handbrake cable will require adjustment as brakes wear and cables stretch
- Check all bolts and roll pins are correctly tightened and located
- Trailer safety chains should not be released until trailer is secured

Ensure that the handbrake is suitably installed and that it provides adequate park braking efficiency for your trailer or van. It is recommended that the handbrake should hold a trailer/caravan on a minimum incline of 18% (10 degrees).