

TECHNICAL SERVICE BULLETIN

US Department of Transportation Mandates - Brake Actuators & Break Away Cables -

The US Department of Transportation mandates that all Trailers that travel on US highways that are equipped with brakes, shall have a method of activating the trailer brakes if the trailer should become detached from the tow vehicle. The length of the break away cable or chain is set by the brake coupler manufacturer and must be used at full length. It is the responsibility of the tow vehicle operator to set the attachment point of the break away cable or chain on the tow vehicle, so that the trailer brakes do not activate during normal towing. This may include lengthening the cable. If the tow vehicle operator connects the break away cable or chain too tightly for the tow vehicle, and trailer to be able to negotiate the turn radius that may be encountered during normal highway travel, or backing up, the trailer hydraulic surge brake coupler may have the break away mechanism activated. If this occurs, partial or full hydraulic activation of the trailer brakes will occur. Many times this parasitic trailer braking load is not noticed by the tow vehicle operator. The results of this can be catastrophic, and will result in damage to the trailer brakes, and possibly the loss of tire and hub as bearings are destroyed due to overheating. This is not the fault of the brake coupler manufacturer, nor the trailer manufacturer. The tow vehicle operator is completely responsible for monitoring the condition of trailer components as it may relate to the safe highway transit of his vehicle. **BE SURE** to provide adequate length to the break away cable or chain components, as attached to the tow vehicle, so that accidental activation of the break away mechanism does not occur.

NEVER SHORTEN THE BREAK AWAY CABLE!

NOTICE: Damage to brakes or other trailer components that are affected by this condition is **NOT A WARRANTY CONDITION !!**