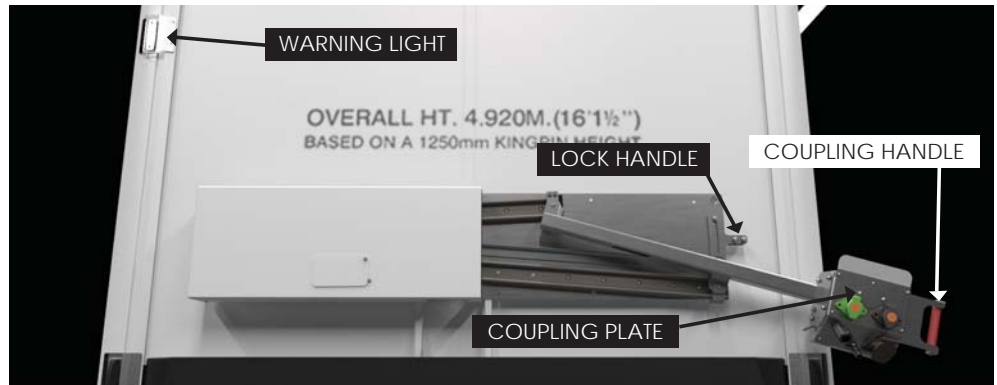




“LowGlide” Safe
Ground Coupling

Published
April 2016

The "LowGlide" is a simple mechanical ground coupling system that has been designed and manufactured to allow a driver to couple the tractor and trailer from ground level (N/S), without having to access the catwalk area.



Key Features & Benefits

- IOSH award-winning concept.
- Eliminates the need for the driver to access the gap between tractor & trailer.
- Slimline design suitable for fridge units and domes.
- The 'LowGlide' system locks into place and has been designed so that the operator can exert enough force to attach the airlines without risk of damaging the mechanism.
- Smooth, easy to operate system.
- Simple, low maintenance design and parts.

Safety

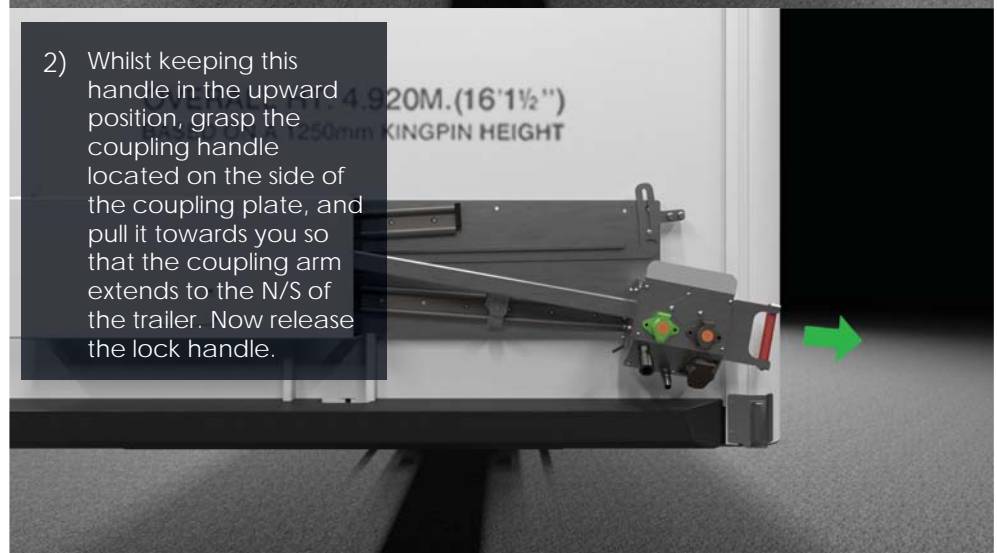
- Extends beyond width of trailer for easy access.
- Lowers coupling to ideal 'chest height'.
- A warning light flashes when the coupling plate is extended, to signal to the driver that the LowGlide is in an unsafe position.
- When extended, reflective conspicuity strips provide high visibility (red to rear, white to front).

Coupling Procedure

- 1) Lift the lock handle upwards to unlock the coupling plate.



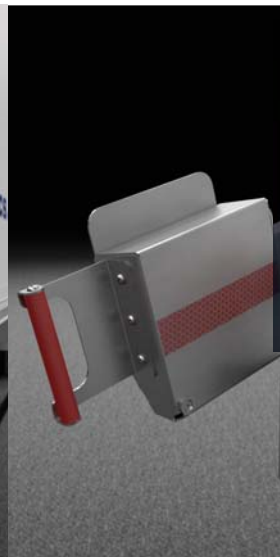
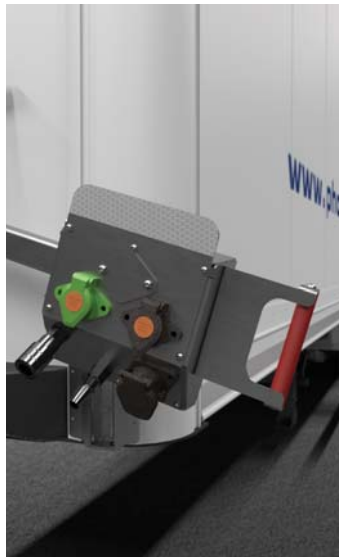
- 2) Whilst keeping this handle in the upward position, grasp the coupling handle located on the side of the coupling plate, and pull it towards you so that the coupling arm extends to the N/S of the trailer. Now release the lock handle.



- 3) When the coupling arm is fully extended, the lock handle will automatically secure the coupling plate in place so that it does not move when the operator is coupling.

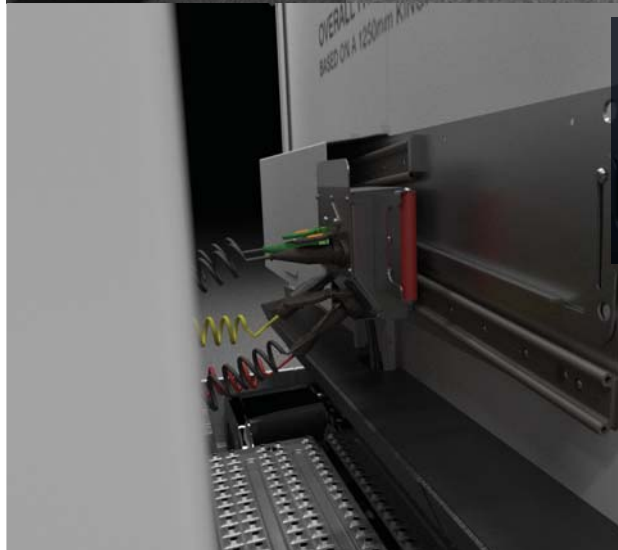
As the coupling plate moves towards the side of the trailer it will also move downwards. This provides a lower more comfortable coupling height.





4) The operator can now couple as normal, using the plate in the fully extended position.

When extended, conspicuity strips provide high visibility. (red to rear, white to front).



5) When coupling is complete, the operator should lift the lock handle into its upward position and push the coupling plate back into its stowed position.



6) The lock handle can then be released. This prevents the coupling plate from moving.

As an added safety feature, a warning light positioned on the front bulkhead, visible in the drivers O/S mirror, flashes when the coupling arm is not correctly stowed to signal to the driver that it is unsafe to drive away.

Thank You

If you have any questions about this document, or would like to discuss your operational requirements, please call the Don-Bur sales department on 01782 599 666.



Established in 1981, the Don-Bur Group has become internationally recognised for its innovative development of trailers and rigid vehicle bodies, designed to minimise operational costs and increase efficiency.

Don-Bur has committed to research and develop solutions with primary focus on aerodynamics and optimum utilisation of available cubic capacity.

Based in Stoke-on-Trent in the West Midlands, Don-Bur has a 500 strong flexi workforce and generates a group annual turnover of £50 million. Vertically integrated divisions include an 18 acre primary manufacturing site, curtains and load restraint division, graphics house and two after-sales service sites (repair, servicing, refurbishment and ATF Station).

The comprehensive structure provides a complete and fully accountable solution for clientele, catering for all commercial vehicle needs throughout their lifespan.