

# ATC – AL-KO TRAILER CONTROL FOR COMMERCIAL TRAILERS



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## LIKE DRIVING ON RAILS – THE NEW AL-KO SAFETY SYSTEM FOR COMMERCIAL TRAILERS

### SIMPLY CLEVER

The ATC constantly controls the trailer's driving response. The sensors detect dangerous lateral movements directly on the trailer axle, even before any ESP system for trailers installed in the car is able to sense the pendulum movement. The trailer will immediately – without any action on the part of the driver – brake gently and return to a stable driving condition.

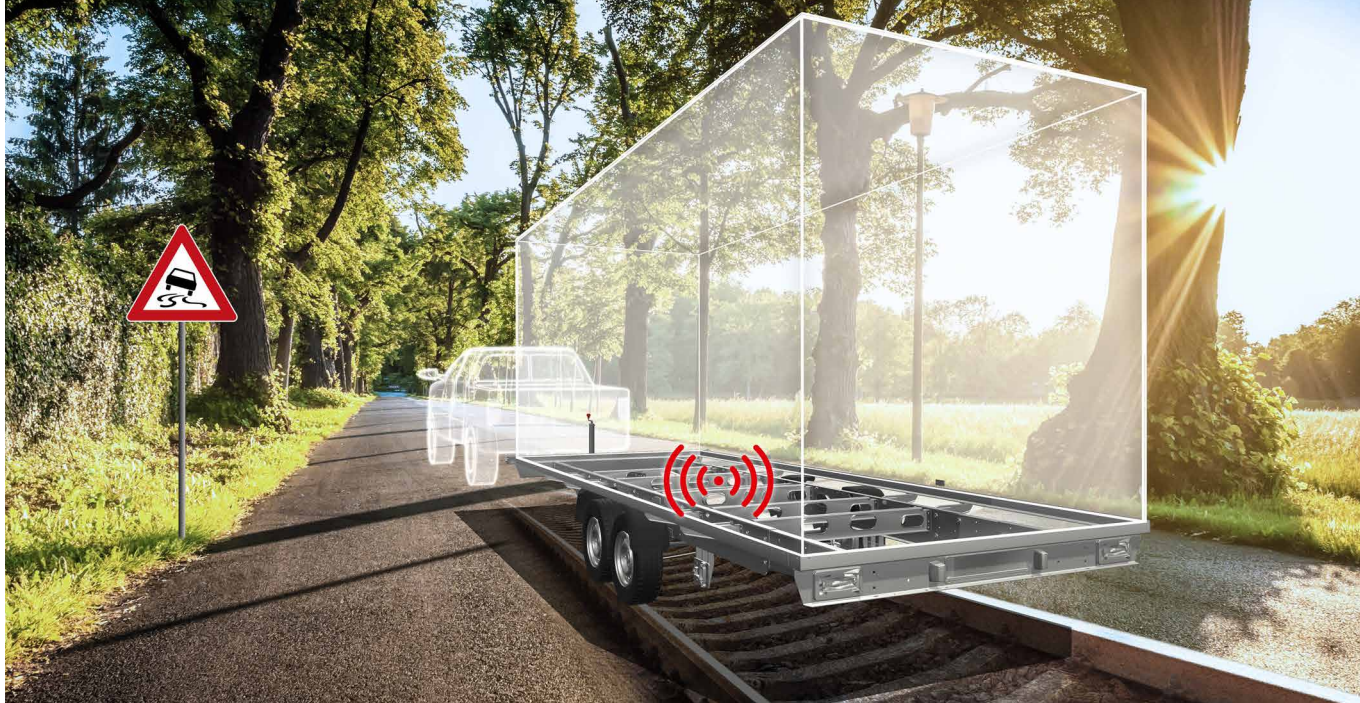


### NOW EVEN BETTER

The tried and tested safety system from AL-KO with improved responsiveness has now been released and is available for all trailer types. The continuous signal evaluation as well as “attention mode”, which the system switches to in the case of an imminent danger, allows the ATC to respond faster than ever.

- | Responds quickly and effectively to all common hazardous situations such as
  - | Avoidance manoeuvres
  - | Changing lanes
  - | Overtaking
  - | Gusts of wind
  - | Ruts
  - | Overloading
- | Faster brake access
- | Use up to GA of 3.5 tonnes
- | Optimised weight & design
- | Horizontal installation (more installation space and ground clearance)
- | General operating permit (ABE) available
- | Meets all requirements according to ECE R10 (EMC) and ECE R13

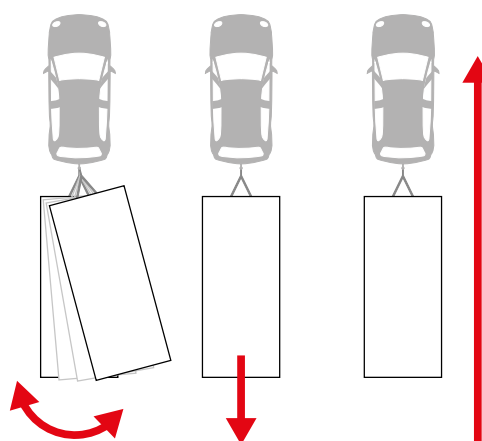
NOTICE: The ATC for commercial trailers is not capable of mitigating, nor designed to mitigate, grossly negligent driving behaviour or unfavourable loading conditions (e.g. high centre of gravity with a narrow trailer) to such an extent that accidents can always be completely prevented. The ATC for commercial trailers never releases the driver from due diligence.



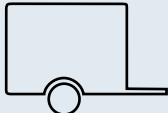
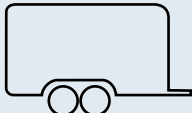
## KEEP SAFELY IN THE TRAFFIC LANE

The emergency system reacts automatically when the vehicle combination's swaying exceeds limit values.

- | Sensors react even to slight lateral accelerations.
- | The trailer immediately brakes automatically. The driver barely notices this correction.
- | Braking automatically puts the trailer back on track, i.e. there is little risk of a rear-end collision due to sudden, sharp braking, and an overtaking manoeuvre is not affected.



## INSTALLATION <sup>1)</sup>

AL-KO chassis	Gross weight <sup>2)</sup> min. – max. [kg]	Designation	Part no.
	750 – 1,300	ATC-2 CT EA 750-1300	1733031
	1,301 – 1,500	ATC-2 CT EA 1301-1500	1733032
	1,501 – 1,800	ATC-2 CT EA 1501-1800	1733033
	1,801 – 2,000	ATC-2 CT EA 1801-2000	1733034
	2,001 – 2,500	ATC-2 CT EA 2001-2500	1733035
	2,501 – 3,000	ATC-2 CT EA 2501-3000	1733036
	3,001 – 3,500	ATC-2 CT EA 3001-3500	1733037
	1,300 – 1,600	ATC-2 CT TA 1300-1600	1733038
	1,601 – 2,000	ATC-2 CT TA 1601-2000	1733039
	2,001 – 2,500	ATC-2 CT TA 2001-2500	1733040
	2,501 – 2,800	ATC-2 CT TA 2501-2800	1733041
	2,801 – 3,500	ATC-2 CT TA 2801-3500	1733042

<sup>1)</sup> The ATC may only be mounted on commercial trailers with an **AL-KO axle** and **AL-KO wheel brake**.

<sup>2)</sup> The weight range must correspond to the trailer's **maximum permissible gross weight**.

# **AL-KO**

**QUALITY FOR LIFE**

Member of **DEXKO**  
GLOBAL

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