AL-KO OVERRUN DEVICE
V 251S AND 251G – NEW GENERATION
OVERRUN DEVICE V
1,500 to 3,000 kg

Mounting on the chassis

The drawbar struts can be installed at the top and bottom.

A cable guide is integrated in the skid bracket as standard so that the breakaway cable can activate the handbrake lever in an emergency.

I In bottom installation, the maximum permissible drawbar height is 100 mm.
I The skid bracket integrated in the housing of the drawbar installation prevents any contact of the handbrake lever and the hitch/drawbar eye in an emergency.

Relay lever

The relay lever can be simply changed over through existing holes as necessary.

90:27 = 1636G, 1637, 2051
90:30 = 2361
90:33.5 = 3062, 3081

Bellows

The inserted part at the bottom of the drawbar secures the bellows against slipping backwards.

The bellows are suitable for all ball couplings or drawbar eyes that can be used on this new overrun device.

Drawbar tube bearing

The optimised bearing bush geometry (crown in the front bearing bush with preload) and the modified machining process made it possible to reduce the bearing clearance.

Optional ball couplings and plug-in drawbar eyes can be used (installed externally on the drawbar tube)

With the AE 251S 1,500 – 2,700 kg, all drawbar eyes can be used for the Ø 50 mm drawbar.

With the AE 251G 1,550 – 3,000 kg, no plug-in drawbar eyes (installed externally on the drawbar tube) can be used. We recommend using the “Profi” 3,000 kg overrun device here as necessary.
Parking brake/handbrake

**Handbrake not active:**
In this position, the handbrake lever is very flat. For cars and vans, the loading door can usually be opened as a result.

**Handbrake active:**
Despite the active handbrake, the jockey wheel crank can be moved freely.
1. Handbrake down
2. Handbrake up

- The pressure sprung dead-point mechanism eliminates the need for a toothed segment and pushbutton. This enables sensitive adjustment when coupling the trailer, e.g. on downhill gradients.

- Ergonomic, extended hand grip with soft surface.

- Sturdy tubular handbrake lever, galvanized.

- The flat arrangement allows the operator to place his body weight over the hand lever when releasing the handbrake.

**As standard** with mounting holes for the Ø 48 mm clamp

**Optionally** with welded-on bottom part of the clamp for Ø 48 mm jockey wheel

**Optionally** with welded-on jockey wheel centre flange
### OVERRUN DEVICE V

**1,500 to 2,700 kg**

**SAP:** AE KPL V 251S TOTP AK270

**Available starting May 2018**

#### AE V 251S dead centre HBH with AK 270, without clamp

<table>
<thead>
<tr>
<th>Order no.</th>
<th>Type</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
<th>Installation</th>
<th>Changeover relay lever?</th>
<th>Can be used with AL-KO wheel brake</th>
<th>Hitch mounted</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 731 194</td>
<td>251 S</td>
<td>1,500 – 2,700</td>
<td>120</td>
<td>top + bottom</td>
<td>Yes</td>
<td>1637/2051</td>
<td>AK 270 13 – 21 2</td>
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<tr>
<td>1 731 336</td>
<td>251 S</td>
<td>1,500 – 2,700</td>
<td>120</td>
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<td>AK 270 13 – 21 20</td>
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<td>1,500 – 2,700</td>
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<td>Yes</td>
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<td>AK 270 13 – 21 20</td>
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**ECE test report no.**

Overrun device: 361-0044-97

**ECE type approval no.**

Drawbar installation: E1 55R-01 0227

#### AE V 251S dead centre HBH with AK 270, with bottom part of the clamp

<table>
<thead>
<tr>
<th>Order no.</th>
<th>Type</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
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<th>Changeover relay lever?</th>
<th>Can be used with AL-KO wheel brake</th>
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**ECE test report no.**

Overrun device: 361-0044-97

**ECE type approval no.**

Drawbar installation: E1 55R-01 0227

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www.alko-tech.com
### AE V 251S dead centre HBH with AK 270, with elevated jockey wheel flange

<table>
<thead>
<tr>
<th>Order no.</th>
<th>Type</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
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<th>Total weight in kg</th>
<th>Support load in kg</th>
<th>Installation</th>
<th>Changeover relay lever?</th>
<th>Can be used with AL-KO wheel brake</th>
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<td>–</td>
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### AE V 251S dead centre HBH without coupling head, with elevated jockey wheel flange

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<th>Type</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
<th>Installation</th>
<th>Changeover relay lever?</th>
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<th>Hitch mounted</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
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<th>Changeover relay lever?</th>
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<td>16</td>
<td>–</td>
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</table>
# OVERRUN DEVICE V

## 1,550 to 3,000 kg

**SAP:** AE KPL V 251G TOTP AK301

### AE V 251G dead centre HBH with AK 301, without clamp

<table>
<thead>
<tr>
<th>Order no.</th>
<th>Type</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
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<th>Changeover relay lever?</th>
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<th>Hitch mounted</th>
<th>Total weight in kg</th>
<th>Support load in kg</th>
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<th>Changeover relay lever?</th>
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**ECE test report no.**

Overrun device: 361-0043-97

**ECE type approval no.**

Drawbar installation: E1 55R-01 0466

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**SAP:** AE KPL V 251G TOTP AK301

### AE V 251G dead centre HBH with AK 301, with bottom part of the clamp

<table>
<thead>
<tr>
<th>Order no.</th>
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<td>AK 301</td>
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<td>120</td>
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<td>AK 301</td>
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**ECE test report no.**

Overrun device: 361-0043-97

**ECE type approval no.**

Drawbar installation: E1 55R-01 0466

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Available starting August 2018
## OVERRUN DEVICE V

1,550 to 3,000 kg

**SAP:** AE KPL V 251G TOTP AK301

### AE V 251G dead centre HBH with AK 301, with elevated jockey wheel flange

<table>
<thead>
<tr>
<th>Order no.</th>
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<th>Hitch mounted</th>
<th>Changeover relay lever?</th>
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<td>AK 301</td>
<td>19</td>
</tr>
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<td>120</td>
<td>top + bottom</td>
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<td>Yes</td>
<td>3062/3081</td>
<td>AK 301</td>
<td>19</td>
</tr>
</tbody>
</table>

**ECE test report no.**

Overrun device: 361-0043-97

**ECE type approval no.**

Drawbar installation: E1 55R-01 0466

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**Order no.**

1 731 729

**Type**

251 G

**Total weight in kg**

1,550 – 3,000

**Support load in kg**

120

**Installation**

top + bottom

**Changeover relay lever?**

Yes

**Can be used with AL-KO wheel brake**

1637/2051

**Hitch mounted**

AK 301

**Changeover relay lever?**

19

**ECE test report no.**

Overrun device: 361-0043-97

**Available starting August 2018**