

MAINTENANCE & SERVICE BULLETIN

OPERATING INSTRUCTIONS - ADJUSTABLE 5TH WHEEL

WARNING

To prevent injury and/or equipment damage, please read and adhere to the following instructions.

SAFETY

Always ensure the vehicle is parked on a firm level surface prior to coupling or de-coupling

Coupling

- 1 Remove snap hook, and dis-engage secondary lock.
- 2 Pull handle forwards then outwards to the cocked position.
- 3 Reverse prime mover to the front of the trailer, aligning 5th wheel throat with king pin - stop the vehicle. Connect air and electrics, ensure skid plate is on a similar level to the skid plate. (**Do not allow greaseless 5th wheel to lift the trailer. Damage to inserts may result.**)
- 4 Apply trailer brakes and reverse under the trailer until the jaws engage the king pin and "fires" the mechanism .
- 5 Visually check the skid plate is flat against the 5th wheel top plate, the bottom flange of the king pin is visible below the jaws and that the wedge block is in position.
- 6 Replace snap hook to secondary lock.
- 7 Before moving off, with the trailer brakes applied, move the prime mover forward to test connection.

De-Coupling

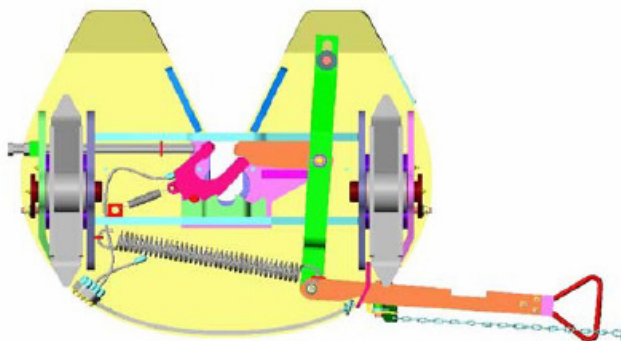
- 1 Ensure that the vehicle is on a level surface and landing gear is extended, disconnect air and electrics.
- 2 Remove snap hook, and dis-engage secondary lock.
- 3 Pull handle forwards then outwards to the cocked position.
- 4 Drive prime mover forward - mechanism locks open automatically.

Mechanism will remain "cocked" and jaws open, ready for next coupling.

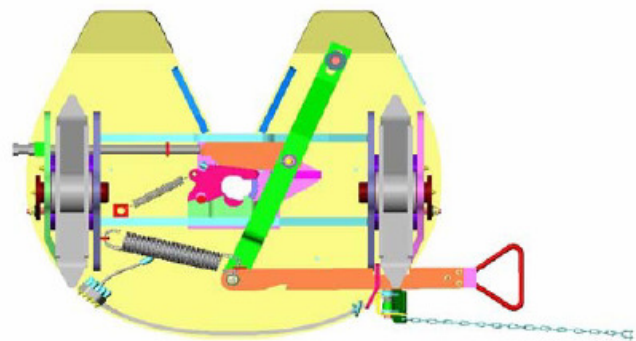
WARNING/S

Alight from the vehicle and complete all visual checks listed above, do not rely on audible indicators.

Take particular care when lowering the prime mover on air suspension as incorrect connection can result.



Jaws open, mechanism "Cocked"



Jaws closed and locked



FLEETMASTER MK3 INSTALLATION AND MAINTENANCE PROCEDURE – November 2005

WARNING

To prevent injury and/or equipment damage, please read and adhere to the following instructions.

Safety

Always ensure the vehicle is parked on a firm level surface and de-coupled prior to maintenance.

MAINTENANCE PROCEDURES

INITIAL INSTALLATION

K HITCH 5th Wheels are supplied with sufficient lubrication for assembly and storage prior to Delivery and installation.

It is essential to fully lubricate and inspect the 5th wheel as per the weekly procedure.

Adjust king pin as per procedure below and insure lock tab (**item 13**) is fitted and turned over pivot pin fixing bolt heads (**Item 14**)

DAILY

Grease all lubrication points using Morey's Bigfoot EP2 Grease or equivalent ensuring new grease begins to displace old grease.

Visually inspect for loose or damaged lubrication lines and worn or damaged parts.

Check welds and pivot feet for evidence of fatigue.

WEEKLY

De-couple combination and complete normal daily procedure.

Check top plate for grit or contaminants and clean if necessary.

Apply a liberal coating of grease to the top plate. (Delete this step if Greaseless)

Check jaws for evidence of wear or damage.

Check operating handle and safety latch for correct operation.

Check snap hook is still attached, replace if missing.

Using a pry bar, check for vertical or horizontal movement within the foot pivot area.

Replace pins and bushes if movement exceeds 4mm.

MONTHLY

De-couple combination and pressure clean all visible grease from 5th wheel.

Inspect all components for damage or wear.

Inspect welds to bridge, bridge support member and upper and lower foot for evidence of fatigue.

Inspect top plate, de-burr and dress off and excessive score marks or metal flow. (Delete for Greaseless)

Using a straight edge or other suitable material check top plate for deformities.

Complete normal daily and weekly procedures as above.

NOTE: If wear is detected in the jaws or top plate is scored it is probable that the king pin and trailer skid plate will bear corresponding wear/scoring and should be immediately attended to.

REPORT ANY PROBLEMS TO THE MAINTENANCE SUPERVISOR

LUBRICATION POINTS

Grease able top- Steel Inserts (Total = 7)

A 1 to each foot pin

B 4 to forward ¼

Greaseless top – Polyethylene inserts (Total = 6)

A 1 to each foot pin

B 1 to left hand forward ¼

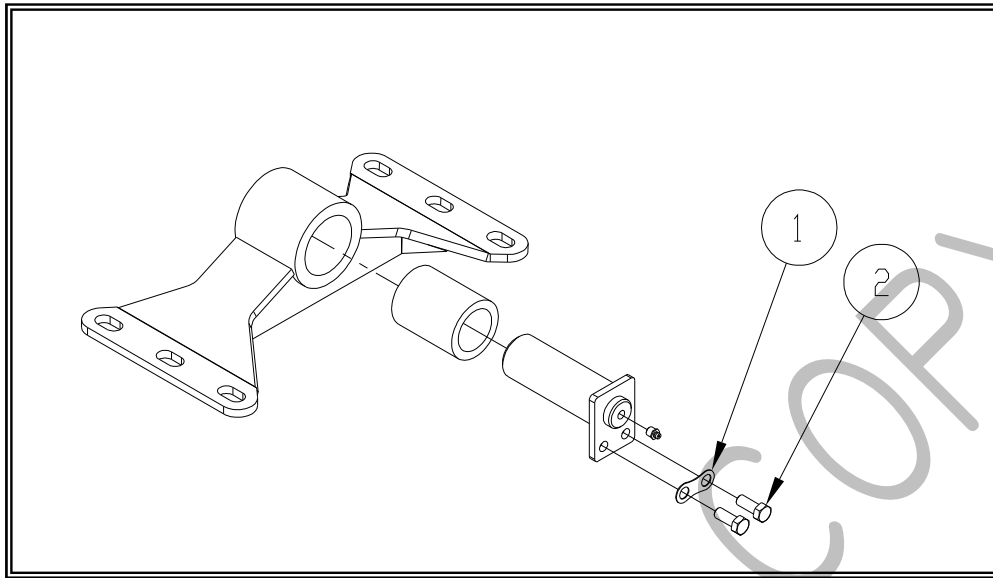
Recommended lubricant : Morey's BIGFOOT EP 2 Grease or equivalent.

ADJUSTMENT PROCEDURE

- 1) Loosen lock nut and wind out adjusting bolt (counter clockwise) 4-6 full turns.
- 2) Open mechanism to the cocked position and reverse under trailer to engage king pin in the normal manner.
- 3) Wind in adjusting screw (clockwise) until the adjusting bolt contacts the lock wedge, tighten lock nut.
- 4) It is advisable to adjust the jaws to suit the king pin fitted to the trailer to be used not to a test pin.
- 5) **Both lock tabs must be turned over pivot shaft locking bolts once tightened to 75 ft-lbs. Items 1 and 2.**

Failure to comply with the above procedures may result in a refusal of any warranty claims that may arise.

FLEETMASTER MK3 DESIGN WITH LOCK TAB DESIGN



ITEM 1 - LOCK TAB AND ITEM 2 - LOCKING BOLTS

CUSTOMER COPY



HIGHWAYMASTER INSTALLATION AND MAINTENANCE PROCEDURE – November 2005

WARNING

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Safety

Always ensure the vehicle is parked on a firm level surface and de-coupled prior to maintenance.

MAINTENANCE PROCEDURES

INITIAL INSTALLATION

K HITCH 5th Wheels are supplied with sufficient lubrication for assembly and storage prior to Delivery and installation.

It is essential to fully lubricate and inspect the 5th wheel as per the weekly procedure.

Adjust king pin as per procedure below and insure lock tab (**item 13**) is fitted and turned over pivot pin fixing bolt heads (**Item 14**)

DAILY

Grease all lubrication points using Morey's Bigfoot EP2 Grease or equivalent ensuring new grease begins to displace old grease.

Visually inspect for loose or damaged lubrication lines and worn or damaged parts.

Check welds and pivot feet for evidence of fatigue.

WEEKLY

De-couple combination and complete normal daily procedure.

Check top plate for grit or contaminants and clean if necessary.

Apply a liberal coating of grease to the top plate. (Delete this step if Greaseless)

Check jaws for evidence of wear or damage.

Check operating handle and safety latch for correct operation.

Check snap hook is still attached, replace if missing.

Using a pry bar, check for vertical or horizontal movement within the foot pivot area.

Replace pins and bushes if movement exceeds 4mm.

MONTHLY

De-couple combination and pressure clean all visible grease from 5th wheel.

Inspect all components for damage or wear.

Inspect welds to bridge, bridge support member and upper and lower foot for evidence of fatigue.

Inspect top plate, de-burr and dress off and excessive score marks or metal flow. (Delete for Greaseless)

Using a straight edge or other suitable material check top plate for deformities.

Complete normal daily and weekly procedures as above.

NOTE: If wear is detected in the jaws or top plate is scored it is probable that the king pin and trailer skid plate will bear corresponding wear/scoring and should be immediately attended to.

REPORT ANY PROBLEMS TO THE MAINTENANCE SUPERVISOR

LUBRICATION POINTS

Grease able top- Steel Inserts (Total = 7)

A 1 to each foot pin

B 4 to forward ¼

Greaseless top – Polyethylene inserts (Total = 6)

A 1 to each foot pin

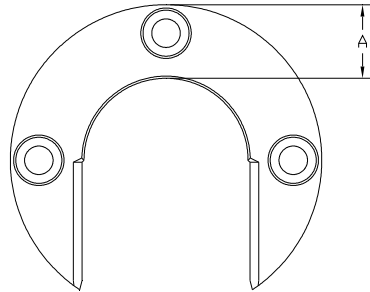
B 1 to left hand forward ¼

Recommended lubricant : Morey's BIGFOOT EP 2 Grease or equivalent.

ADJUSTMENT PROCEDURE

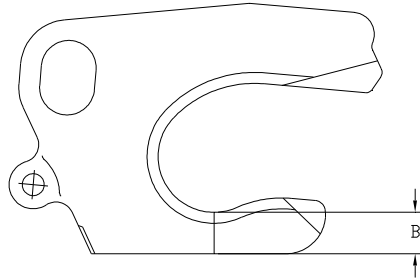
- 1) Loosen lock nut and wind out adjusting bolt (counter clockwise) 4-6 full turns.
- 2) Open mechanism to the cocked position and reverse under trailer to engage king pin in the normal manner.
- 3) Wind in adjusting screw (clockwise) until the adjusting bolt contacts the lock wedge, tighten lock nut.
- 4) It is advisable to adjust the jaws to suit the king pin fitted to the trailer to be used not to a test pin.
- 5) **Both lock tabs must be turned over pivot shaft locking bolts once tightened to 75 Ft/Lbs. Items 13 ;14.**

Failure to comply with the above procedures may result in a refusal of any warranty claims that may arise.



WEARING RING

DIMENSION A :
NEW: 33.5mm
Min: 30.5mm



LOCK JAW:

DIMENSION B:
NEW: 19mm
Min: 17.5mm

WEAR LIMITS ON LOCK JAW AND WEARING RING