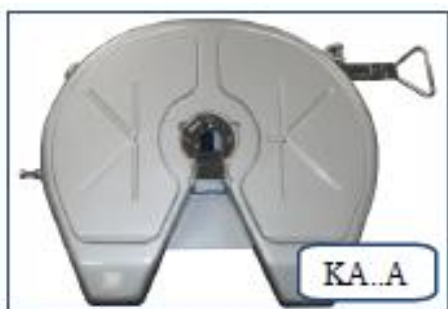


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

5th wheel

KC..C

The full range of FKH 5th wheels



Note:

Use IM&S Bulletin **KPM-007-0310** for the **KA..A, KA..C, KA..D**

Use IM&S Bulletin **KPM-007-0310** for the **KH, KS, KD**

| MODEL SERIES | MODEL NAME | KING PIN SIZE (mm) | D-RATING (kN) | JAW DESIGN | TOP PLATE LUB | TOP PLATE SIZE | CRN |
|--------------|----------------------|--------------------|---------------|------------|----------------------------|------------------|-------|
| KA..A | Highway Master | 50 | 174 | 1-piece | Grease-less Grease-able | Standard | 32015 |
| KA..C | Fleet Master | 50 | 195 | 1-piece | Grease-less Grease-able | Standard Wide | 27120 |
| KA..D | Fleet Master | 90 | 240 | 1-piece | Grease-less Grease-able | Standard Wide | 30639 |
| KC..C | Fleet Master Cast | 50 | 200 | 1-piece | Grease-able | Standard | 47568 |
| KH | Road Boss | 90 | 260 | 2-piece | Grease-able | Standard Wide | 29119 |
| KS | Komodo40 | 90 | 360 | 2-piece | Grease-able | Wide | 29119 |
| KD | Komodo50 | 90 | 360 | 2-piece | Grease-able | Wide | N/A |

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

INSTALLATION

Choosing the correct 5th wheel and/or 5th wheel assembly for a given application is the responsibility of the purchaser.

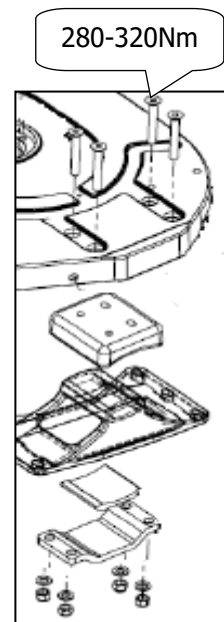
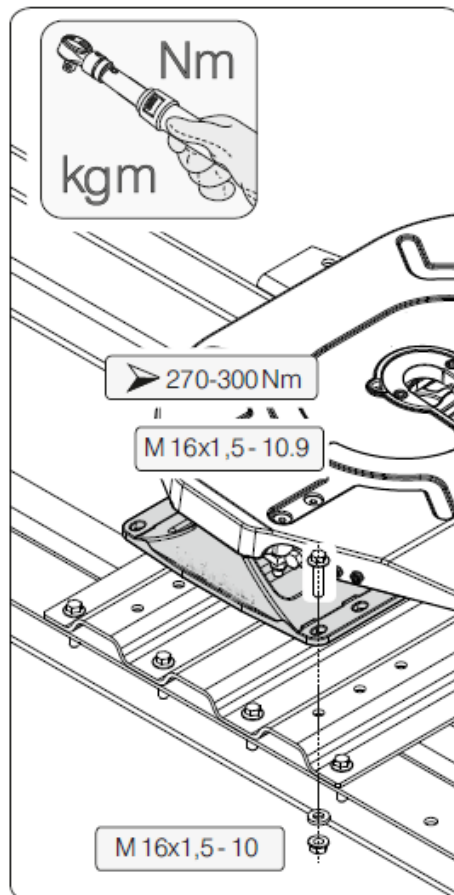
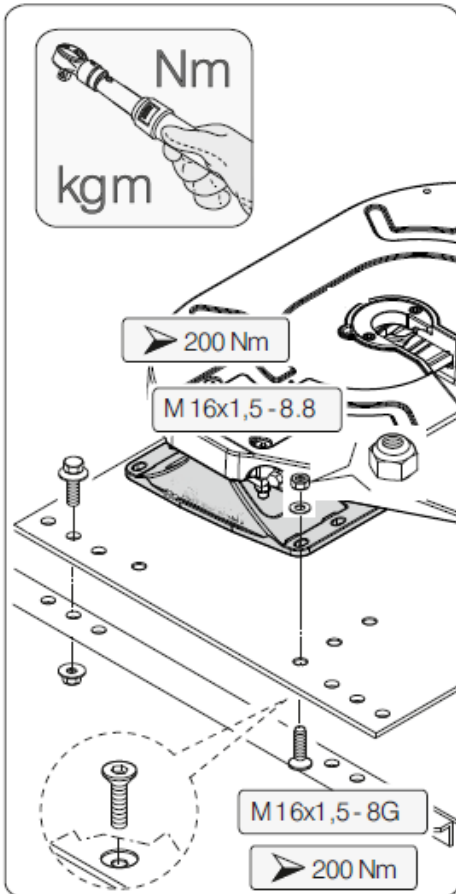
The Installation shall be strictly in accordance to AS 4968 1, 2&3, 2003, VSB6-Section P and any other statutory requirements by regulatory authorities.

The 5th wheels and 5th wheel assemblies are supplied with sufficient lubrication for assembly and storage prior to Delivery and installation.

It is essential to fully lubricate all grease points after the installation is completed before the vehicle goes in to service.

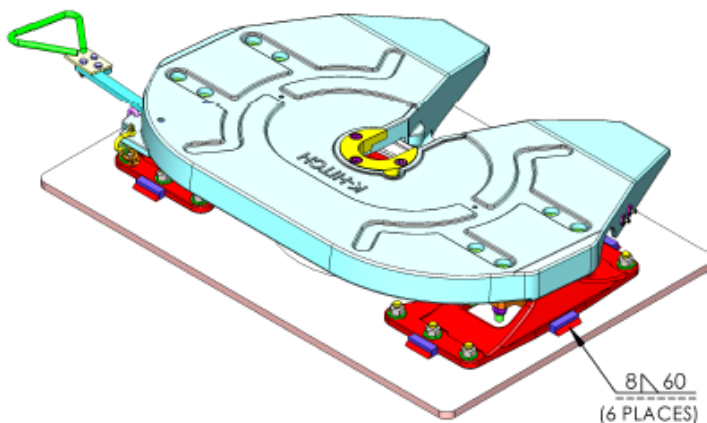
After a new installation or after parts have been replaced, adjust the jaw.

- 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 (the release handle will start to move), tighten lock nut.
- 4 It is advisable to adjust the jaw to suit the king pin fitted to the trailer to be used not to a test pin.

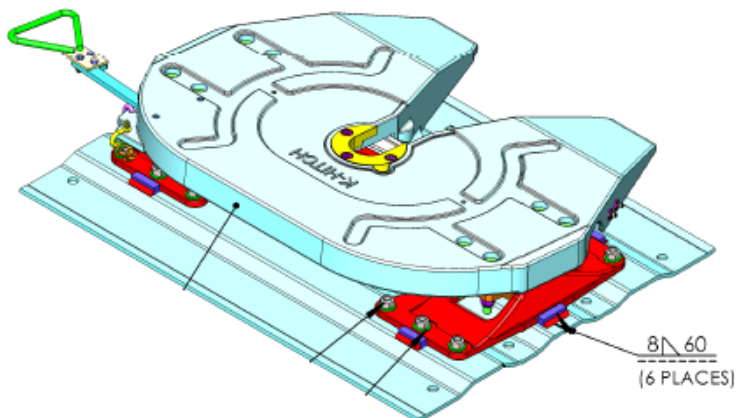
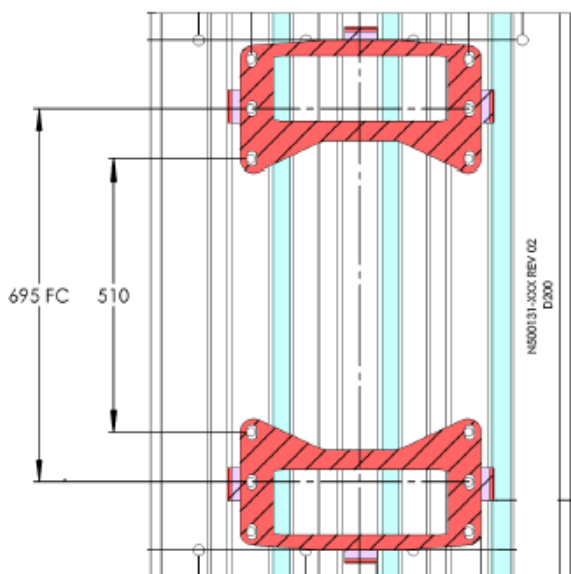
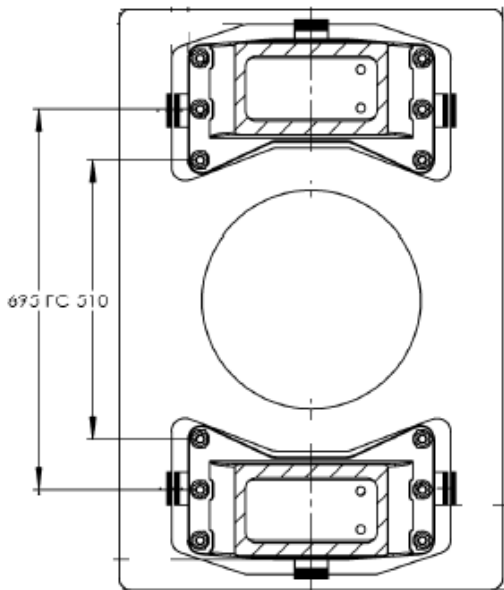
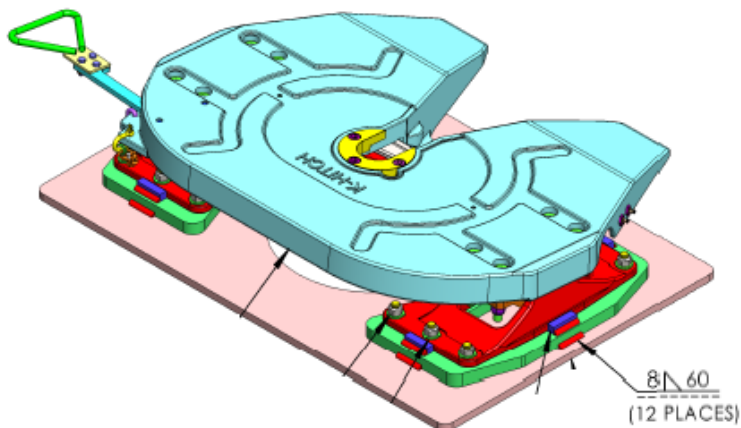


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

**KC 10C50 24 XX
(WITHOUT SPACERS.)**

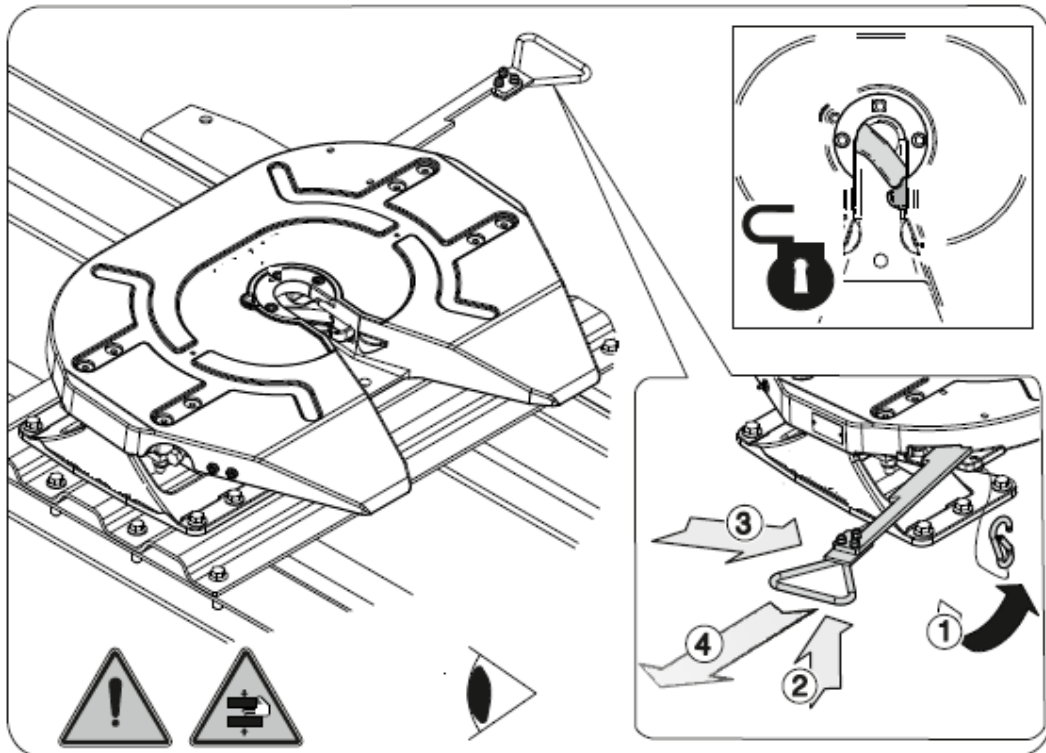
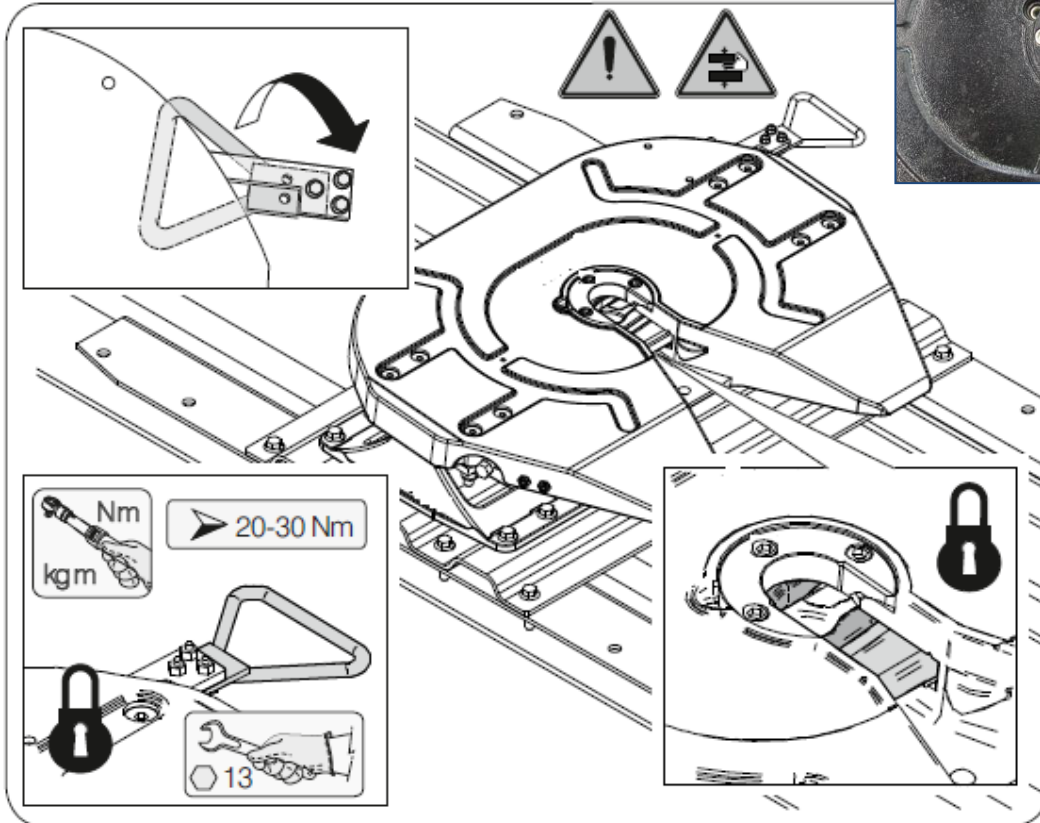


**KC 10C50 24 XX
(WITH SPACERS.)**

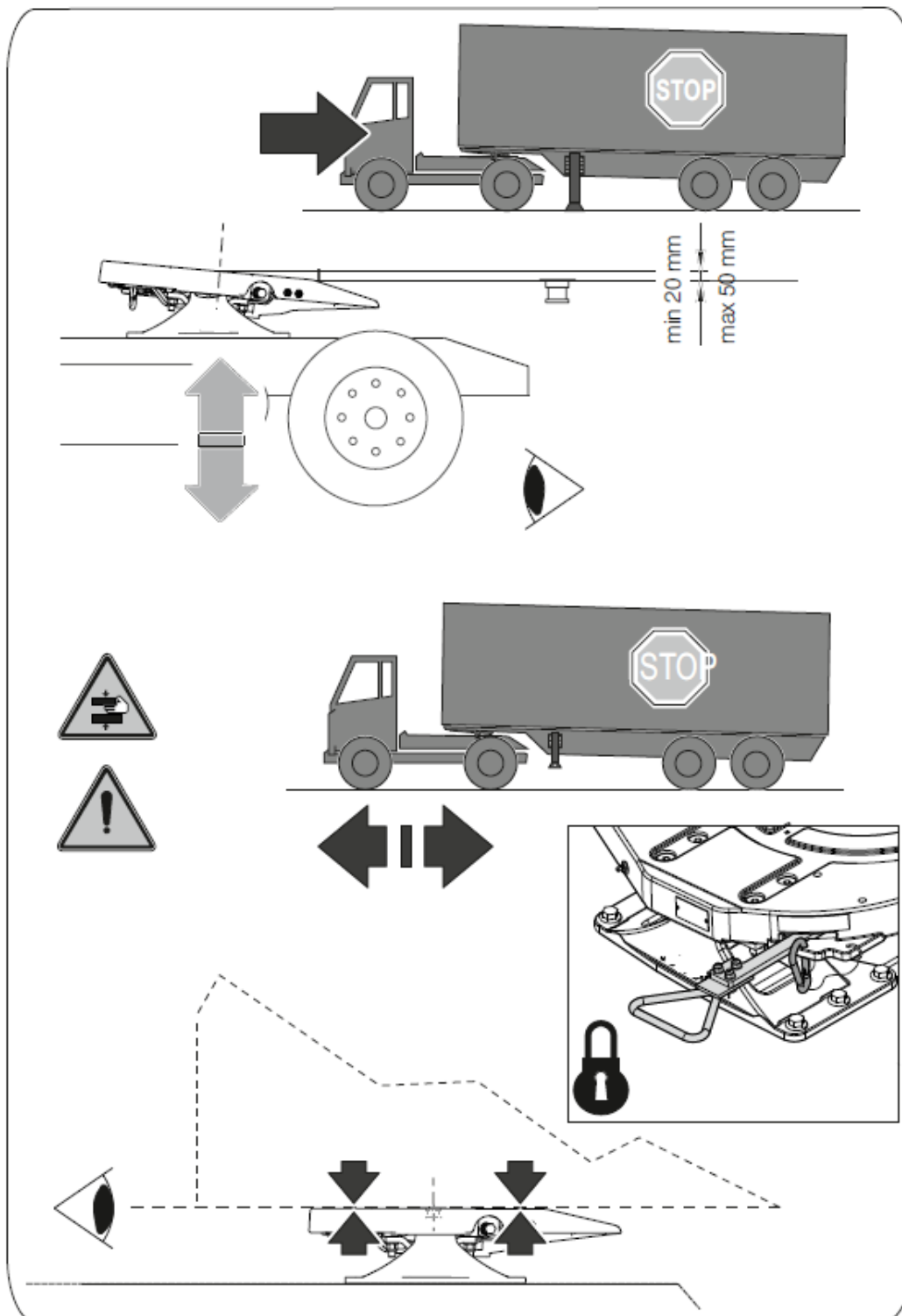


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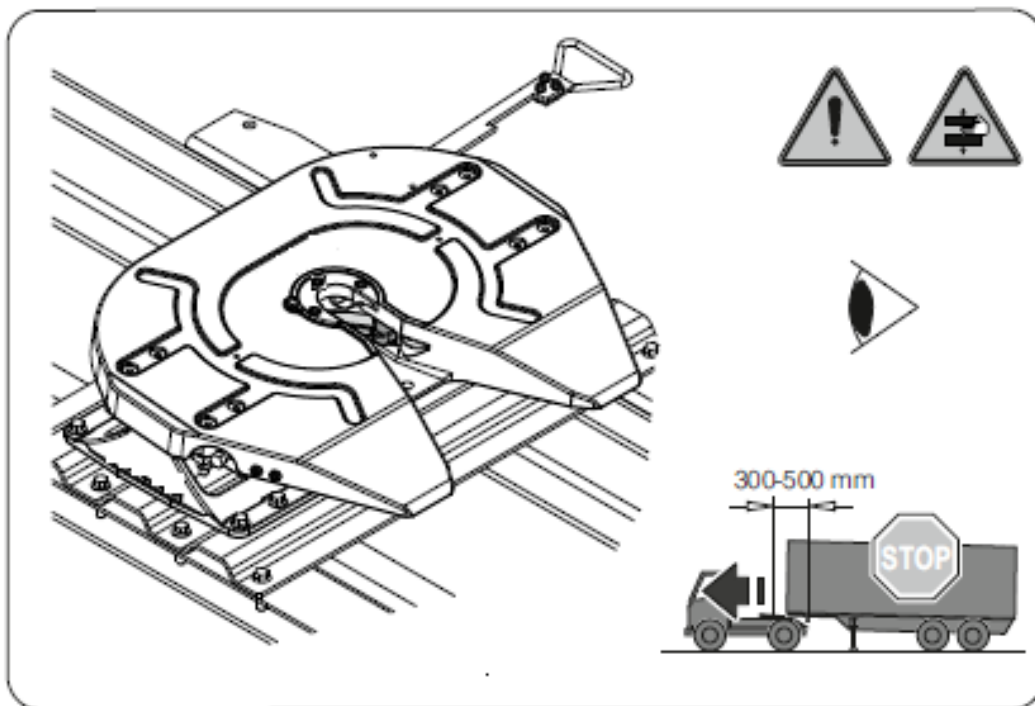
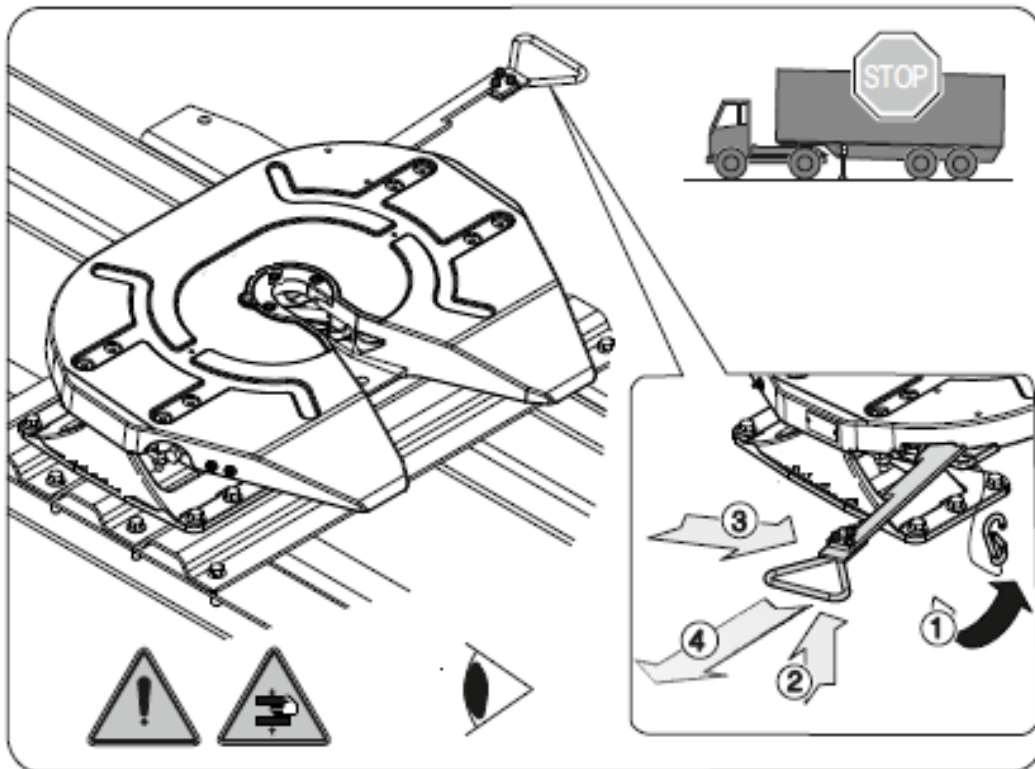
OPERATING THE CAST 1-PIECE JAW DESIGN 5th WHEEL



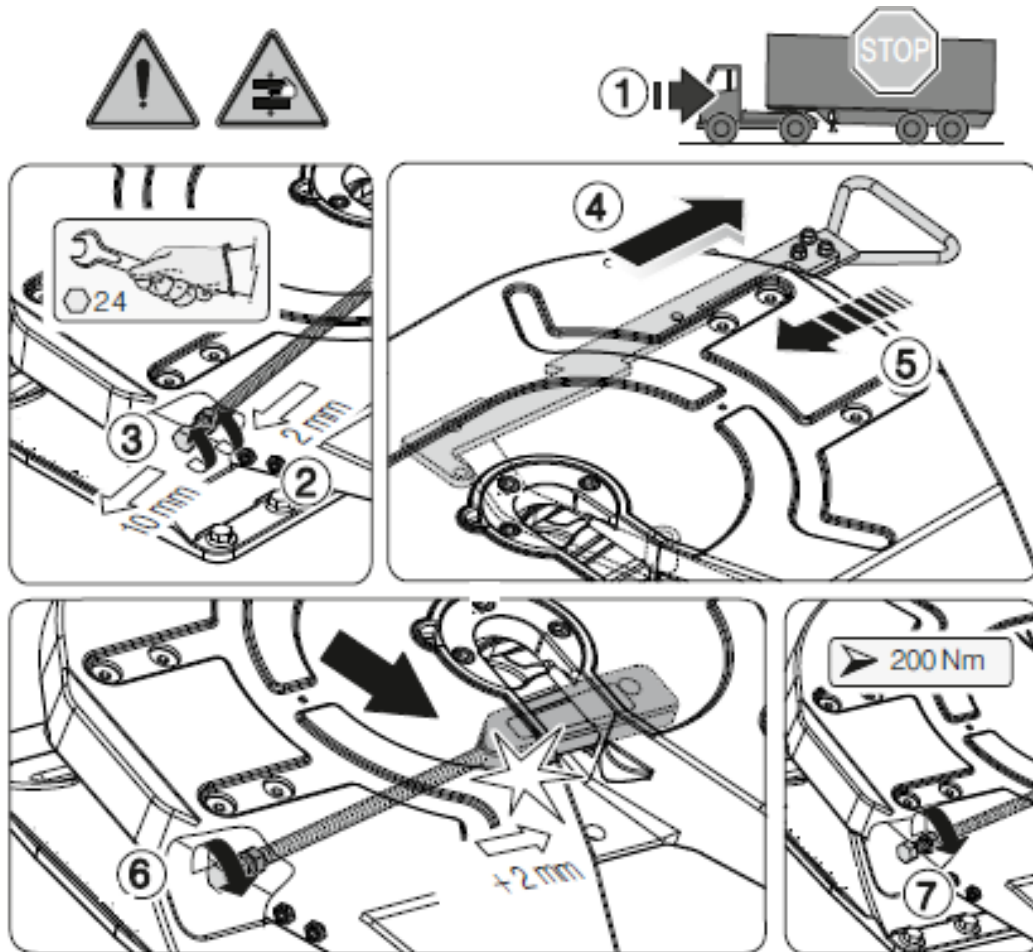
INSTALLATION, MAINTENANCE & SERVICE BULLETIN



INSTALLATION, MAINTENANCE & SERVICE BULLETIN



INSTALLATION, MAINTENANCE & SERVICE BULLETIN



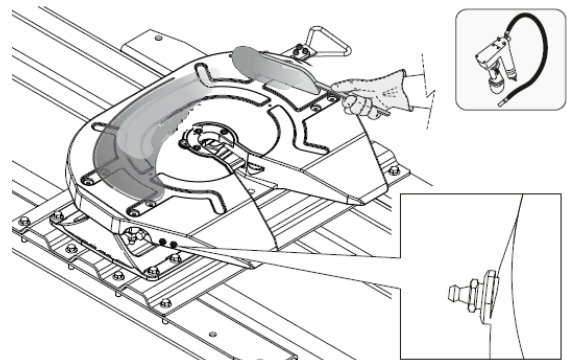
MAINTENANCE

Daily

Grease all lubrication points with a quality Lubricant (Castrol Ultratak Grease 2, LE Almatek, Morey's Bigfoot EP2 Grease or equivalent) ensuring new grease purges the old grease. Apply grease to slide block, throat and bore of jaws.

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

Check the feet for evidence of fatigue or any loose connections.



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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 impact damage.
Check slide block for correct operation and excessive wear.
Check operating handle and safety latch for correct operation.
Close jaws and check bore for damage, out of round or over sizing.
Using a pry bar, check for vertical or horizontal movement within the foot pivot area.
Visually inspect for loose Pivot pin locking Nut or Bolts.

Monthly

De-couple combination and pressure clean all visible grease from the turntable.
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)
Use a straight edge to check top plate for deformities.
Check the pivot pin locking Nut or Bolts for the correct torque.

“ADJUST FOR WEAR”means the king pin is loose.



Loosen lock nut and wind out the adjusting bolt (counter clockwise), that will allow the wedge to move in further and therefore reduced the clearance between the jaw and the king pin.

If the king pin is too tight, turn the adjusting bolt back in (clockwise) until contact is made with the wedge and the release handle starts to move (only just!).

Tighten the locknut again, after the adjustment is correct.

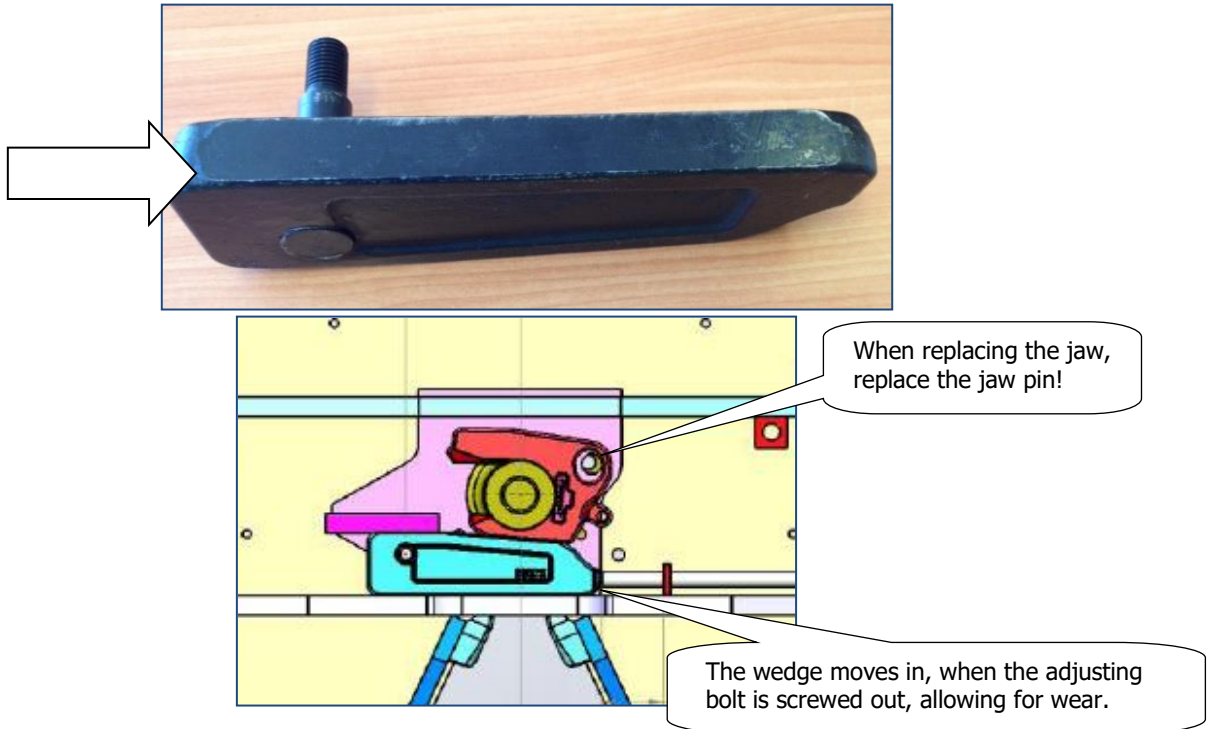
Note: To be sure that the new adjustment is correct, engage and disengage the king pin a number of times.

Note: The king pin should be held by the jaw with minimal clearance but should not be too tight to rotate.
(see bulletin KPM-001-0816 for more info)

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IMPORTANT NOTE:

Check the Wedge!



The wedge will also wear and we strongly recommend that at every 2nd jaw replacement a MAJOR REPAIR KIT is used, which includes a new wedge and a number of other new components.

NOTE: Replace parts which exceed the wear limits or show signs of impact damage.

Fitting a new 5th wheel and connecting it to a worn king pin and skid plate, may damage the new 5th wheel and cause functional problems.

It is the responsibility of 5th wheel users and service personnel to inspect the 5th wheel to ensure that all parts remain operable and safe.

This applies even if the wear limits have not been reached.

Please consider the application, km's travelled, the number of coupling and un-coupling operations and how these actions are performed by various operators.

Consider any incidents (and accidents) which may have caused any excessive loads, impact damage and wear on the 5th wheel.

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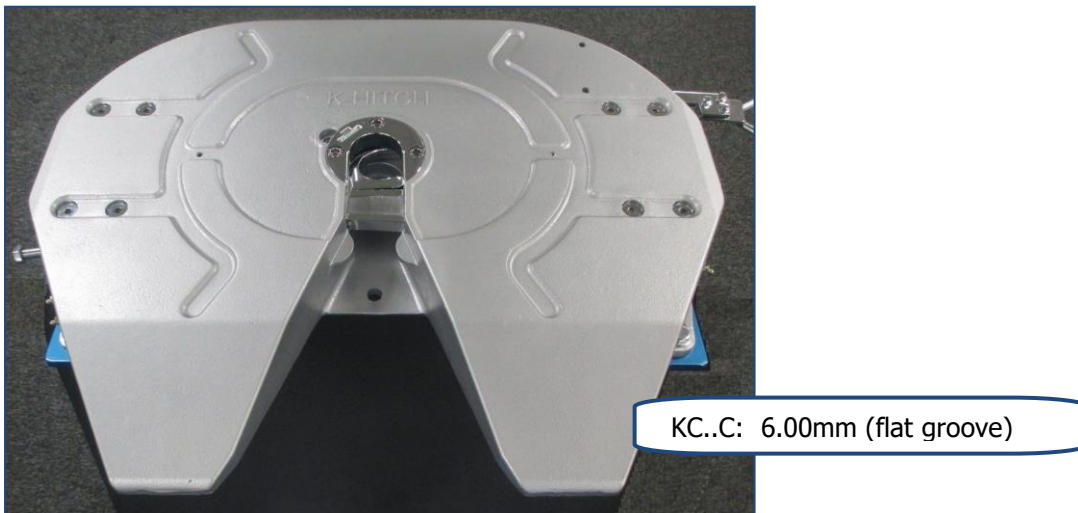
WEAR LIMITS

The following components should be checked at regular intervals and should be replaced if wear limits are exceeded.



| No | MODELS | DISCRIPTION | KINGPIN SIZE | STANDARD DIMENSION mm | MAXIMUM WEAR LIMIT mm |
|----|--------|--------------|--------------|-----------------------|-----------------------|
| 1 | KC.,C | Wearing Ring | 50 | 33.6 | 30.6 |
| 2 | KC..C | Lock Jaw | 50 | 18.9 | 17.4 |

The maximum wear in the loading area should not exceed the depth of the lubrication grooves.



Note:

For parts information go to: PARTS VIEW Bulletin **KPS-001-0414** for the **KA..C**

Also check the wear on the kingpin!