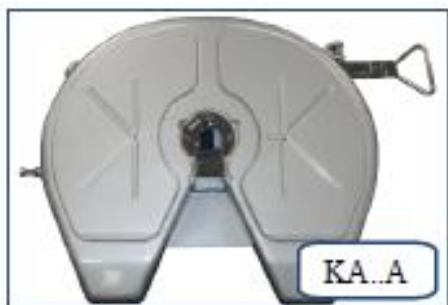


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

5th wheel

KH, KS, KD

The full range of FKH 5th wheels



Note:

Use IM&S Bulletin **KPM-001-0915** for the **KC..C**

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

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

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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.

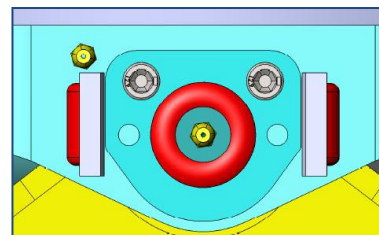
It is essential to fully lubricate all grease points after the installation is completed, before the vehicle goes in to service.

For the **KH** model, the foot pin uses a locknut for locking in the foot pin to the main structure.

Torque Nut to 75-80Nm.



For earlier models of the **KS** foot pin, torque the two cap screws to 130-135Nm. Use fixing bolts to assist in removing the food pin.



The current **KS** has an additional foot pin retention plate. All the cap screws are to be torqued to 130-135Nm.



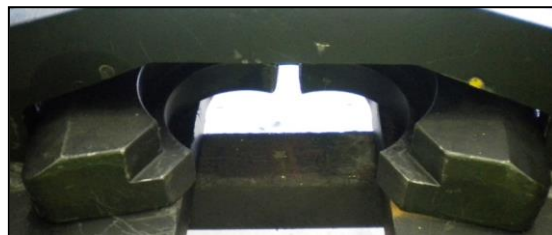
INSTALLATION, MAINTENANCE & SERVICE BULLETIN

OPERATING THE 2-PIECE JAW DESIGN 5th WHEEL

Pre-Coupling Procedure (This procedure must be repeated after jaw replacement.)

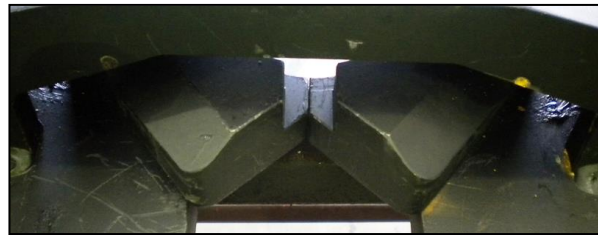
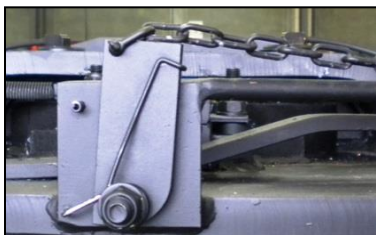
Before initial/1st coupling the jaws and locking mechanism must be set in the "cocked" position.

- 1 Unlock the jaw set by pulling on the slide section of the handle to release the safety catch.
- 2 While holding the slide handle fully out, pull forward on the handle to draw the slide block outwards releasing the jaws.
- 3 Hold the handle in the fully forward position and use a tire bar to move the jaws to the fully open position.
- 4 Slowly release the handle until the slide block holds the jaws in the open or "cocked" position.



Coupling

- 1 Reverse prime mover to the front of the trailer, aligning turntable throat with king pin - stop the vehicle.
Connect air and electrics; ensure top plate (turntable) is on a similar level to the skid plate (Trailer). **(Do not allow greaseless turntable to lift the trailer. Damage to inserts may result.)**
- 2 Apply trailer brakes and reverse under the trailer until the jaws engage the king pin and "fires" the mechanism.
- 3 Visually check the skid plate is flat against the turntable top plate, the bottom flange of the king pin is visible below the jaws and that the wedge block is in position.
- 4 Visually check the handle is in the fully returned position, the slide block rod is no longer visible and the safety lever is in the vertical position and covering the slide block rod.
- 5 Before moving off, with the trailer brakes applied, move the prime mover forward to test connection.





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De-Coupling

- 1 Ensure that the vehicle is on a level surface and landing gear is extended, disconnect air and electrics.
- 2 Pull slide handle outward and fully forward, gently allow the handle to return until the slide block engages the trigger.
- 3 Drive the prime mover forward.

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

Note: There are no jaw adjustments for this 5th wheel design.

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 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 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.

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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.

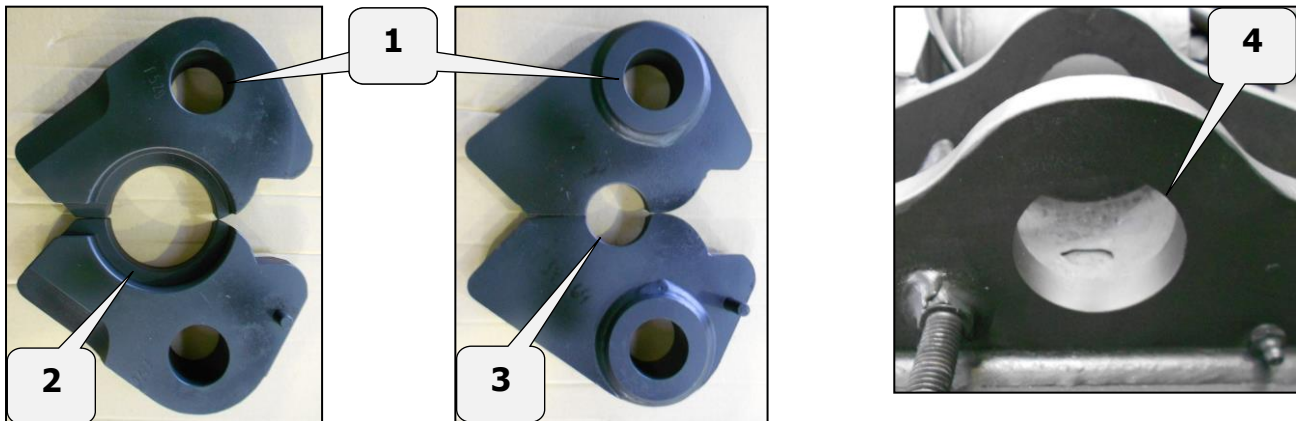
This applies even if the wear limits have not been reached.

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.

WEAR LIMITS

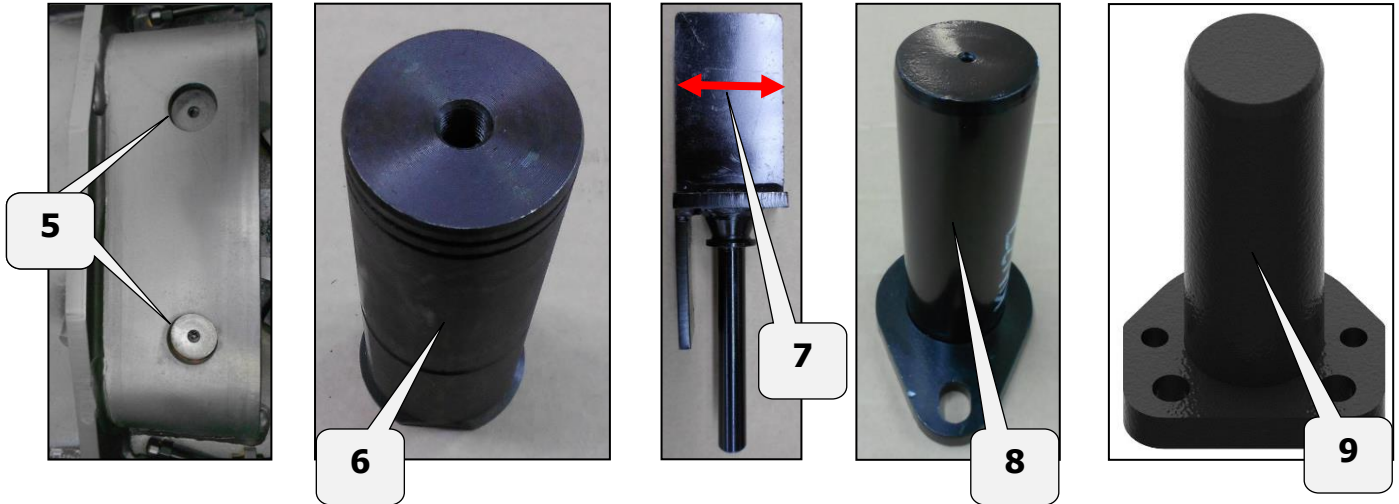
The following components should be checked at regular intervals. They should be replaced if wear limits are exceeded to a total endplay between the king pin and the 5th wheel of:



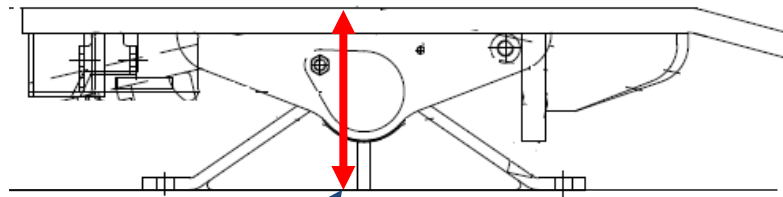
No	MODELS	DISCRIPTION	KINGPIN SIZE mm	NOMINAL DIMENSION mm	MAXIMUM WEAR LIMIT mm
1	KH, KS, KD	Jaw pivot pin bore	50/90	Ø45.19	Ø45.69
2	KH, KS, KD	Jaw set king pin bore	90	Ø89.20	Ø92.20
3	KH	Jaw set king pin bore	50	Ø51.00	Ø53.00
2/3	75mm KH**	Jaw set king pin bore	75	Ø76.30	Ø78.50
4	KH, KS	Foot pin upper feet bore	50/90	Ø51.00	Ø51.50

**Note: Before repairing a “75mm” 5th wheel, make sure that spare parts are available!

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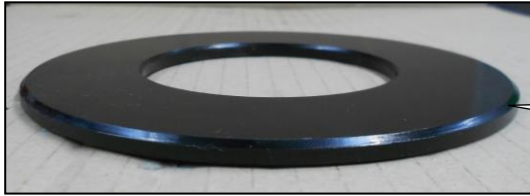
No	MODELS	DISCRIPTION	KINGPIN SIZE mm	NOMINAL DIMENSION mm	MAXIMIUM WEAR LIMIT mm
5	KH, KS, KD	Bridge pivot pin bore	50/90	Ø45.07	Ø45.57
6	KH, KS, KD	Jaw pin diameter	50/90	Ø44.98	Ø44.48
7	KH, KS, KD	Slide block	50/90	76.20	75.20
8	KH	Foot pin diameter	90	Ø50.70	Ø50.20
9	KS	Foot pin diameter	90	Ø50.75	Ø50.25



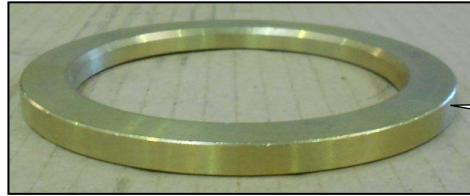
When the 5th wheel can be moved up and down more the 4mm, replace the rubber and/or polyurethane bushes.
 For the bronze bush on the KS & KD see page 7 for more details.

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WEAR LIMITS For the KD:



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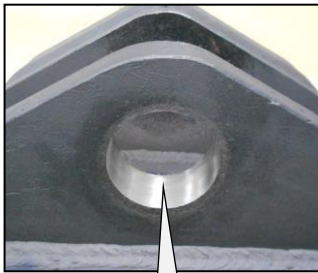
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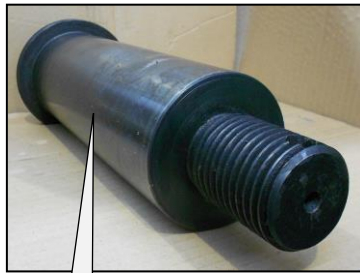
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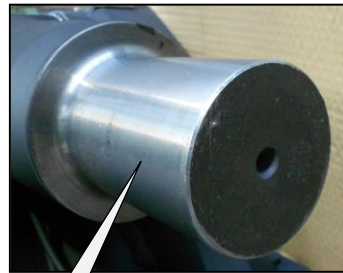
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No	MODEL	DISCRIPTION	KINGPIN SIZE	NOMINAL DIMENSION mm	MAXIMUM WEAR LIMIT mm
10	KD	Trunnion thrust washer thickness	90	4.90	4.40
11	KD	Trunnion foot thrust thickness	90	6.90	6.15
12	KS	Foot bush bore	90	Ø51.40	Ø51.90
13	KD	Trunnion foot bush bore	90	Ø75.23	Ø75.73
14	KD	Trunnion pivot bush bore	90	Ø75.23	Ø75.73
15	KD	Trunnion pivot pin diameter	90	Ø74.97	Ø74.47
16	KD	Trunnion pivot pin bore	90	Ø75.10	Ø75.60
17	KD	Trunnion foot end diameter	90	Ø75.00	Ø74.50

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The maximum wear in the loading area (top plate) should not exceed the depth of the lubrication grooves.



KH,KS & KD: 2.50mm (flat groove)

Note:

For parts information go to: PARTS VIEW Bulletin **KPS-004-1012** for the **KH, KS, KD**

Also check the wear on the kingpin!