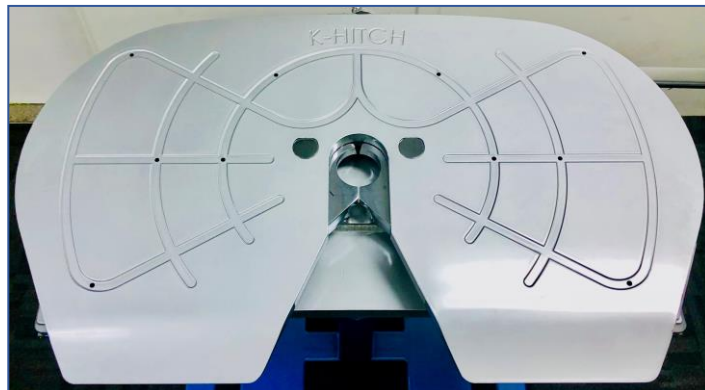


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

5th Wheel

KS16 Komodo75



MODEL SERIES	MODEL NAME	KING PIN SIZE (mm)	D-RATING (kN)	JAW DESIGN	TOP PLATE LUB	TOP PLATE SIZE
KS16	Komodo75	90	450	2-piece	Grease-able	Extra Wide

Other FKH 5th wheel IM&S Bulletins:

KPM-001-0915 is for the **KC..C**

KPM-007-0310 is for the **KA..A, KA..C, KA..D**

KPM-001-0617 is for the **KH, KD, KS15**

KPA-001-0312 is for foot attachment to base plate for **KD & KS**

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.

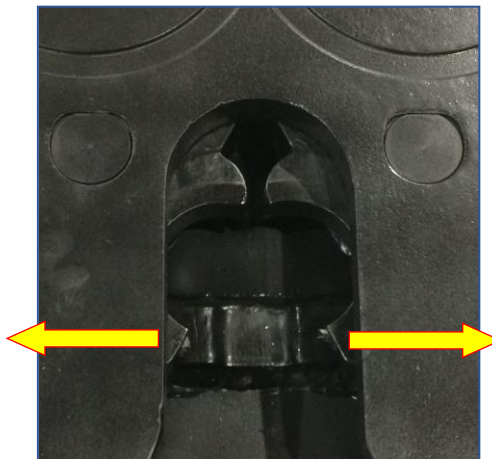
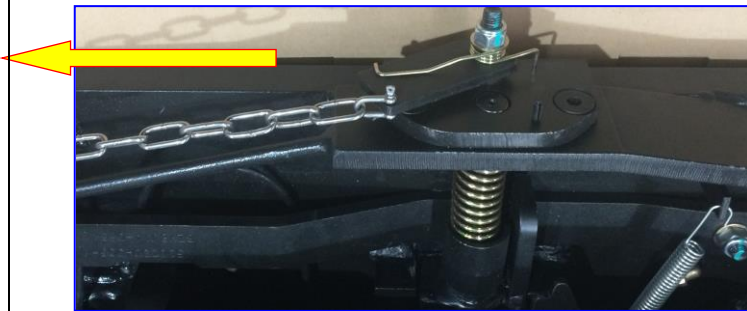
INSTALLATION, MAINTENANCE & SERVICE BULLETIN

OPERATING 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 to the "cocked" position.

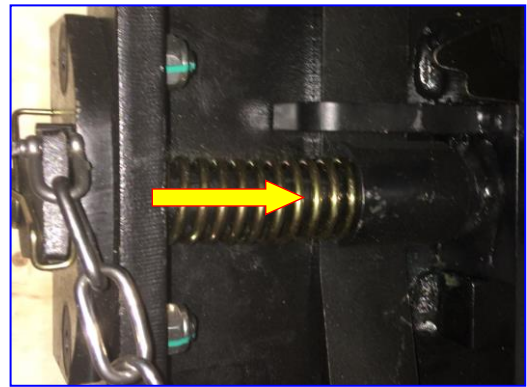
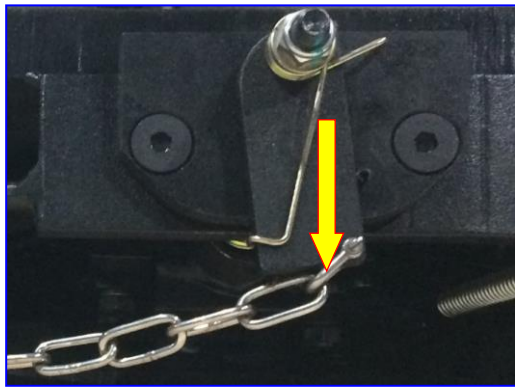
1. Unlock the jaw set by pulling on the slide section of the handle to release the safety catch.
2. While holding the slide handle fully out, pull forward on the handle to draw the slide block outwards releasing the jaws.
3. Hold the handle in the fully forward position and use a tire bar to move the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



INSTALLATION, MAINTENANCE & SERVICE BULLETIN

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 that the top plate is on a similar level to the skid plate (Trailer).
- 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 slightly to test the connection.



De-Coupling

- 1 Ensure that the vehicle is on a level surface and landing gear is extended, disconnect air and electrics.
- 2 Pull slide lever 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 the next coupling.

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

MAINTENANCE

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

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.
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.

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.

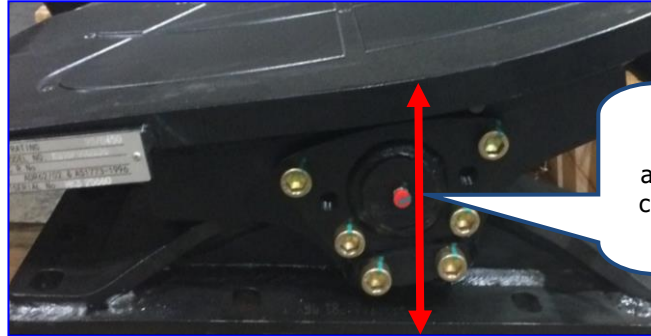
Please consider the application, km's travelled, the number of coupling and un-coupling operations and how these actions are performed by various operators.
Consider any incidents (and accidents) which may have caused any excessive loads, impact damage and wear on the 5th wheel.

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

JAW & JAW PIN (only) REMOVAL AND REPLACEMENT

Removal

1. Before removing the top assembly from the feet (by removing the foot pins), check the following:

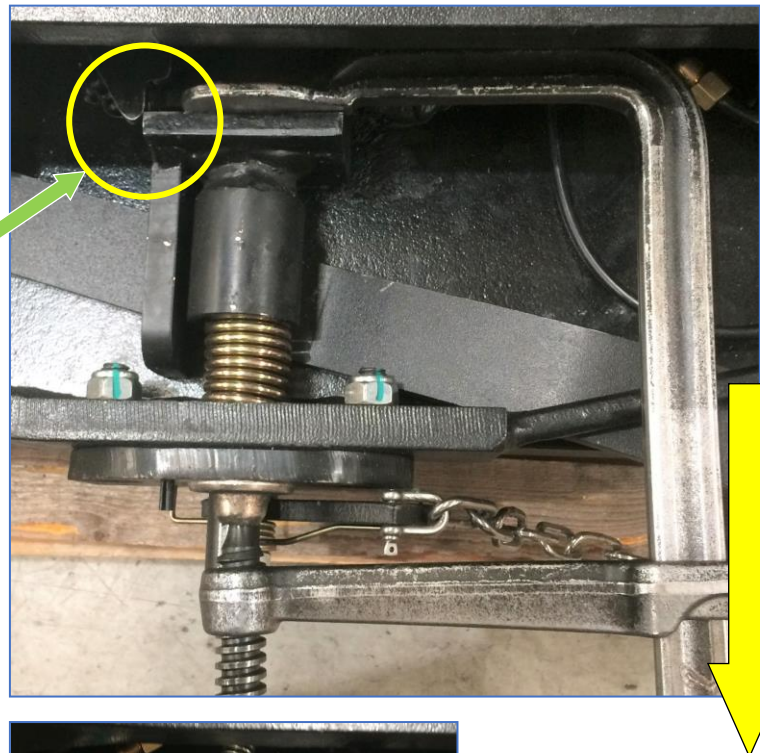


When the installed 5th wheel can be moved up and down more the 4mm, check the bushes and foot pins for excessive wear.

2. After removing the 5th wheel assembly (with the feet or remove the foot pins), turn it upside down on to a work bench.

3. Push the release lever all the way to the front.

4. Use a G-clamp to hold the wedge in the fully unlocked position.
The trigger is now free.



5. Remove the trigger holding spring.



INSTALLATION, MAINTENANCE & SERVICE BULLETIN

6. Remove the lube fittings from the jaw pins.



7. Remove the circlips and the washers if there are any.



8. Push the jaw pins out of the top assembly, which will release the jaws and they can now be removed.

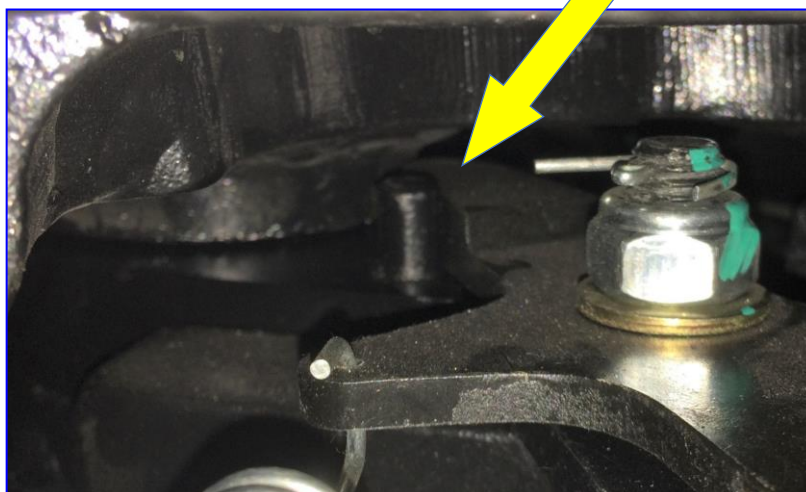
Note: Before installing a new set of jaws, check the wear limits on the jaw pins (3) and the wedge (4). See the **WEAR LIMITS** section for more details.

Replacement

1. Insert the new jaws in to the top assembly.

Note: The jaw with the trigger pin must be on the trigger side.

Make sure the trigger is on the inside of the pin!



INSTALLATION, MAINTENANCE & SERVICE BULLETIN

2. Make sure the jaw pins are pushed all the way down and install the circlip in the lowest circlip groove possible.
 Add a spacer washer if necessary, under the circlip to eliminate the jaw pin is allowed to move upwards.



3. Refit lube lines to the jaw pins.



4. Reinstall the trigger spring and remove G-clamp, to release the wedge back against the jaws.



5. Reinstall the top assembly back on its feet (with new pins and bushes if required).

The 6 cap screws are to be torqued to **330Nm**.



These two threaded holes can be used to push the pin out.

Remove 1st all 6 cap screws and then screw 2 of the cap screws in to the two holes evenly until the pin starts to move out.



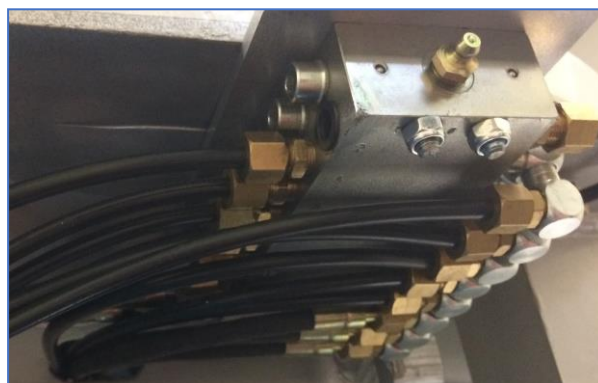
NOTE:

To check that the jaws open and close / lock properly, you may use the test king-pin tool (N500114-001).



INSTALLATION, MAINTENANCE & SERVICE BULLETIN

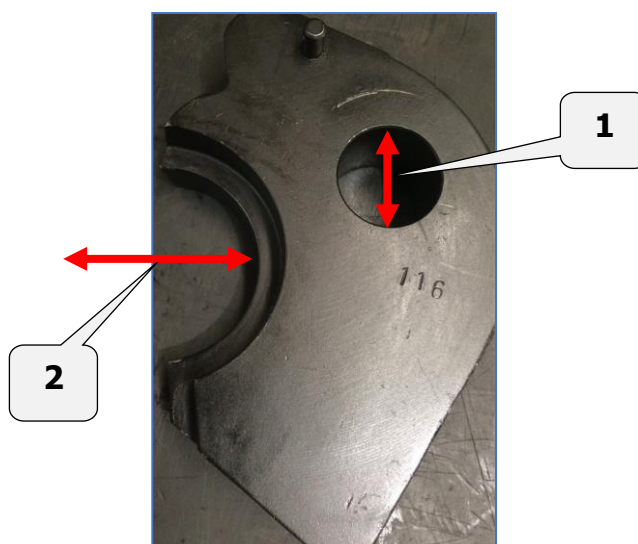
6. Lubrication is done from a single point lube block.
 Make sure grease purges from all the visible points.



WEAR LIMITS

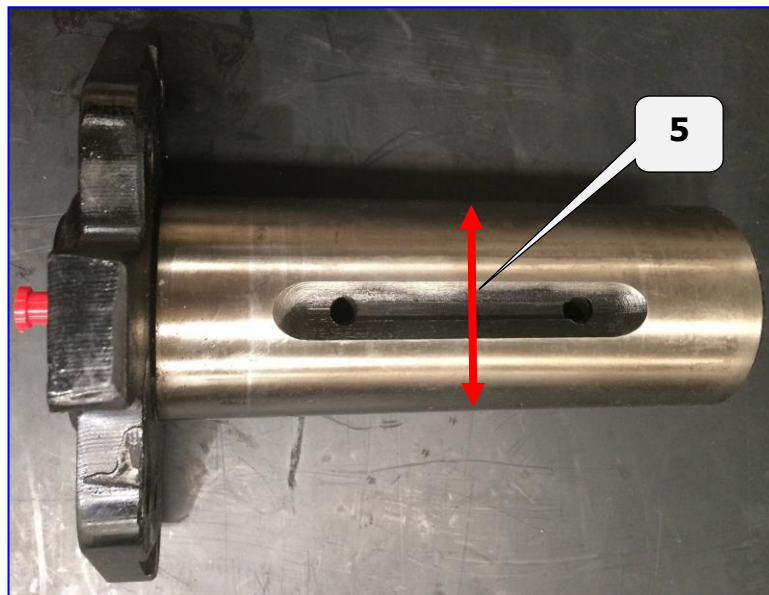
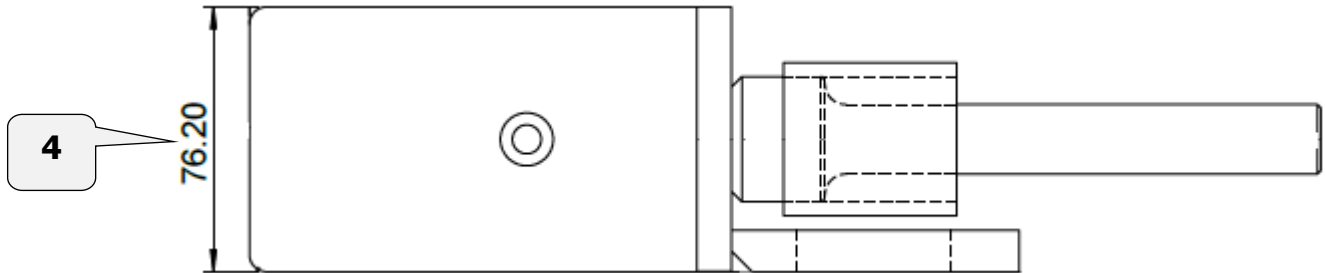
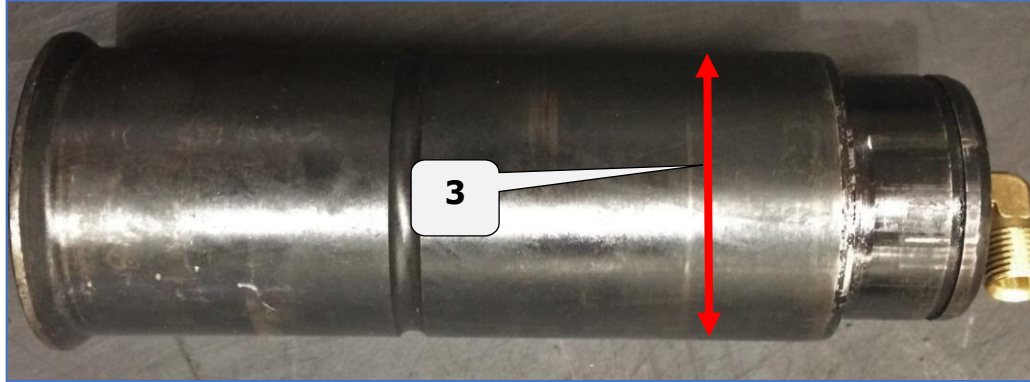
The following components and dimensions are subject to normal wear. They should be checked at regular intervals. If the wear limits are exceeded, you may replace the item, to keep the total endplay between the king pin and the 5th wheel (truck and trailer) to a minimum. Running the 5th wheel with excessive wear, may cause other damage.

No	DISCRIPTION	NOMINAL DIMENSION mm	MAXIMIUM WEAR LIMIT mm
1	Jaw pivot pin bore ID	Ø45.19	Ø45.69
2**	Jaw-set king pin bore ID	Ø89.00	Ø92.50
3	Jaw-pin OD	Ø44.98	Ø44.48
4	Wedge (Lock) Width	76.20	75.20
5	Foot pin OD	Ø70.00	Ø69.50
6	Foot bush ID	Ø70.20	Ø74.20

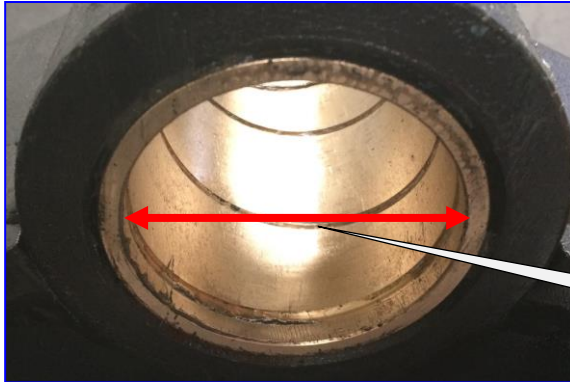


** NO-GO gauge Part Number: 1030-002

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

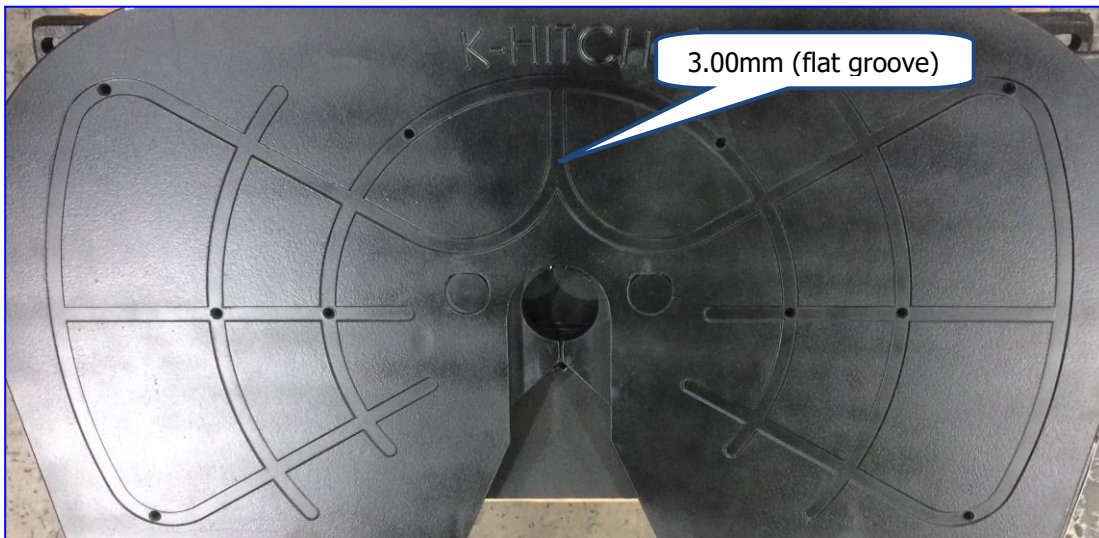


INSTALLATION, MAINTENANCE & SERVICE BULLETIN



6

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



3.00mm (flat groove)

Also, check the wear on the kingpin!