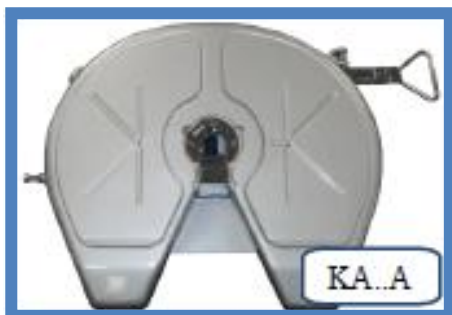


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

5th wheel

KA..A, KA..C, KA..D

The full range of FKH 5th wheels



Note:

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

Use IM&S Bulletin **KPM-001-0617** 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

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INSTALLATION

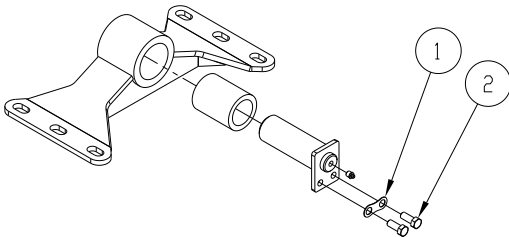
Choosing the correct 5th wheel and/or 5th wheel assembly for a given application is the responsibility of the purchaser.

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 **KA..A** model foot pin, insure that the lock tab (item 1) is fitted and turned over pivot pin fixing bolt heads (Item 2). Use fixing bolts to assist in removing the food pin.
Torque Bolts to 75-80Nm



For the **KA..C** and **KA..D** model, the foot pin uses a locknut for locking in the foot pin to the main structure.

Torque Nut to 75-80Nm.



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.

Note: See page 5 for information when replacing parts!

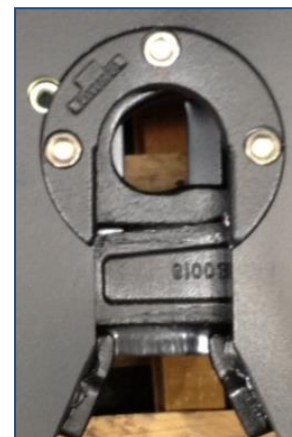
INSTALLATION, MAINTENANCE & SERVICE BULLETIN

OPERATING THE 1-PIECE JAW DESIGN 5th WHEEL

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

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

- 1 Remove snap hook, and disengage secondary lock.
- 2 Pull handle forwards then outwards to the cocked position.

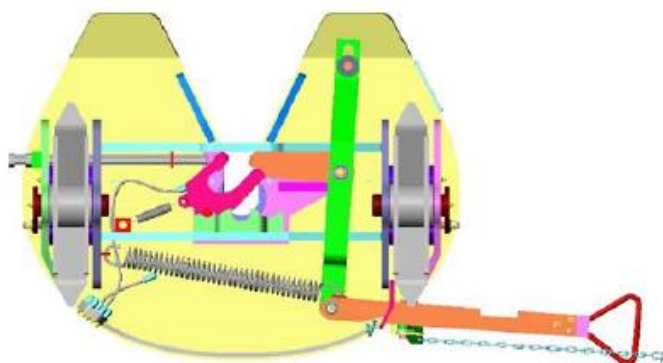


Coupling

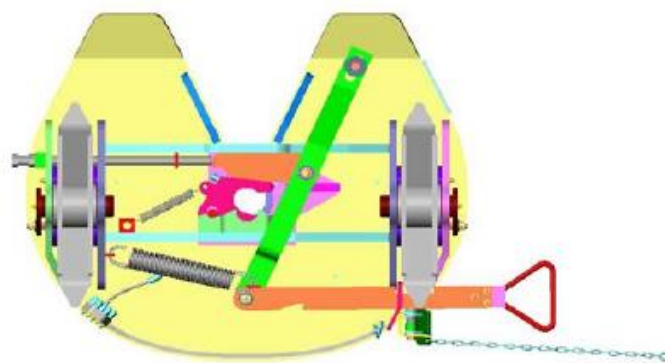
- 1 Reverse prime mover to the front of the trailer, aligning 5th wheel throat with king pin - stop the vehicle.
Connect air and electrics; ensure top plate of the 5th wheel is on a similar level to the skid plate (Trailer). **(Do not allow greaseless turntable to lift the trailer. Damage to inserts 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 top plate, the bottom flange of the king pin is visible below the jaws and that the wedge block is in position.
- 4 Replace snap hook to secondary lock.
- 5 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 disengage secondary lock.
- 3 Pull handle forwards then outwards to the cocked position.
- 4 Drive prime mover forward - mechanism locks open automatically.



Jaws open, mechanism "Cocked"



Jaws closed and locked

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

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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.

“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!).

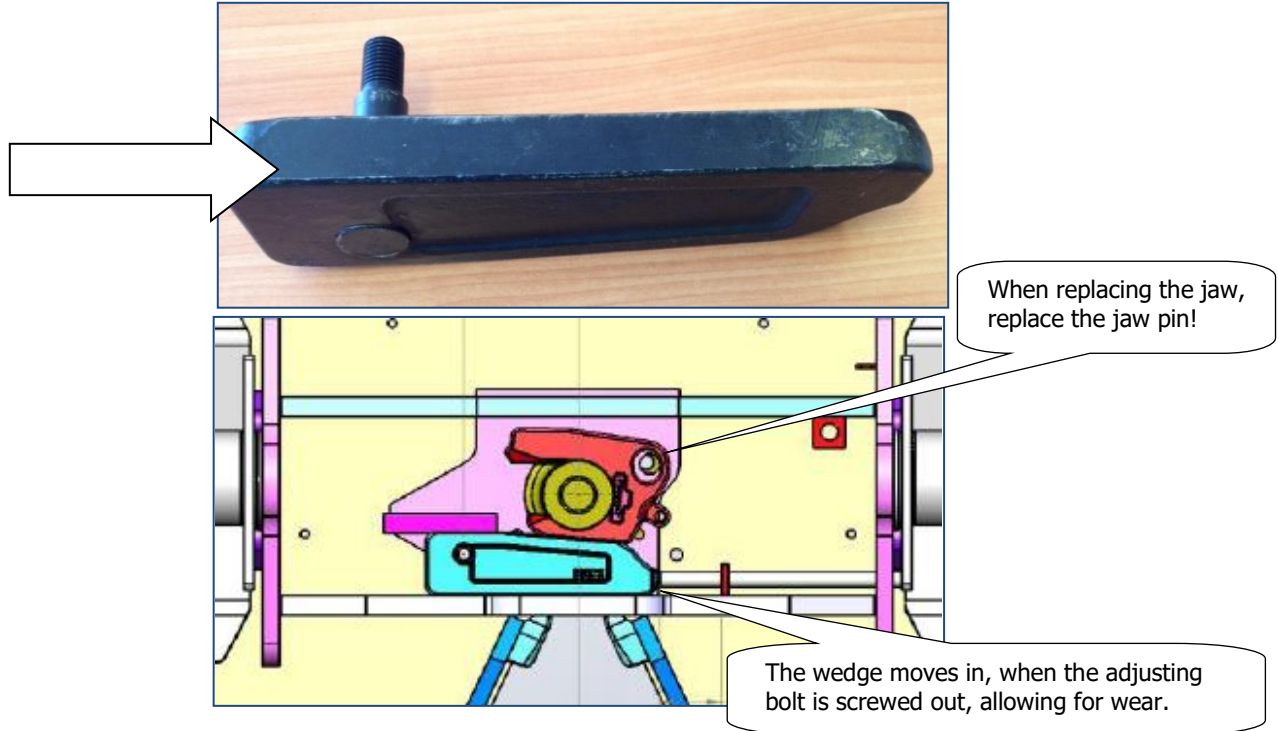
Tighten the locknut again, after the adjustment is correct.

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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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.

It is our advice to immediately fit a MAJOR REPAIR KIT to any 5th wheel which is older than 5 years and if there is no record, of this has not already been done!

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.

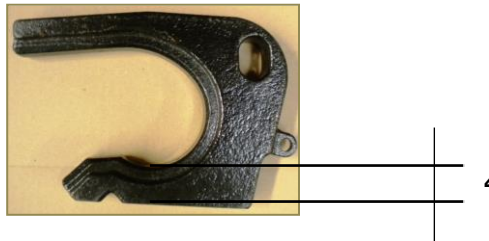
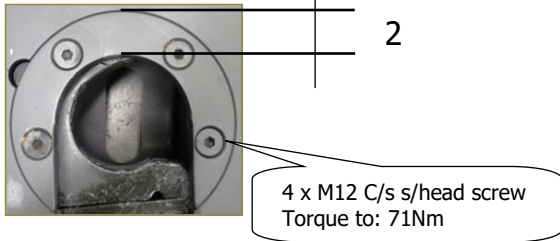
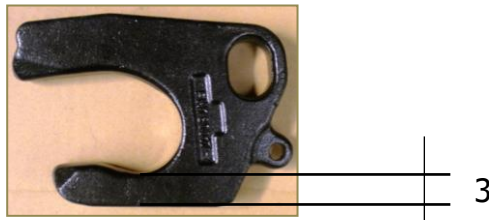
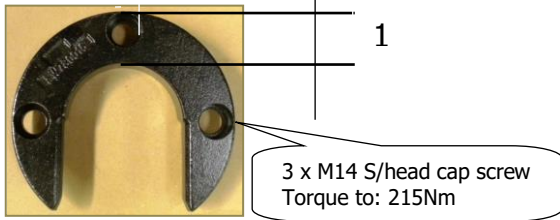
Please consider the application, km's travelled, the number of coupling and un-coupling operations and how these actions are performed by various operators.
Consider any incidents (and accidents) which may have caused any excessive loads, impact damage and wear on the 5th wheel.

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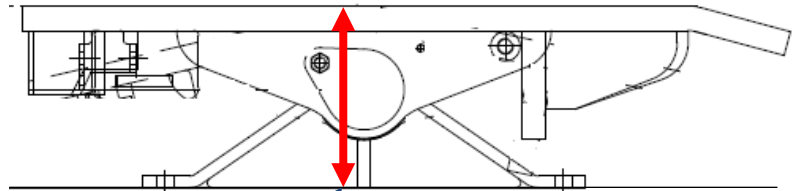
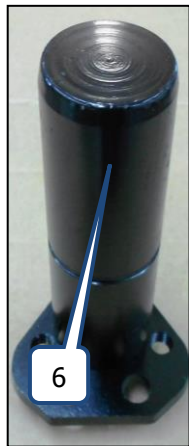
WEAR LIMITS

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

50mm king pin / 5th wheel: 3.5 – 4.0mm
 90mm king pin / 5th wheel: 5.5 – 6.0mm



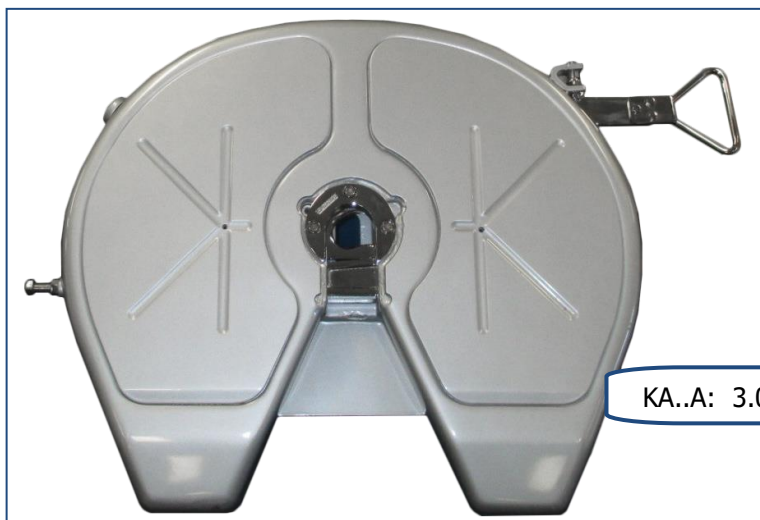
No	MODELS	DISCRIPTION	KINGPIN SIZE	NOMINAL DIMENSION mm	MAXIMUM WEAR LIMIT mm
1	KA..A,C	Wearing Ring	50	33.6	30.6
2	KA..D	Wearing Ring	90	37.45	34.45
3	KA..A,C	Lock Jaw	50	18.9	17.4
4	KA..D	Lock Jaw	90	29.5	27.5
5	KA..C,D	(KA) Foot pin diameter	50	Ø 50.70	Ø 50.20
6	KA..A	Foot pin diameter	50	Ø 50.74	Ø 50.24



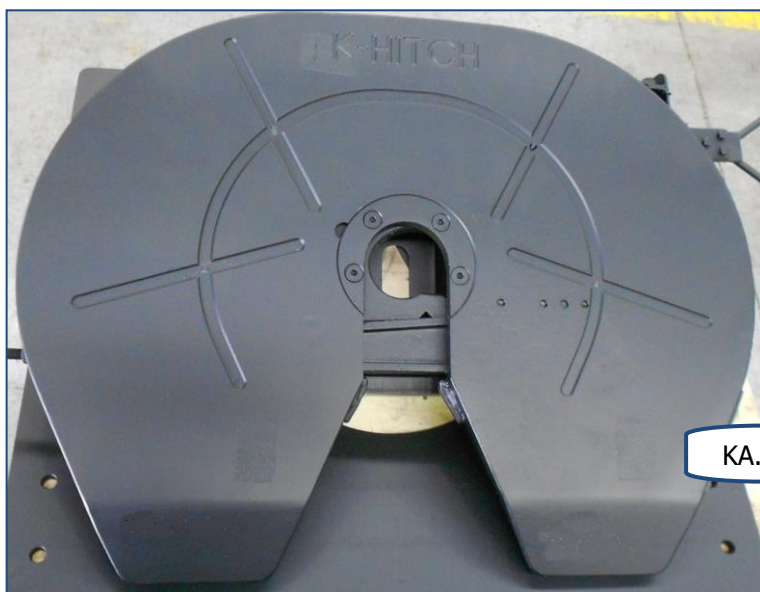
When the 5th wheel can be moved up and down more the 4mm, replace the rubber / polyurethane bushes.

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



KA..A: 3.00mm (round groove)



KA..C&D: 2.50mm (flat groove)

Note:

For parts information go to: PARTS VIEW Bulletin **KPS-006-1012** for the **KA..A**
PARTS VIEW Bulletin **KPS-005-1012** for the **KA..C, KA..D**

Also check the wear on the kingpin!