

**MONTAGE- UND BETRIEBSANLEITUNG
INSTALLATION AND OPERATING INSTRUCTIONS
INSTRUCTIONS DE MONTAGE ET D'UTILISATION**

18.03.2022

RANGIER- UND ABSCHLEPPKUPPLUNG BAUREIHE KU 600

MANOEUVRING AND TOWING COUPLING SERIES KU 600

ATTELAGE DE MANŒUVRE ET DE REMORQUAGE SÉRIE KU 600

WICHTIGE HINWEISE:

siehe separates Dokument BA_TASC_400002, www.walterscheid.com/downloads/

IMPORTATANT NOTES:

see separate document BA_TASC_400002, www.walterscheid.com/downloads/

NOTES IMPORTANTES:

voir document séparé BA_TASC_400002, www.walterscheid.com/downloads/

MANOEUVRING AND TOWING COUPLING SERIES KU 600

1. TECHNICAL DATA AND DESIGNATIONS:

OPERATING RANGE:

Towing couplings are only used for towing inoperable vehicles and in exceptional cases for manoeuvring purposes. The couplings largely correspond to DIN 74056. Use for trailer operation is not permitted.

The couplings are usually rigidly attached to the front end of the vehicle in the middle. They can also be attached to the rear end of the vehicle, but not for use as a trailer.

Towing couplings do not require type approvals, but all Walterscheid types have been horizontally statically tested by RWTÜV in accordance with Directive 77/389 / EC. The couplings are not intended to accept vertical loads.

TYPES AND CHARACTERISTIC VALUES:

(see figure 1)

Types, admissible loads at the coupling point and dimensions in accordance with the following table:

Type	Adm. to- wing load	Adm. total weight towing vehicle	pin-Ø dim. C	Flange- size	Clevis height	Couplig point	Weight
	[t]	[t]	[mm]		[mm]	[mm]	[kg]
KU601NB32	20	40	32	3	96	69	4.7
KU601NB35	25	50	35	3	96	69	4.8
KU602NB35	25	50	35	4	104	71.5	7.1
KU603NB35	25	50	35	5	104	71.5	7.1
KU603NB35S	50	100	35	5	104	71.5	7.1

Table 1



NOTE:

If the valid national approval regulations of the respective country of use require additional official approvals for using these parameters, such approvals must be applied for.

FLANGES:

(see figure 1)

Flange size	Hole pattern A x B	Hole dia. C	Fastening screws	Flange dimensions D x E
	[mm]	[mm]		[mm]
3	120x55	15	M 14	155x96
4	140x80	17	M 16	200x140
5	160x100	21	M 20	200x140

Table 2

TRAILER RINGS:

All versions are suitable for connection to trailer rings according to DIN 74053 (ISO 1102, 50 mm), DIN 74054 (ISO 8755, 40 mm) and VG 74059 (trailer ring NATO).

The use of tow bars with the above towing rings and tow ropes are possible.



IMPORTANT:

To avoid injury, protective gloves, safety glasses and safety shoes must be worn during all dismantling/ assembly actions described in this chapter.

Environment:

Lubricants can enter the environment. Environmental pollution: Collect, store and correctly dispose of lubricants in suitable containers.

2. INSTALLATION:

(see figure 1)

ATTACHMENT OF THE COUPLING:**NOTE:**

The pertinent regulations (e.g. Accident Prevention Regulations for Vehicles) and the attachment guidelines of the vehicle manufacturers must be observed when installing the coupling!

The coupling is attached to the vehicle by means of 4 bolts according to DIN EN 24014, DIN EN 24017 or ISO 4762. A torque wrench must be used to obtain the correct tightening torque. Normally the bolts are not included in the scope of supply. Therefore the data of the vehicle manufacturers are to be preferred for attachment.

If there are no specifications see separate document BA_TASC_400038, www.walterscheid.com/downloads/

**WARNING:**

The pertinent safety regulations must be observed when coupling and uncoupling. No one may stand between the vehicles. The coupling may only be operated in locked condition.

3. OPERATION:

(see figure 2)

When coupling and uncoupling, the drawbar must be as horizontal as possible relative to the coupling.

3.1 COUPLING:

- > Use supporting jacks or similar to stop the trailer rolling away.
- > Loosen the spring pin (3) of the coupling pin (2) and pull the coupling pin out of the clevis (1).
- > Move the trailer ring into to clevis (1).
- > Insert the coupling pin (2) into the clevis (1) and secure with the spring pin (3).

**CAUTION:**

Never uncouple if the trailer is under tension or pressure.

**CAUTION:**

When reversing the towing vehicle, the drawbar eye must always hit the center of the clevis. Failure to observe this can damage the clevis or the towing eye.

3.2 UNCOUPLING:

- > The vehicle with trailer must be parked in a position without obtaining pressure on the coupling device.
- > Loosen the spring pin (3) of the coupling pin (2) and pull the coupling pin out of the clevis (1).
- > Move the towing vehicle out of the towing ring.

- > Insert the coupling pin (2) into the clevis (1) and secure with the spring pin (3).

4. MAINTENANCE:

(see figure 1)

4.1 CARE:



IMPORTANT:

The care instructions must be followed to prevent damage to the coupling.

- > Any dirt and corrosion must always be cleaned off the coupling in order to guarantee correct operation. All moving parts of the coupling must be lubricated regularly (depending on the length of use) and checked for easy movement.
- > If possible, avoid cleaning with a pressure washer. If this is unavoidable, re-grease the coupling.

4.2 CHECKS:



IMPORTANT:

The checks must be carried out at the appropriate intervals to prevent damage to the coupling.

1. Clevis (1):
Locating hole in clevis; Nominal dimension: 33 mm; Wear limit: max. 35 mm oval, Nominal dimension: 36 mm; Wear limit: max. 38 mm oval
In case of exceeding the wear limit, the flange coupling or the slider must be replaced.
2. Coupling pin (2):
Clean the coupling pin and measure its diameter of the coupling pin. Nominal dimension: 32 mm; Wear limit: 30,5 mm, Nominal dimension: 35 mm; Wear limit: 33,5 mm. The coupling pin must be replaced if the dimensions are below the limits.



IMPORTANT:

Use only original Walterscheid spares when replacing parts. If the vehicle owner does not have the appropriate skilled workers and the necessary technical equipment, the replacement may only be performed by a specialist workshop.



WARNING:

SAFETY NOTES:

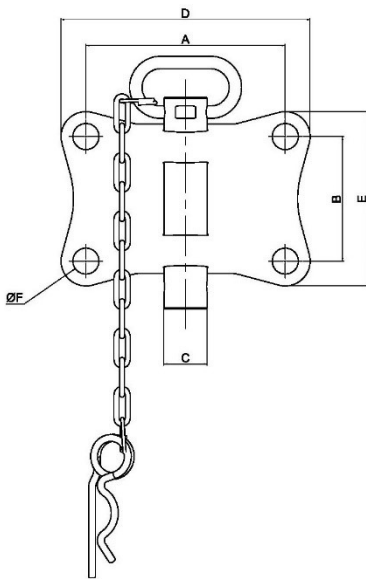
- > The user is obliged to always operate the coupling in perfect condition and to forbid its use by unauthorised persons.
- > The loads indicated in table 1 may not be exceeded.
- > Unauthorised conversion or modification of the coupling is not permitted.



**AVERTISSEMENT:
CONSIGNES DE SECURITE :**

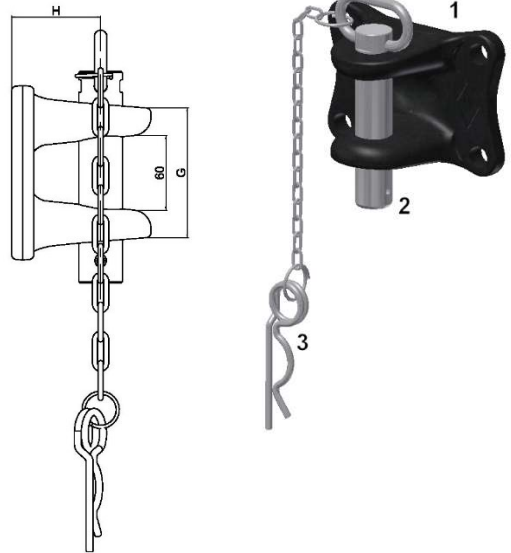
- > L'utilisateur est tenu de toujours utiliser l'attelage dans un état impeccable et d'interdire son utilisation aux personnes non autorisées.
- > Les charges spécifiées dans le tableau 1 signalétique ne doivent pas être dépassées.
- > Les transformations et modifications de l'attelage de la propre initiative de l'utilisateur ne sont pas autorisées.

BILD 1
FIGURE 1



Abmessungen / dimensions

BILD 2
FIGURE 2



KU601NB35