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

18.03.2022

NICHTSELBSTTÄTIGE ANHÄNGEKUPPLUNG MIT ANHÄNGEBOCK KU 5410/835

NON-AUTOMATIC TRAILER COUPLING WITH TOWING FRAME KU 5410/835

ATTELAGE DE REMORQUE NON AUTOMATIQUE AVEC SUPPORT D'ATTELAGE KU 5410/835

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/

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NON-AUTOMATIC TRAILER COUPLING WITH TOWING FRAME KU 5410/835

1. TECHNICAL DATA AND DESIGNATIONS:

DESCRIPTION:
(See Figure 1 and 2)
The coupling is a non-automatic trailer coupling (6) with towing frame (1), its clevis dimensions and field of application complying with DIN 11025. Furthermore a clevis according to DIN 11028 as well RREG 2009/144/EC, VO (EU) 2015/208 and regulation UN ECE R147, class c40 can be mounted (EU-clevis). The automatic trailer coupling can be pivoted through 360°, the torque required for this purpose being 100 - 150 Nm.

OPERATING RANGE:
For use on agricultural or forestry vehicles, self-propelled work machines or trailers.

TYPE APPROVALS AND CHARACTERISTIC VALUES:
GERMAL NATIONAL APPROVAL No.: F 3122

CHARACTERISTIC VALUES:
- admissible total tractor weight: 4000 kg
- admissible D-value: 35,3 kN
- admissible vertical load ≤ 25 km/h: 1250 kg
- admissible vertical load > 25 km/h: 1000 kg

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.
For use of the coupling above the PTO, attention should be paid to the vehicle manufacturer's data regarding vertical loads.

ORDER DESIGNATION:
The non-automatic trailer coupling with towing frame and clevis according to DIN 11025 can be delivered in versions A, B and M.
Versions with EU-clevis are expressed as: KU 5140/835xxx, where xxx is representing the type of pin. ZByyy = Draw pin, yyy= length (Available: 190, 270, 335, 485, 682), EHB = One-hand pin, NB = Normal pin and STB = Socket pin.

The non-automatic trailer coupling with bridge (6) can be swivelled and locked within the towing bracket (1). As standard, it is designed for left-hand rotation. It can be converted to swivel to the right by converting the hinge pins (2) and the locking bracket (5).

TRAILER RINGS:
The versions with clevis according to DIN 11025 are suitable for connection to trailer rings according to ISO 8755. All the other versions are suitable for connection to trailer rings according to ISO 5692-1, ISO 8755 und ISO 5692-2.

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)

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 attachment of the coupling to the vehicle must be carried out in accordance with the requirements of regulation (EU) 2015/208, Appendix 34.

NOTE:
Official national regulations must be observed. For example: in Germany the obligations §13 FZV regarding the data in the car license concerning the permissible trailer weight as well as the permissible vertical load must be considered.

ATTACHMENT OF THE TOWING FRAME:

The towing frame (1) 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/

ATTACHMENT OF THE COUPLING:

> Hold the coupling (6) with the fixing holes in line with the corresponding holes in the towing frame (1) so that the coupling with the bridge (6) is positioned over the bearing points on the towing frame.
> Insert the hinge pins (2) through the coupling with bridge (6) and the towing frame (1).
> Secure the hinge pins (2) with the spring clip (3) in the dowel pins (4) on the towing frame (1).

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. DESCRIPTION, OPERATION AND MAINTENANCE:

See attachment or separate document BA_TASC_400026, www.walterscheid.com/downloads/

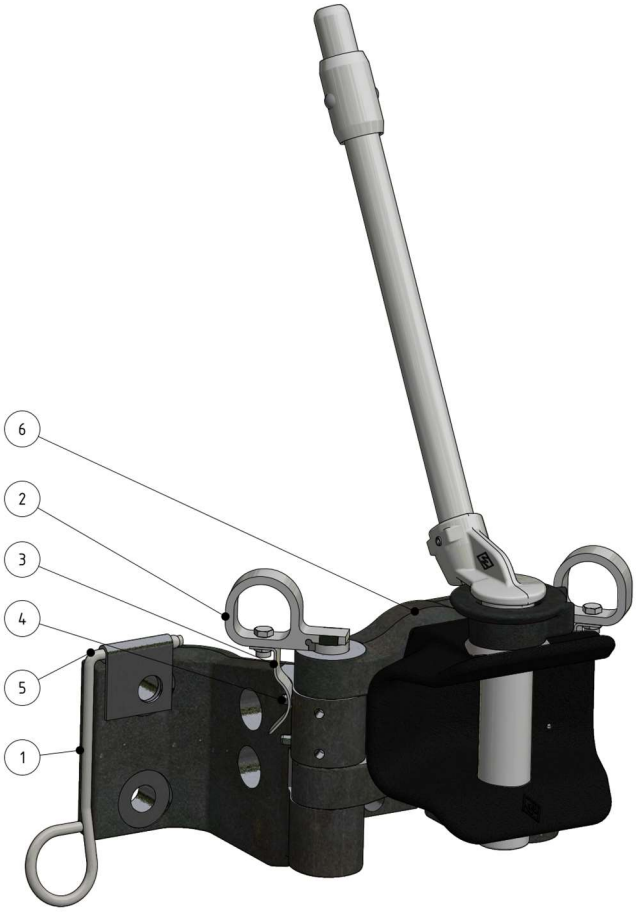
WARNING:
SAFETY NOTES:

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

4. CALCULATION OF CHARACTERISTIC VALUES FOR CORRECT OPERATION OF THE COUPLING ON AGRICULTURAL AND FORESTRY VEHICLES

See attachment or separate document BA_TASC_400029, www.walterscheid.com/downloads

BILD 1
FIGURE 1



Typ / type: KU 5140/835AZB335

Legende:	Legend:	Légende:
1 Anhängebock	1 towing frame	1 support d'attelage
2 Gelenkbolzen	2 hinge pin	2 axes de charnière
3 Federbügel	3 spring clip	3 pince à ressort
4 Spannstift	4 dowel pin	4 goupille
5 Schwenkarretierung	5 swivel lock	5 serrure pivotante
6 Kupplung mit Brücke	6 coupling with bridge	6 l'attelage avec pont

BILD 2
FIGURE 2

Geschwenkte und arretierte Kupplungsbrücke
Swiveled and locked coupling with bridge
Pont d'attelage pivotant et verrouillé