

Mounting Instructions/Service Instructions

2007-01-17 38-042305b

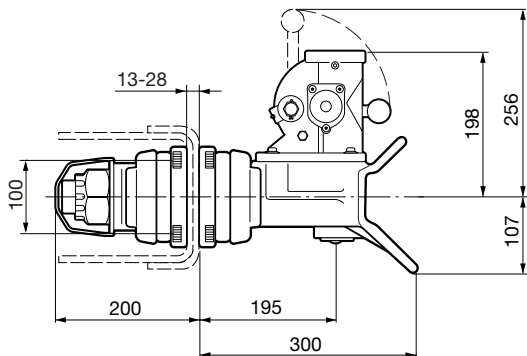


Figure 1

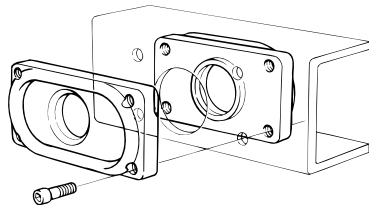


Figure 2

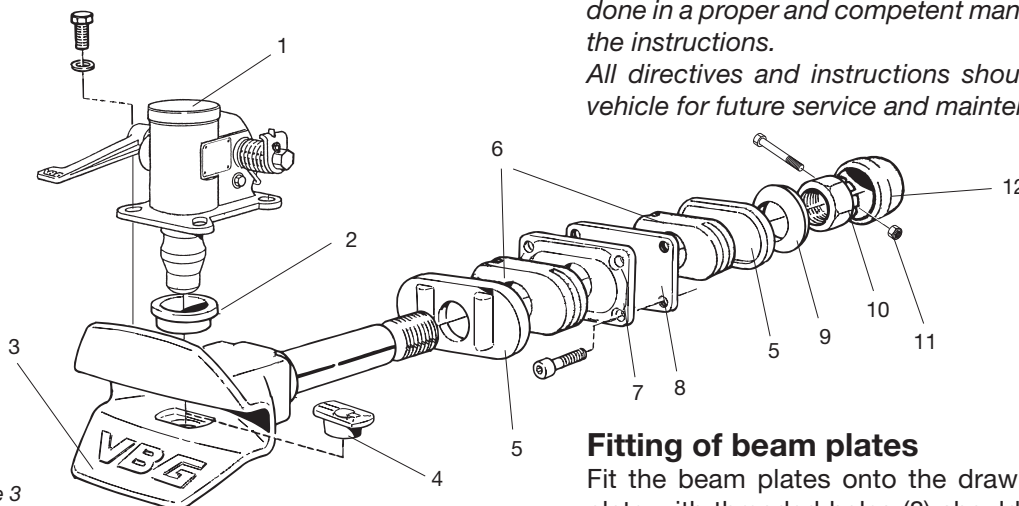


Figure 3

- | | |
|---------------------------------------|-------------------------------|
| 1. Mechanism | 7. Beam Plate unthreaded |
| 2. Upper Jaw Bushing | 8. Beam Plate threaded |
| 3. Coupling Jaw with Horizontal Shaft | 9. Nut Washer |
| 4. Lower Jaw Bushing | 10. Castellated Nut |
| 5. Bearing Plate | 11. Lock kit, castellated nut |
| 6. Rubber Block | 12. Nut Cover |

General

VBG 8040 Coupling is designed for use with a \varnothing 40 mm drawbar eye conforming to the DIN 74054 and ISO 8755 standard and intended for coupling a truck to a trailer with a hinged drawbar. It is not intended for dolly operation or for centre axle trailers.

Installation is most safely and simply done using a VBG drawbeam. These are drilled to the ISO 3584 3 standard.

The web thickness in the middle of the drawbeam must be 13–28 mm with an inner clearance of at least 160 mm. The installation dimensions are, as shown in figure 1.

The coupling has a high-quality corrosion resistance through electrolytic pre-treatment and a top-coat with very high wear resistance. To maintain the high quality of the surface treatment, VBG recommend that no further paint is added to the coupling. If the coupling is over-painted, you run the risk of operational problems, a sticking signal/indicator pin or that important information is overpainted. Moving parts, plates and decals must all be thoroughly covered if the coupling is repainted.

Identify all parts before installation. Installation shall be done in a proper and competent manner. Always follow the instructions.

All directives and instructions should be kept in the vehicle for future service and maintenance.

Fitting of beam plates

Fit the beam plates onto the drawbeam. The beam plate with threaded holes (8) should be placed inside the drawbeam. Torque up the bolts (dry) to 190 Nm (140 lbf.ft.). See figure 2.

Fitting of coupling jaw and remaining parts

- Fit the remaining parts as shown in figure 3. Make sure that the thread of the horizontal shaft is well greased. Keep the coupling jaw horizontal whilst tightening the castellated nut by hand.

KEEP FOR FUTURE REFERENCE

Make sure that that vehicle bodywork and underrun protection do not restrict the coupling articulation. When articulated vertically to 25° or rotated by 360°, 100 mm free area is required above and below the coupling.

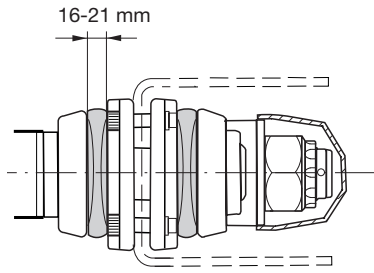


Figure 4

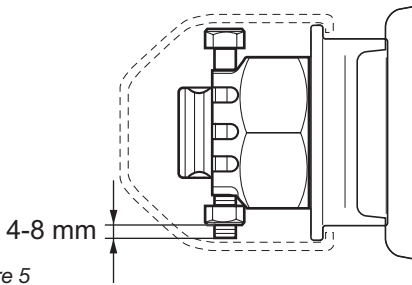


Figure 5

- To get the correct pre-loading on the rubber blocks, tighten the castellated nut until the distance between the edges of the beam plates is 16-21 mm. Use a 70 mm socket. See figure 4.

- Lock the castellated nut with lock kit 09-125000.

The screw must be fully inserted within the turrets on the castellated nut. See figure 5.

- A maximum 6 mm washer (part no. 37-015700, see list of spare parts) may need to be placed under the castellated nut in certain cases to obtain a correct position for the screw.

- Cover the castellated nut completely with grease and ensure that the nut cover is properly pushed onto the nut. Corrosion of the nut is thus prevented and future service made easier.

Fitting of mechanism

- Position the mechanism onto the coupling jaw. Insert the bolts but do not tighten to full torque. Complete with the rebuilding kit (supplied with the new mechanism) when rebuilding the coupling to the RB version.

- Now check that the mechanism operates correctly and that the coupling pin in the raised position is ready for automatic coupling.

- When the mechanism is working satisfactory, tighten the bolts to a torque of 80-90 Nm (57-65 lbf. ft).

- After the installational and operational checks the mechanism should be lubricated with VBG Mechanism Oil. See figure 8.

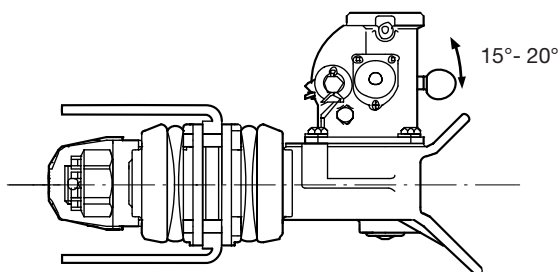


Figure 6

Checking the mechanism

- When the mechanism is in the locked position there should be play of 15°-20° at the handle before the coupling pin starts to move upwards. See figure 6.

- If there is no play or if the mechanism does not operate satisfactory, despite being properly lubricated, it should immediately be replaced.

- When the coupling pin is worn to 36.5 mm, the mechanism should be replaced. The simplest way to check the wear is to use a VBG Wear Gauge, Part No 39-004800.

Allowed vertical movement of the coupling pin in the locked position: max 5.0 mm
 Wear limit of upper jaw bushing: max 54,1 mm
 Wear limit of lower jaw bushing: max 31,5 mm

- The mechanism is equipped with an indicator/locking device, check its function in both locked and unlocked positions. See figure 7.

- If the mechanism is equipped with a power actuator, also see separate instructions for the actuator.

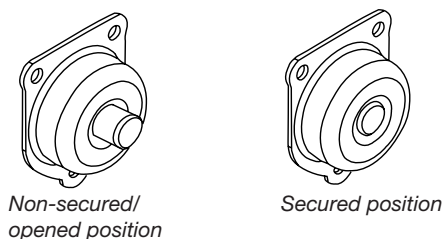


Figure 7

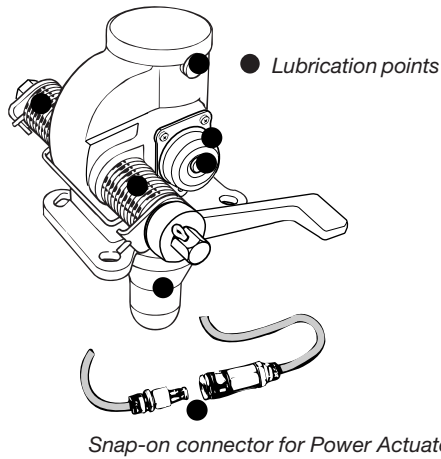


Figure 8

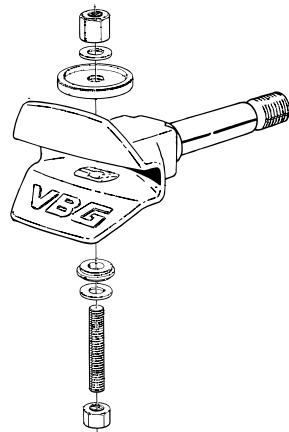


Figure 9

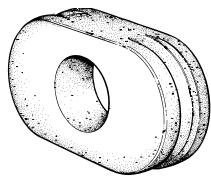


Figure 10

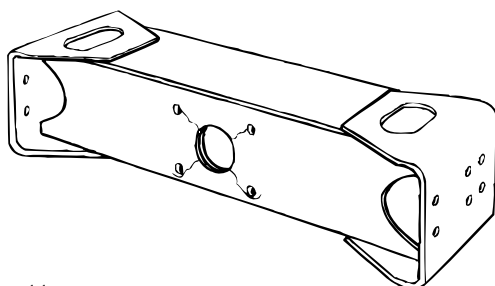


Figure 11

Maintenance of the mechanism

- At regular intervals lubricate the mechanism with thin oil. The simplest way is to use the VBG Mechanism Oil, a specially developed oil with good cleaning and lubricating qualities. Never use grease because of its tendency to clog. For lubricating points, see figure 8.
- Maximum durability is obtained from weekly cleaning and lubricating. VBG strongly dissuade from any use of central greasing systems.
- If the coupling is equipped with a power actuator the snap-on connector should be lubricated regularly with thin oil. See figure 8.

Renovation of the mechanism



Never put your fingers into the coupling jaw because of the danger of them being crushed.

- If the coupling is equipped with a power actuator, disconnect the air supply to the control box before any work is started.
- Remove the Mechanism by undo the four bolts holding the mechanism and lift it off the coupling jaw.
- When changing the Coupling Jaw Bushings, use the VBG Service Tools, Part No 39-004000. The bushings have to be pulled out upwards from the Coupling Jaw. Clean, check and lubricate the hole in the coupling jaw. Squeeze in the new bushings downwards. See figure 9.
- When fitting the Mechanism, follow "Fitting of mechanism".

Checking/Renovation of the mounting parts

- The rubber blocks are wearing parts and should be changed when they show any signs of wear, e.g. cracks, deformation, etc. If the rubber blocks are older than two years they should be automatically replaced. See figure 10.
 - At regular intervals check the pre-loading on the rubber blocks. First control and inspection after 5000 km.
 - Check that the bearing plates are not bent or cracked. Damaged plates should be immediately replaced.
 - When the coupling is removed to change the rubber blocks, bearing plates or for any other reason, the fit of the horizontal shaft in the coupling jaw should be checked.
- If the horizontal shaft is loose or bent, the thread worn or the thread or coupling jaw damaged, the unit must be changed immediately.
- Also check that there are no cracks in or that there is no deformation of the drawbeam. See figure 11.

VBG PRODUKTER AB reserve the right to amend or alter specifications at their discretion.



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