

Q Coupler MK2

Installation & Maintenance

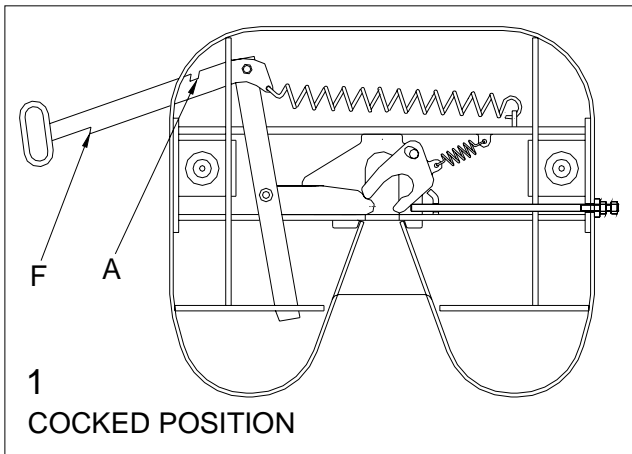
For Your Trailer Axle Suspension Needs Call York :

Head Office

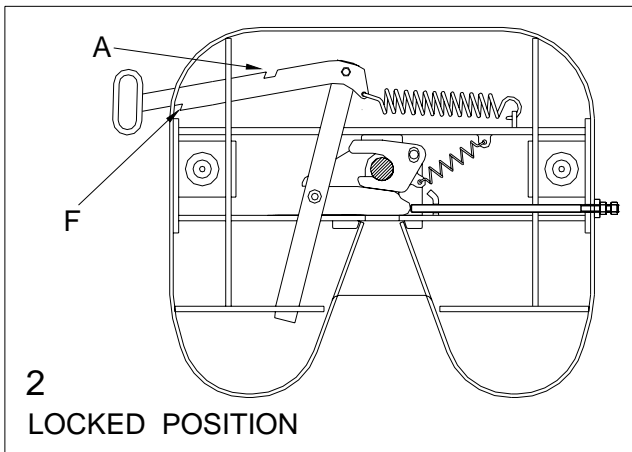
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Operating Instructions



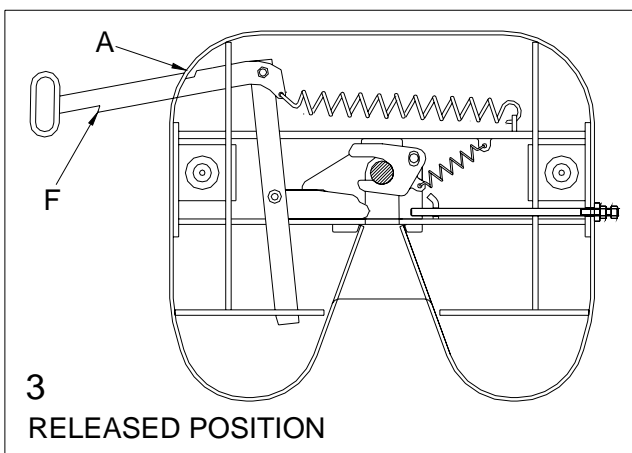
1. Before coupling, the Q Coupler is pre-set by lifting up and pulling out the operation handle 'F'. Secure handle notch 'A' on coupler plate (or in cocked position shown in figure 1).



2. Adjust height of semi-trailer to match the tractor fifth wheel. Apply trailer park brake and couple tractor to semi-trailer. The Kingpin automatically trips and locks the Q Coupler mechanism.

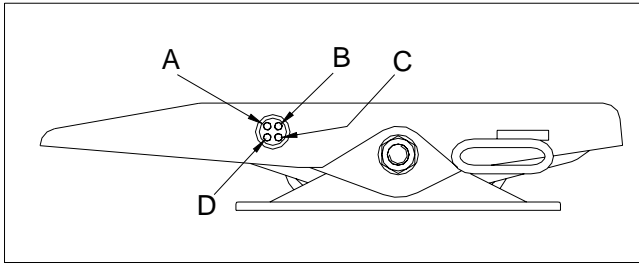
Visually check -

- (a) the trailer sits fully on the Q Coupler,
- (b) the Kingpin has engaged the Q Coupler,
- (c) operating handle notch 'F' has loaded inside the plate. A spring loaded plunger acting under the handle prevents its movement in transit.



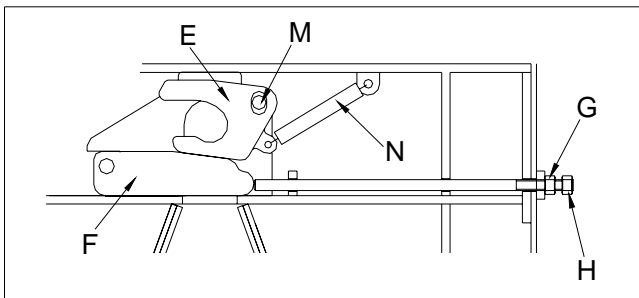
3. To uncouple:
Wind semi-trailer landing legs to the ground, apply trailer park brake and disconnect tractor/trailer brake lines. Lift up operating handle, pull rearwards and out, secure by notch 'A' on coupler plate as in figure 3. Driving away the tractor. Q Coupler will reset automatically to cocked position as in figure 1 and be ready to re-couple.

Maintenance Instructions



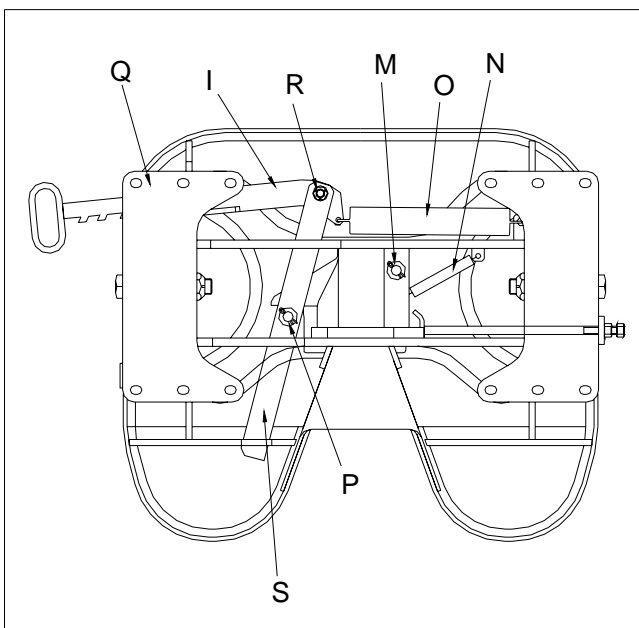
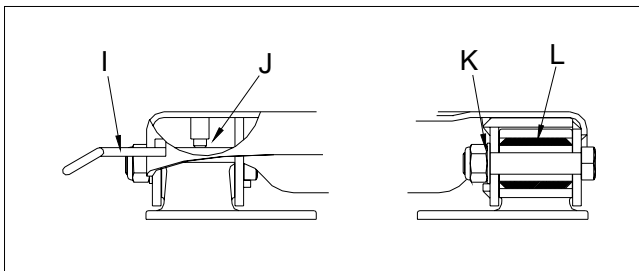
New Couplers and Weekly

1. Clean and lubricate top surface. Use grease (Mobil EP2) or equivalent. Grease throat plate, hook and top plate via 4 grease points 'A', 'B' (for top plate) as well as 'C' and 'D' (for hook and kingpin neck).



Quarterly

2. Clean and examine top surface. Dress score marks and burrs. Discard excessively worn or scored couplers. Lubricate as item 1.
3. Check hook 'E' and plunger 'F' for wear. Fit dummy kingpin or coupler to trailer, slacken locknut 'G' and withdraw adjusting screw 'H'. Lubricate thread then turn screw until resistance of plunger is felt. Back off the screw by half-a-turn and then lock the nut 'G'. If the handle 'I' is jammed in close position when coupling, the grip on kingpin is too tight ---> re-adjust. If correct adjustment cannot be obtained, fit new hook 'E' and plunger 'F' (for plunger replacement, either take out the lever pin 'P' through the hole on top plate or dismount the foot 'Q' and handle bolt 'R' and remove the lever 'S').
4. Apply grease to on top of handle bar and handle locking plunger 'J'.
5. Check mounting foot M30 nylon locknuts 'K' are tightened to 1000 - 1100Nm and mounting foot bolts (12 off) are tightened to 190Nm.
6. Check rubber mounting foot bushes 'L' for wear by rocking coupler fore and aft. A stiff resistance should be felt with the coupler returning to original position when hand pressure is released.
7. Check that hook pivot bolt 'M' is tight. Check hook spring 'N' and main spring 'O' are not stretched or damaged.



Yearly

8. It is recommended that the coupler is removed from the prime mover for a more detailed inspection of the top plate reinforcing framework, mounting feet and plate for cracks or weld failure.