

Assembly instructions for drawbar 2040

The work must be carried out professionally and with great care.

1. **Before mounting on a trailer.**
 - 1.1 Before interconnection, see provisions according to VVFS 2003:22.
 - 1.2 The drawbar is not allowed to tilt more than 6 degrees in the coupling position. This also applies to the eye.
 - 1.3 The pivotal attachment point of the drawbar on the chassis must be dimensioned for the D-value that applies.

2. **Mount the drawbar on the chassis.**
 - 2.1 For cylindrical bushing with hole 32 mm and bolt thread M30. Tensile torque 725Nm.
 - 2.2 In the case of tapered bushings type Fruehaf-Briab. Tensile torque 500Nm. Nut locking or scissor pin is used. Make sure that bushings go to the bottom. If necessary, use lubricant.
 - 2.3 **All bolts must be tightened after 100 miles.**

3. **Drilling and welding during assembly.**
 - 3.1 See drawing 540000.

Drawbar 2040

The vehicle's equipment for operating an adjustable drawbar

1. When electrically operating the locking of the stud to the drawbar, the Spring-loaded switches are mounted in the cab.
2. The car should be equipped with a trailer brake. If this function is not available, the solenoid valve is mounted on the supply line before the Duo-Matic.

Driver's handling of adjustable drawbar

1. **It is always the driver's responsibility to ensure that the drawbar is locked in the desired position.**
2. Brake the trailer. If there is no trailer brake, disconnect the Duo-Matic.
3. Release the locking stud in the drawbar by applying pressure to the pneumatic cylinder, adjust the drawbar to the desired position. Then make the clock Airless. Next, check that the stud is locked in the desired locking hole.
4. **It is not allowed to adjust the length while driving**
5. **ATTN!!** Rear stop is intended only to prevent disassembly of the front beam when changing the clutch position.

If you have any questions, please contact

Handling when changing the coupling mode.

1. Put air pressure on the air bell to release the drawbar.
2. Place the drawbar in the locking position.
3. Remove pressure on air clock.
4. Slowly pull the front beam to the selected position so that the lockingstud locks.
5. Check that the lockingstud is locked securely in the selected position.
6. **ATTN!!** Rear stop is only intended to prevent the front beam pulling apart when changing coupling mode.

The stop is not designed to be used as a safety stop in towing position.

Maintenance Instruction

- * Check for any looseness in the drawbar at each lubrication interval.
- * In case of looseness, check the wear plastic and adjust the adjusting cap.
- * Replacement of wear plastic if necessary.
- * Do not pull nuts in the adjusting cap too hard.
- * Make sure you have no gap.
- * Check drain hole in lock house.

ATTN! The drawbar is not lubricated or adjusted upon delivery. (to be done after assembly, before the trailer is put into use)

For drawbars with lockable front suspension, fastening bushings MUST be replaced if necessary at least 1 time / year due to high stress

Important

Adjusted at least 2 times/month. At each lubrication interval, fill the bolt sleeve with grease while lubricating the other sliding surfaces (plastic against steel, etc., including lever joint and bolt). Check that grease is creeping out into the upper and lower parts of the lock body for sufficient quantity.

Checking the locking function lever so that adequate locking is obtained.

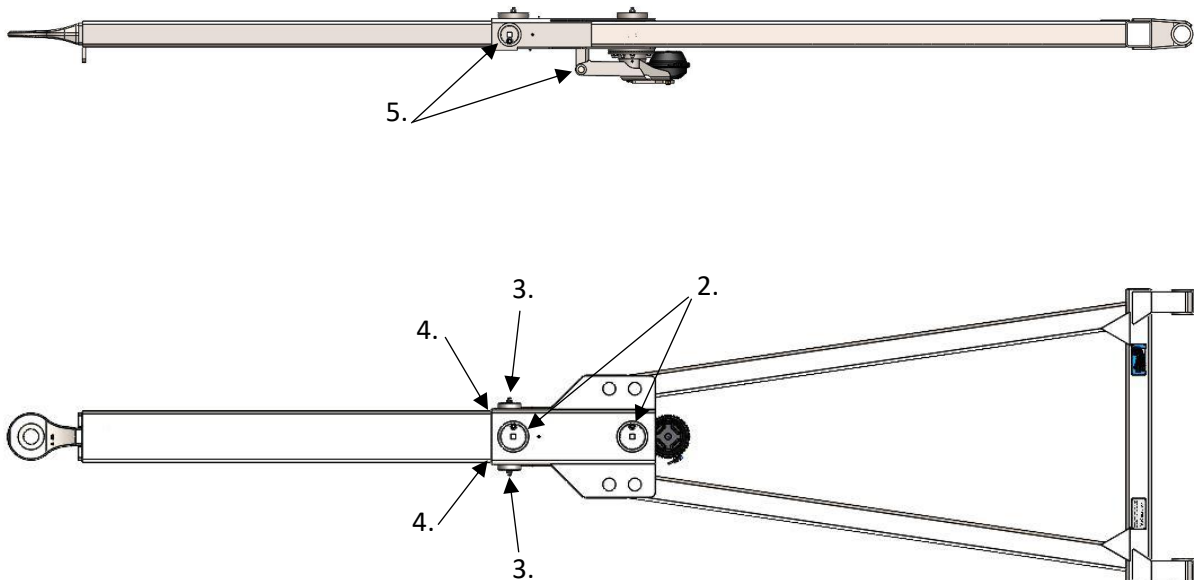
Replacement of wearing parts MUST be carried out when the gap in the longitudinal direction exceeds 5 mm or once a year.

- Wear parts are:
- * Locking piston with bushings
 - * Compression spring
 - * Conical wear rings in drawbar.

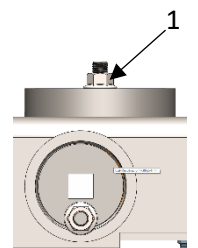
 - * Wear plastic, adjusting cap

Included in Trako-Renovation Kit

Adjustment Drawbar 2040



- * Loosen the locking nut for adjusting washers (1).
- * Start by adjusting the top adjustment caps (2). Use square pin (3/4) adjust to zero gap. Is done most easily if you slide the front beam back and forth with the car during the adjustment.
- * Then adjust the adjustment caps on sides (3) to zero gap. Using the same procedure as on the upper adjustment caps. ATTN!!! Check that the boom is in the middle of the socket (4).
- * Lock the adjustment washers with the nut (1).
- * Lubricate the sliding surfaces and lever joint with spray lubricant (5).
- * Readjust if necessary (zero gap).
- * Adjustment lubrication is recommended every 14 days, depending on use.



Instruction for replacing wear parts

1. Remove the rear fuse. Locked with 2 clamping pins at the back.
2. Release all adjusting cap.
3. Put compressed air on the pneumatic cylinder and pull the drawbar forward.
4. Loosen the locking piston by removing the lever.

ATTN! ATTN! WARNING!

The spring force in the locking piston is very strong.

Easily screwdriving tool is suitable.

5. Dismantle bronze bushings in lock house and clean.
- * Bronze bushings in lock house must have easy press fitting.
- * Check grease nipple for function.
- * Grease parts and fill grease in lock bodies after reassembly.
- * Check that grease is creeping out into the upper and lower parts of the lock body for sufficient quantity.
- * Conical Wear rings in the drawbar must have a press fit when mounted.
- * Disassembly easiest with 3 cuts with burner.

Disassembly/assembly instructions of bolted lock housing

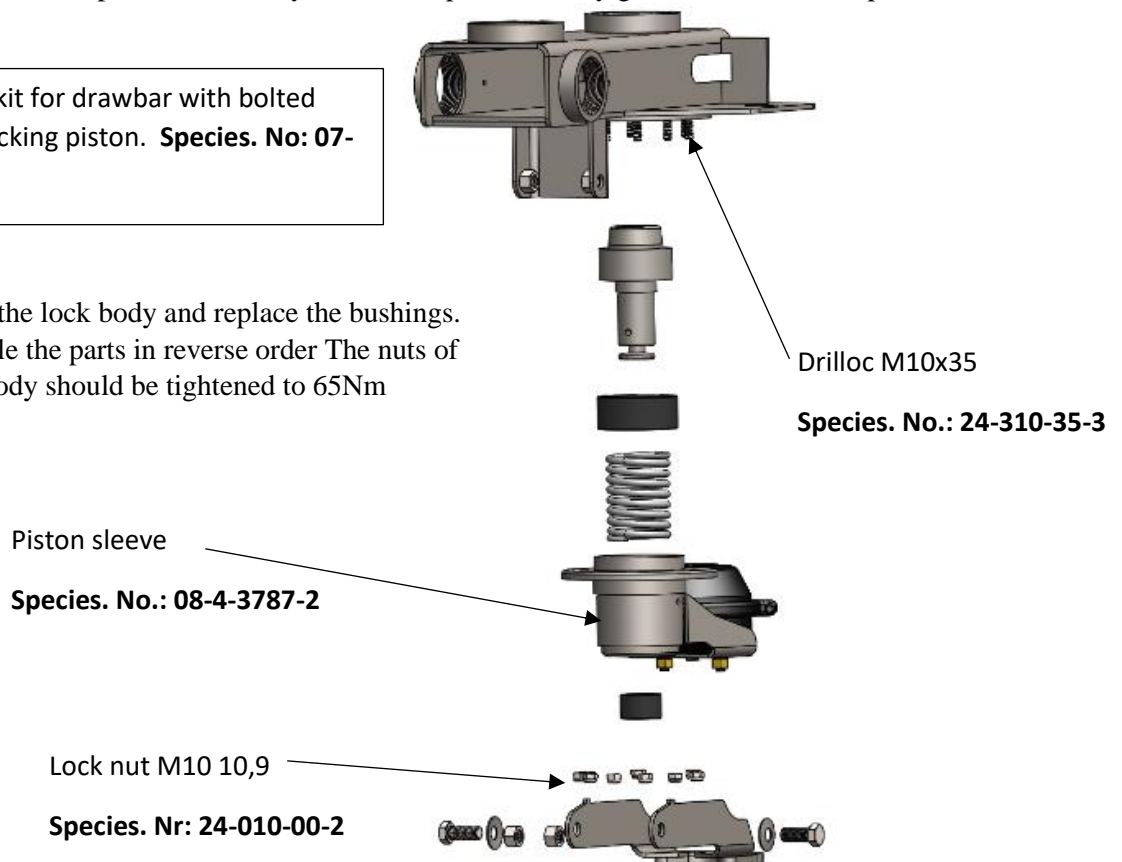
1. Loosen the adjustment washers and remove the plastic pucks.
2. Put pressure in the pneumatic cylinder, insert a pin into the hole to lock the plunger, release the pressure.

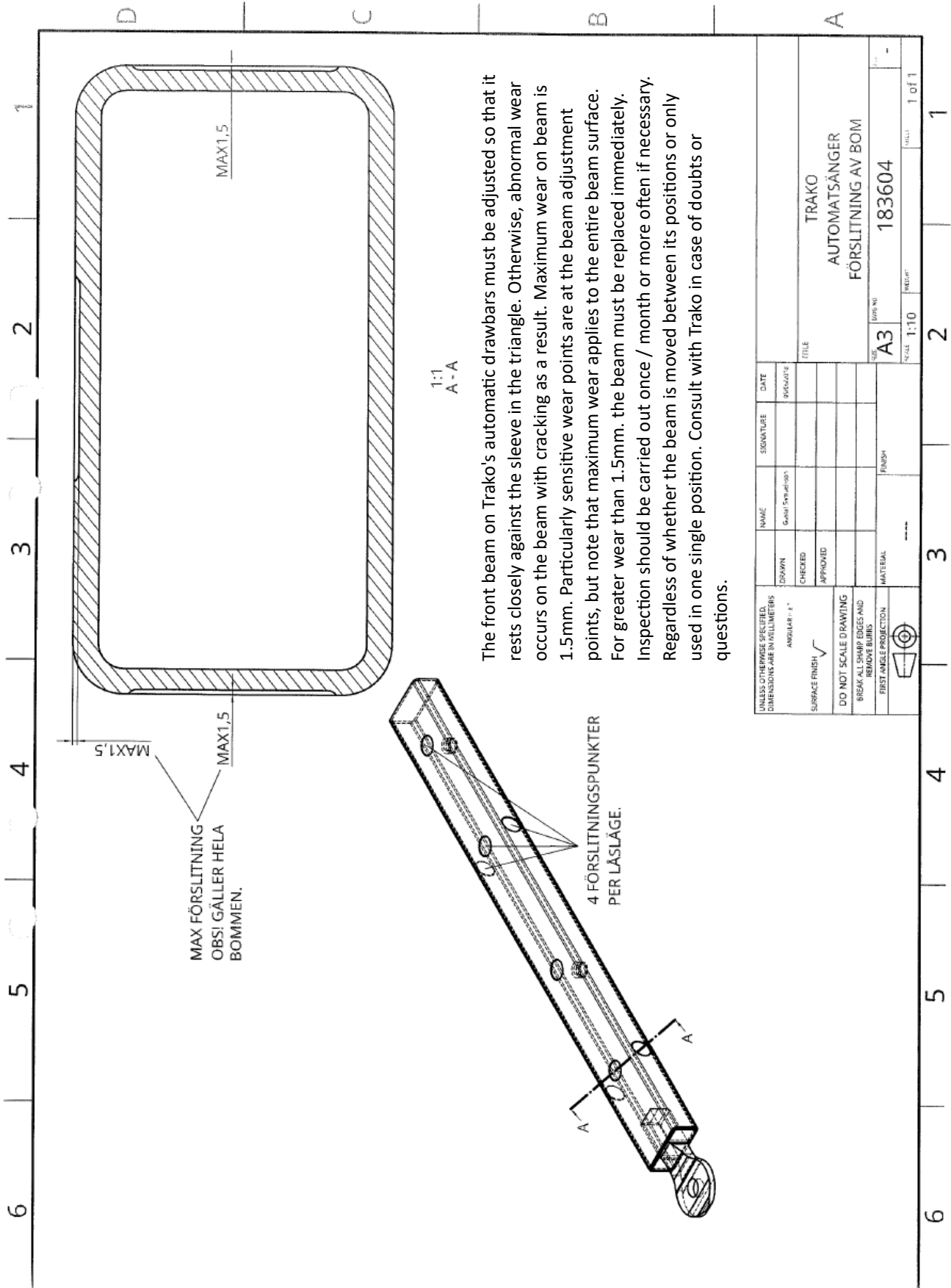


3. Unscrew the jam nuts to the lever, unscrew the bolts to the lever and remove the lever.
4. Unscrew the nuts to the lock body and take it to a press to put pressure on the piston so you can remove the pin. **Note that there is a lot of pressure in the spring.** Release the pressure in the press so that you can lift out the piston and spring.
5. Check bolts and replace if necessary. Should be pulled so they go down close to the plate.

Renovation kit for drawbar with bolted sleeve for locking piston. **Species. No: 07-0618-55**

6. Wash out the lock body and replace the bushings.
7. Reassemble the parts in reverse order. The nuts of the lock body should be tightened to 65Nm





The front beam on Trako's automatic drawbars must be adjusted so that it rests closely against the sleeve in the triangle. Otherwise, abnormal wear occurs on the beam with cracking as a result. Maximum wear on beam is 1.5mm. Particularly sensitive wear points are at the beam adjustment points, but note that maximum wear applies to the entire beam surface. For greater wear than 1.5mm, the beam must be replaced immediately. Inspection should be carried out once / month or more often if necessary. Regardless of whether the beam is moved between its positions or only used in one single position. Consult with Trako in case of doubts or questions.