

REAL Torque

September 2019

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Towing Connections Pin and Eye Coupling Operation

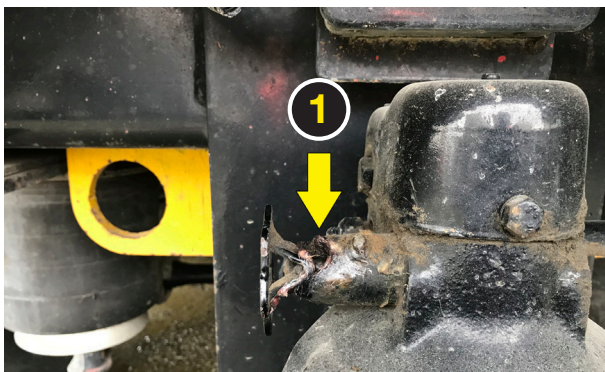
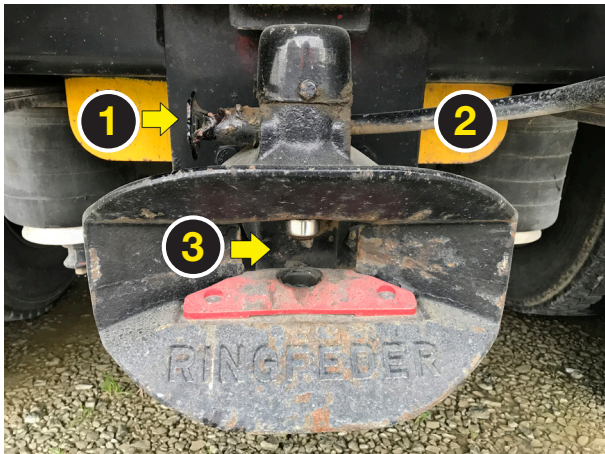
This month covers Part 2 of towing connections. We will be looking at the pin and eye coupling, more commonly referred to as a Ringfeder.

The focus will be on our two most common pin and eye couplings – **Ringfeder** and **V.Orlandi**. The basic operation of these is the same but the main difference to identify is the locking mechanism. The pictures below will help identify these.

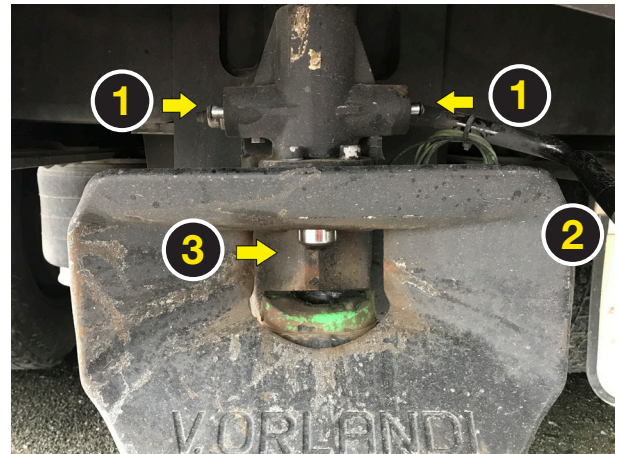
Pin And Eye Coupling Procedure

- 1 Check the drawbar height in relation to the coupling height and open the coupling device on the truck.

Ringfeder is in the open position, the lock knob (1) is sitting up the disengagement ramp, the handle (2) and pin (3) are up.



V.Orlandi is in the open position, the lock pins (1) are extended, the handle (2) and pin (3) are up.

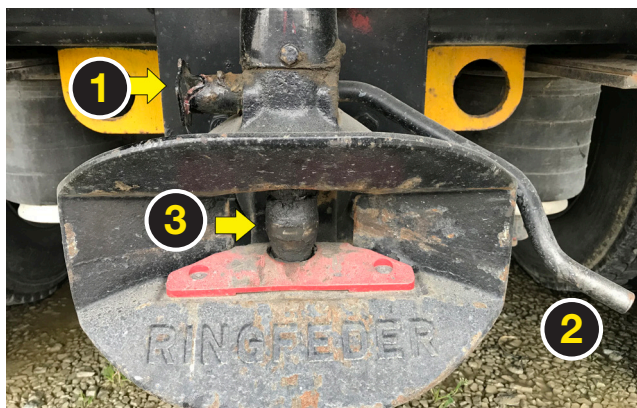


- 2 Check the alignment of the truck and trailer, reverse slowly until the drawbar eye connects with the coupling. If necessary, ask someone to help guide you back.

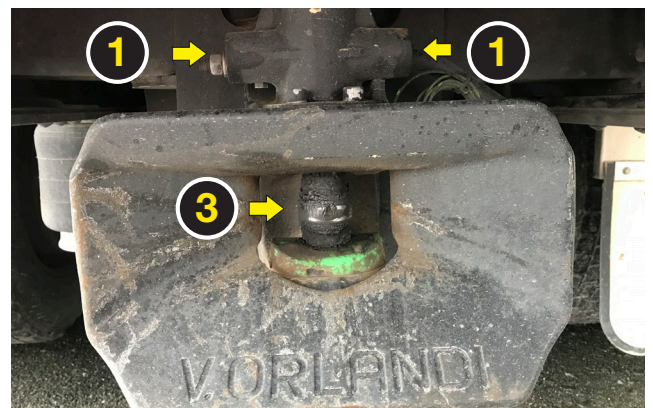
- 3 Apply the park brake and check that the pin is fully home and the lock is engaged. Do not conduct a tug test as this may bend the coupling pin.



Below shows that the coupling is correctly engaged.



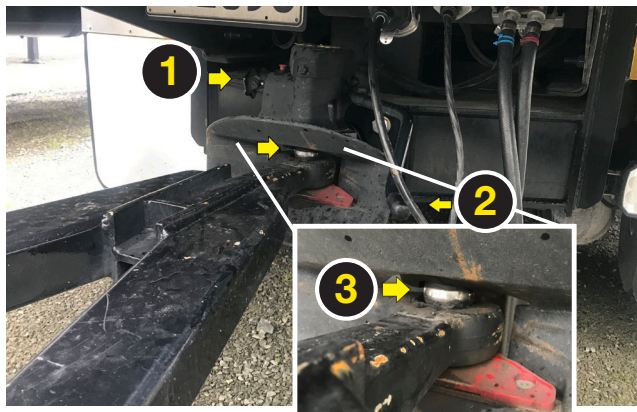
Ringfeder is in the closed position, the lock knob (1) is sitting in the bottom of the disengagement ramp, the handle (2) and pin (3) are **all** the way down.



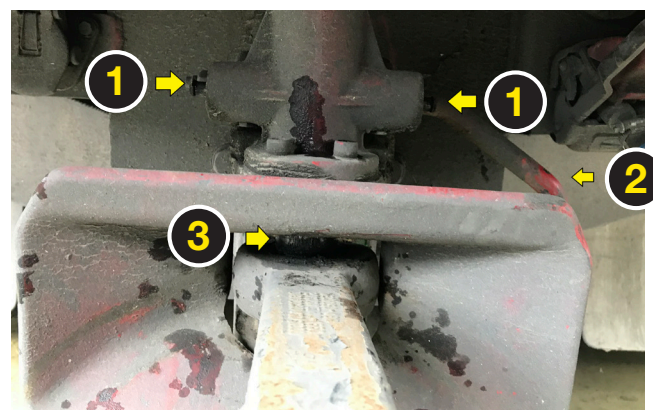
V.Orlandi is in the closed position, the lock pins (1) are flush, the handle and pin (3) are **all** the way down.



Below shows that the coupling is not fully engaged. The pins have not dropped through the tow eye allowing the locks to engage properly.



Ringfeder lock knob (1) is not in the bottom of the disengagement ramp. The pin (3) is sitting high in the tow-eye. **Note: The handle (2) may be sitting down but it is not all the way down!**



V.Orlandi lock pins (1) are not flush. The pin (3) is sitting high in the tow-eye. **Note: The handle (2) may be sitting down but it is not all the way down!**

- 4 Raise the drawbar stand (if fitted) and connect air, electrical and any hydraulic lines, and check them for security.

- 5 Conduct a pre-trip inspection of the trailer.

It is the responsibility of the operator to inspect and deem the connection correct before moving off.

It is important to gain a good understanding of the coupling operation, correct connection procedure, and to identify an incorrect coupling. If you are unsure, ask for help! It is better to be safe than sorry.

Tips and Tricks

- ▶ Take your time to make sure you are confident the coupling is connected properly.
- ▶ Pin and eye couplings need maintenance. If you notice any damage, report it.
- ▶ If in doubt about the connection call the maintenance team.
- ▶ Ensure that you identify the coupling is locked and make sure that the handle is locked and all the way down.



TR Tips

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