



Montage- und Betriebsanleitung

D

Installation and operating instructions

GB

Instructions de montage et d'utilisation

F

Member of JOST-World

Für Modellreihen / for Series / pour les séries

RO*850 D

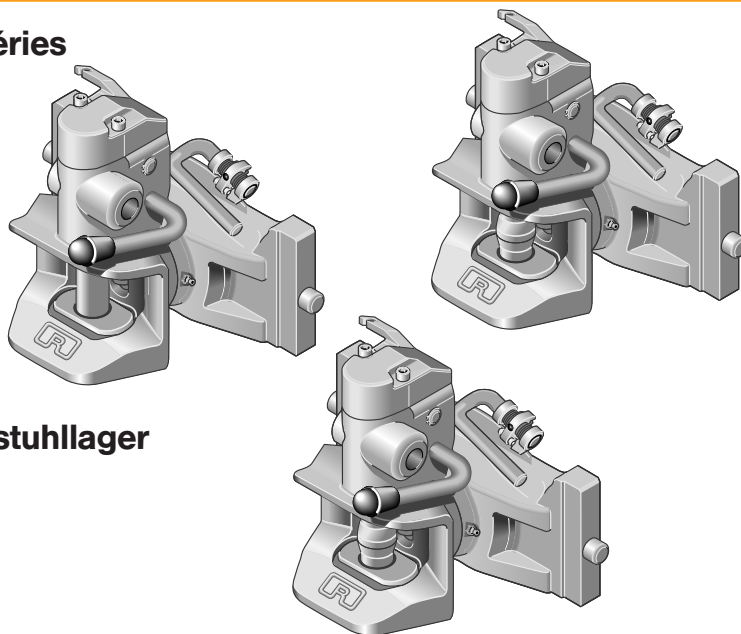
RO*860 D

RO*873 D

Automatische Anhängerkupplung mit Fahrstuhllager

Automatic trailer coupling with lift bearing

Attelage verrouillage automatique avec palier à hauteur variable





The installation and operating instructions must be kept in the vehicle!



The coupling must be installed by qualified personnel!

Read these instructions carefully before installation!

Note:

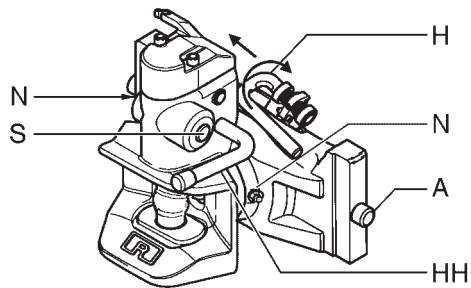
When fitting the trailer coupling the EU directive 89/173 and the relevant national regulations must be observed. The coupling must be fitted in accordance with the installation and operating instructions provided.

If the installation of the trailer coupling changes the load values (e.g. permissible axle load, total weight, permissible vertical load) of the vehicle, the vehicle documents must be changed accordingly.

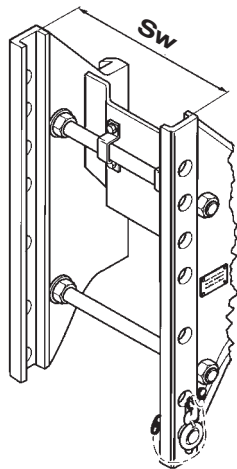
We reserve the right to make technical alterations.

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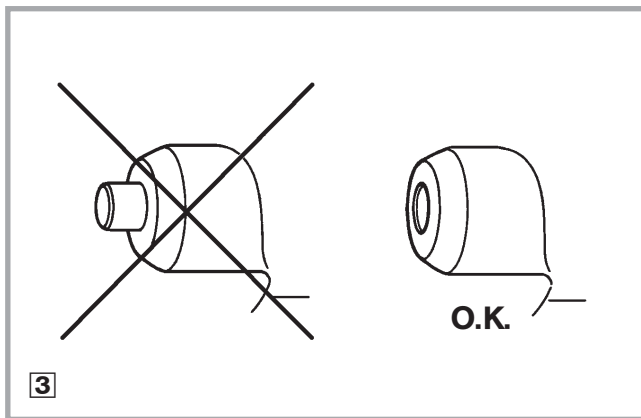
1. Fitting

The coupling is supplied in a ready-to-use condition.

- Observe the relevant regulations for installation
- The instructions of the vehicle manufacturer
- Clearance for axial twisting of the coupling head
- Inspection of the anti-slip device in the trailer block
- Insert the coupling from above into the guide rails
- **Attention: Keep a good grip on the coupling!**
- Turn hand grip (**H**) of the cam plate upwards and press to the left: the arresting bolts (**A**) move inwards (see Fig. 1)
- Place the coupling at the desired height in the trailer block
- Hold the coupling in place and at the same time turn the hand grip (**H**)
- back to the right to allow it to engage
- Release the hand grip in the resting position (see Fig. 1)

Inspection: In the secured position it should only be possible to move the hand grip (**H**) about 4 mm to the left

Attention: Do not use any aids to operate the height adjustment and avoid impact on the cam plate: **Risk of damage!**



2. Operation

The legal regulations must be observed for hitching and unhitching.

2.1 Hitching

- Place the drawbar eye at the centre of the funnel.
- Press the hand lever (**H**) upwards until it engages.
- Release the brake on the front axle of the **articulated drawbar trailer**.
- When connecting with a **rigid drawbar trailer**, the drawbar eye must be as close to **the centre of the funnel** as possible:
Failure to observe this can lead to damage!
- Reverse the tractor vehicle slowly

Inspection: ATTENTION: After each hitching operation you must check that the coupling is in the hitching condition in accordance with the regulations.

After hitching, the control pin must **not project out** of the control sleeve.
 Projecting control pin: incorrectly hitched, **risk of accident!**

You may not drive with the trailer in this condition. (see Fig. 3)

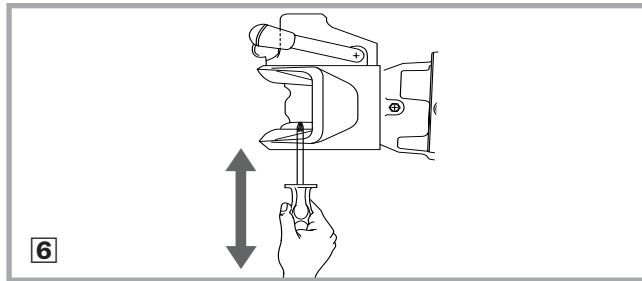
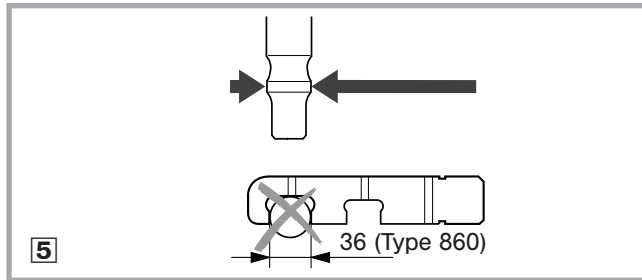
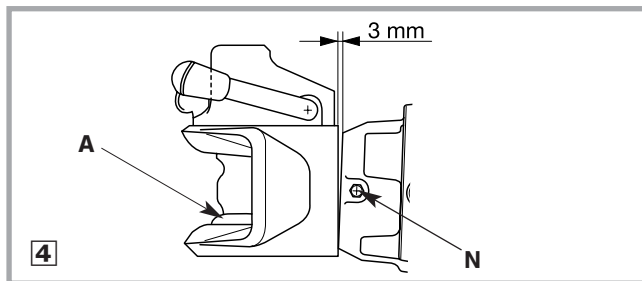
- Remedy:**
- stretch coupling (drive approx. 1 metre forwards, then backwards)
 - then **check again**.

2.2 Unhitching

- Secure the trailer against rolling away or extend support feet.
- Open the coupling.
- Move the tractor vehicle forwards.

Note: During operation without a trailer, **close the coupling with the hand lever to protect the lower sleeve against dirt.**

Caution: Do not reach into the funnel!



3. Maintenance

To reduce wear on the coupling and the drawbar eye, apply multipurpose grease at regular intervals according to the conditions of use and after cleaning with pressure washers:

- at the lubrication nipple (N)
- drawbar eye seat (A)

3.1 Inspection

- **Bearing** (articulated joint)

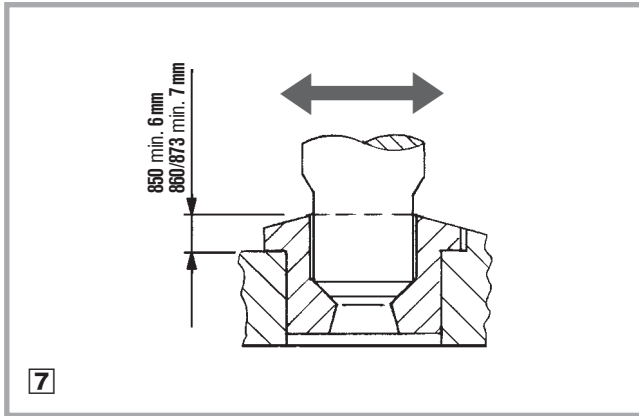
Gap width at the articulated joint (Fig. 4)

between the funnel and the flange collar with a light load on the lower edge in the driving position: **max. 3 mm**

- **Coupling pin**
Diameter (Fig. 5)

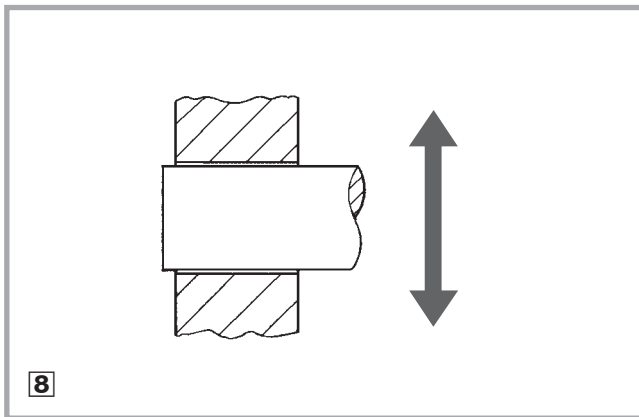
Type	Nominal dimension (mm)	Minimum wear limit (mm)
850	30.6 ± 0.1	28,6
860	38 ± 0.1	36
873	36 ± 0.1	34

- **Maximum vertical clearance 2.5 mm** (Fig. 6)



● **Body boring** (Fig. 7)

- Maximum play in the lower bolt guide **2.5 mm**:
Maximum wear of the coupling pin **or** the boring **1.5 mm**

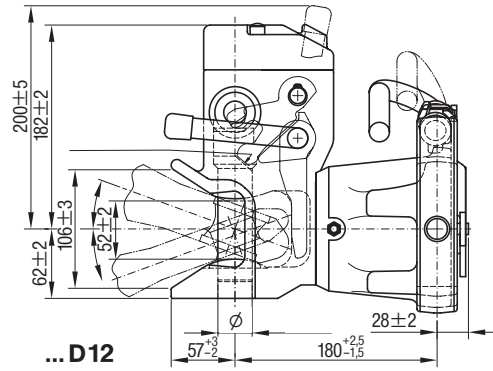
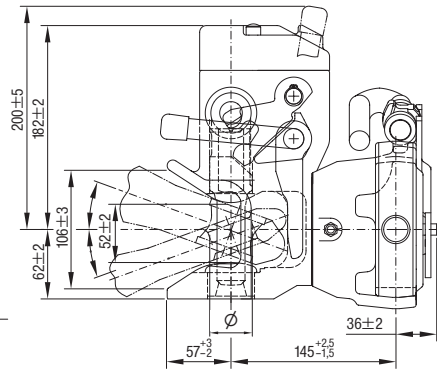
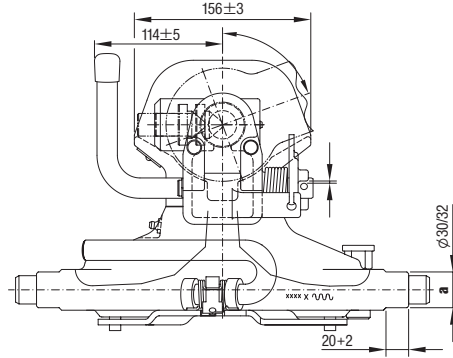
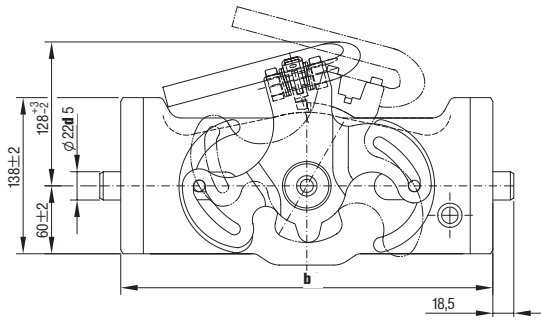


● **Socket pin bearing** (Fig. 8)

- **maximum** pin play in the boring: **3 mm** (nominal dimension new 0.5 mm)
- **maximum** wear of the pin: **1.5 mm**
- wear on the boring: **1 mm** or vice versa

4. Technical data

RO★850D/860D/873D



Article no.	a (mm)	b (mm)	φd (mm)
850/860/873...			
...D0300C	31.6	269	25
...D1000C	29.6	309	22
...D2300C	29.6	322	22
...D3000C	31.6	329	25
...D3600C	29.6	335	22
...D1200C	30.3	311	22



4. Technical data

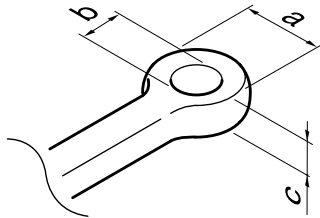
- automatic trailer coupling with lift bearing
- cylinder or ball coupling pin
- prepared for mechanical remote control
- Type 850 R, 850 D 12, 860 D 01

RO	Track width (Sw) (mm)	T (t)	S (t)	D (kN)	ABG M	EC e1	Pin (∅ mm)
850D03301	270	7.0	2.0**	56.5	5022	0049	30.6
850D1030C	310	14.0	2.0	89.3	4882	0032	30.6
850D1230C*	312	12.5	2.0	84.3	9693	0245	30.6
850D2330C	323	14.0	2.0	89.3	4882	0032	30.6
850D3030C	330	14.0	2.0	89.3	4882	0032	30.6
850D3630C	336	14.0	2.0	89.3	4882	0032	30.6
860D0330C	270	7.0	2.0	56.5	–	–	38.0
860D1030C	310	14.0	2.0	89.3	N3150	0086	38.0
860D1230C*	312	12.5	2.0	84.3	M9693	0245	38.0
860D2330C	323	14.0	2.0	89.3	N3150	0086	38.0
860D3030C	330	14.0	2.0	89.3	N3150	0086	38.0
860D3630C	336	14.0	2.0	89.3	N3150	0086	38.0
873D1030C	310	14.0	2.0	89.3	N3150	0086	36.0
873D1230C*	312	12.5	2.0	84.3	M9693	0245	36.0
873D2330C	323	14.0	2.0	89.3	N3150	0086	36.0
873D3030C	330	14.0	2.0	89.3	N3150	0086	36.0
873D3630C	336	14.0	2.0	89.3	N3150	0086	36.0

* with long bearing

** over 25 km/h 1.6 t





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Drawbar eyes

DIN	a (mm)	b (mm)	c (mm)	Pivot angle	
				horizontal	vertical
11026	100	40	42	min. 70°	min. 20°
11043	100	40	32	min. 76°	min. 22°
74053*	115	50	45	min. 78°	min. 20°
74054	100	40	30,5	min. 76°	min. 20°
Switzerland*	115	40	40	min. 76° ¹	min. 25°

* only RO★873 D

Do not use any other drawbar eyes: **risk of accident!**



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