



Montage- und Betriebsanleitung

DE

Installation and operating instructions

EN

Monterings- och driftanvisning

SV

Member of JOST-World

Modellreihe

Series

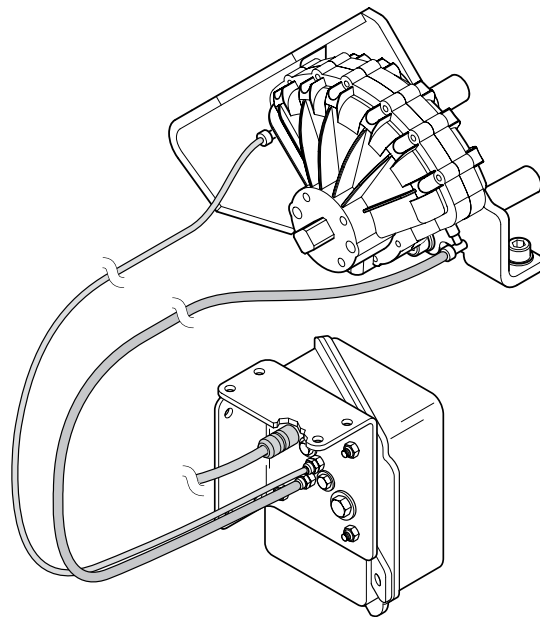
Modellserie

RO*PC57

Aufrüstsatz pneumatische Fernbedienung

Upgrade kit Pneumatic Remote Control

Eftermonteringssats för pneumatisk fjärrmanövrering



Upgrade kit pneumatic Remote Comfort RO*PC57

for towing hitches

RO*57 ECE E1 R 55-011361,

RO*57 flex ECE E1 R 55-012535

Part no. 71167: power opening /-closing

Content: servo motor incl. protection shield, adapter, steering unit
and set of hoses



The upgrade may only be carried out by an
authorised workshop.

Read these instructions carefully
before fitting.

Official note:

When fitting the remote operation the regulations for fitting mechanical
fastening systems in accordance with Appendix 7 of Directive
ECE R 55-01 and the national regulations for commercial vehicles
must be observed.

Subject to technical changes without prior notice.

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For operation, maintenance and installation, the safety instructions listed below must be observed. Further safety instructions are then given in the individual case which relate directly to the respective activity.

1.1 Safety instructions for operation

- The remote operation may only be operated by authorised persons.
- The installation and operating instructions of the respective trailer coupling retain their validity and must be observed.
- Only carry out hitching / unhitching operations on firm, level ground.
- After every hitching operation, the correct locked status of the trailer coupling must be checked by means of the control pin or the remote indicator. Only drive the rig in the correctly locked status.
- The remote display does not exempt the driver from checking before driving off as prescribed by StVZO (German Regulations authorising the use of vehicles for road traffic). Before starting to drive, among other things, the coupling status of the mechanical connection of tractor vehicle and trailer must be checked.

1.2 Safety instructions for maintenance

- For maintenance work, only use the specified lubricants.
- Maintenance work may only be carried out by qualified personnel.

1.3 Safety instructions for installation

- Installation may only be carried out by authorised workshops.
- Installation must be carried out in compliance with the relevant accident prevention regulations and the technical regulations for mechanical equipment.
- Only original ROCKINGER components may be used.
- Instructions and installation guidelines of the vehicle manufacturer must be observed, e.g. type of fastening, clearances etc.
- All screwed connections must be tightened with the prescribed tightening torque.
- Work may only be carried out on the trailer coupling when it is closed.
Risk of accident!



The trailer coupling, the remote control and the remote displays are connection devices and parts which require model approval and are subject to the highest safety requirements.

Alterations of any kind shall cause the warranty to lapse and invalidate the model approval, which in turn invalidates the vehicle operation permit.

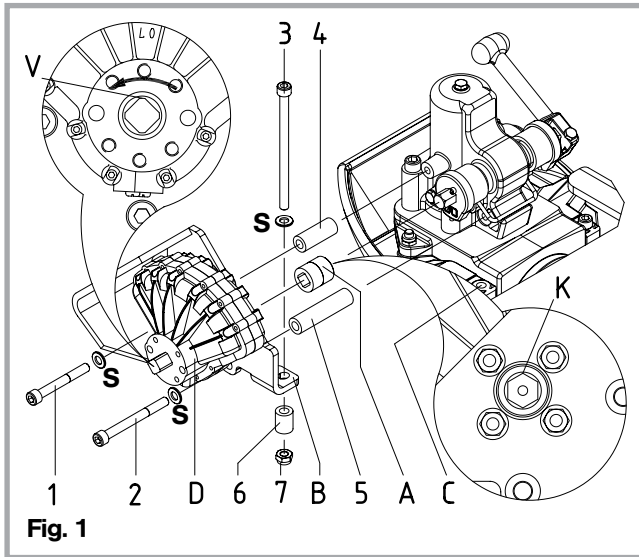


Fig. 1

The pneumatic remote control is used particularly in tractor vehicles where there is not sufficient free space pursuant to ECE R55-01 to open the trailer coupling with the hand lever.

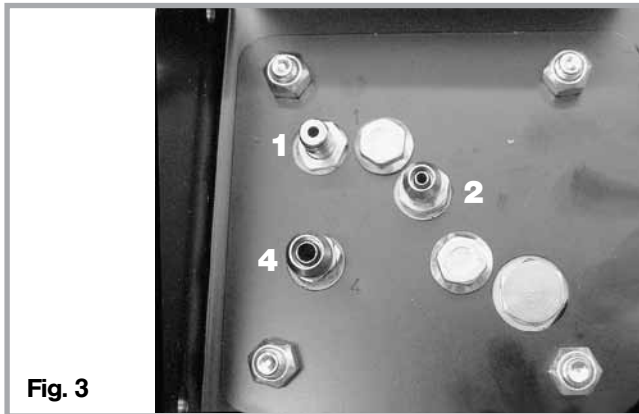
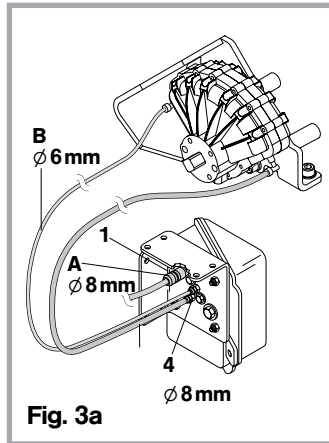
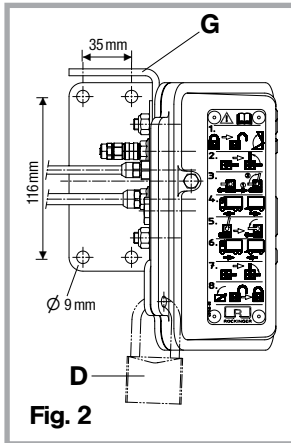
1.1 Before installation

Note: Please comply with following when fitting hitch:

- applicable national regulations
- technical regulations for the installation of pneumatic systems
- the operation unit must be installed in the driver's field of view to the towing hitch
- vehicle manufacturers specifications
- clearance for axial rotation of oupling head of at least $\pm 25^\circ$ min.

1.2 Servo motor (Fig. 1)

- Close hitch: s. mounting instruction of tow hitch
- Remove fastening screw (C)
- Push adapter A to hexagon shaft of the automatic unit. Ensure correct installation position (K):
 - Mark must point upward.
- Servo motor (D) incl. protection shield (B): mounted and adjusted
- Adjust the square shaft with marking to meet the marking on the housing. In case it is not working, turn square shaft back in direction of arrow until stop (V).
- Put 3 screws incl washers through the bore of protection shield:
 - Screw 1 (M 10 x 80) and Washer (S) incl. distane bush 4 (51 mm)
 - Screw 2 (M 10 x 110) and Washer (S) incl. distane bush 5 (83 mm)
 - Screw 3 (M 10 x 160) and Washer (S) incl. distane bush 6 (25 mm) and nut 7
- Screw complete unit onto the adapter, Torque **36 Nm**



1.3 Steering unit

- **Note installation position:** The head of arrow (**TOP**) pointing upwards
- Mount control unit via adapter (**G**) with 4 screws M 8 in suitable location on vehicle from where hitching process can be observed.
- Control unit **must be locked against unauthorised use** due to the lock (**D**) which is included in delivery.

Pneumatic system connection (max. 10 bar)

It is essential for the compressed-air connections between the threaded connectors on the control unit and the part-turn actuator **to be made exactly as shown** (fig. 3+ 3a):

- Supply from auxiliary consumer to the quick coupling (**A**) of the control unit ① (8 x 1, black)
- Part-turn actuator to control unit ② (1 6x1, red)
- Part-turn actuator to control unit ④ (8x1, black) (max. 100N/cm²; 10 bar)

Note: It is not allowed to get the air supply from the Brake – or Air Spring circuit. Air Spring circuit only if there is a pressure reducer to max 10bar.

For vehicles of an operating pressure in excess of 10 bar fit a pressure reducer in front of **A and 1** (setting pressure 8 bar).

- The air lines must have a sufficient length, thus obtain the mobility of the tow hitch remains (axial rotation of coupling head $\pm 25^\circ$).
- The compressed air lines must not be fitted to brake cables.
- The compressed air lines must have a sufficient distance from heat sources (f.e. Motor, Exhaust.) and moving part from the vehicle. If necessary, the lines must be fitted with thermal protection corrugated pipe or a chafer.
- The compressed air lines must be laid without kinks and cannot chafe.
- The compressed air lines must be secured with cable ties.
- All work on the pneumatic system may only depressurized carried out.

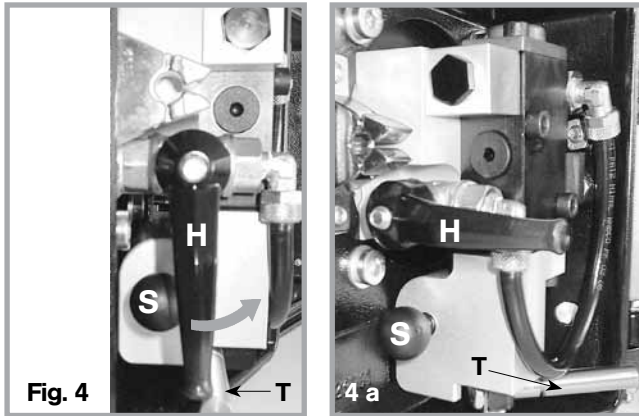
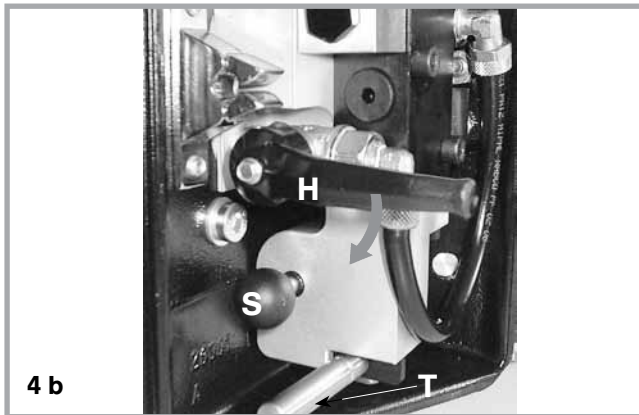


Fig. 4



4 b

2.1 Function-Check

Compressed-air supply and the other pneumatic systems as the actuator and the steering unit are connected (6, 6a, 6b).

- Open the steering unit.
- Turn the actuating lever (**H**) to the end – valve (**V 1**) is open.
- Press safety button (**S**) and move control lever (**T**) to end position – coupling bolt will be lifted up.
- Return control lever (**T**) to starting position, safety button (**S**) springs back into its initial position, coupling bolt moves a little bit down – towing hitch is now ready to couple.

Warning:

Do not close the towing hitch manually by using a tool or your hand. There is a high risk of accident because of the high pressure on the closing side of the pneumatic actuator.

2.2 Closing hitch

- To close the hitch turn actuating lever (**H**) into starting position (Fig. 4b). Main pressure valve – air pressure closed.
- Disconnect quick coupler (**A**) Fig. 3a, at the steering unit.
- Turn control lever (**T**) several times back, forward until system is , until the compressed air has escaped.
- To close the hitch – lift coupling pin using suitable tool.

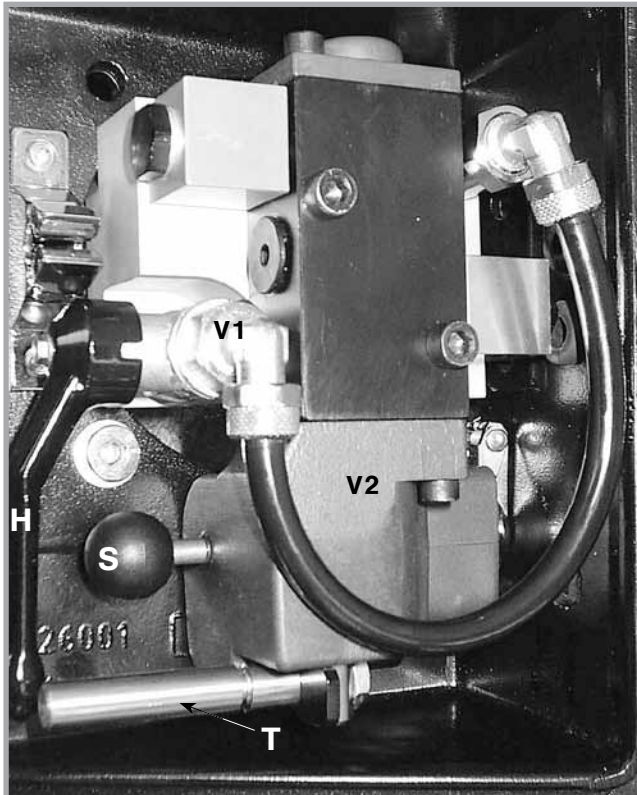


Fig. 5

3.1 Hitching

- Open the lock **(D)** and the control unit.
- Turn the actuating lever **(H)** to the end:
- press safety button **(S)** and move control lever **(T)** to end position – coupling bolt will be lifted up (see Fig. 4a).
- Hitch is open (**see function check**).
- Turn control lever **(T)** back to initial position
- Check that control lever **(T)** and safety button **(S)** is in initial position, the actuating lever **(H)** is open position (Fig. 4b).
- Reverse prime mover.

When hitching the compressed air supports the closing process. Bei The compressed-air assists the closing process when hitching. In the event of bracing between the tractor unit and trailer assist the hitching process by moving the vehicle backwards and forwards or by using the air suspension system.

- Check that the hitch is proper engaged.
- After hitching turn the actuating lever **(H)** into starting position (Fig.5) and close the control unit with the lock **(D)**.

Check:

After every hitching operation it is essential to check that the coupling is engaged as specified in regulations or with the in-cab status indicator: The check pin must be flush with its guide bush after hitching (see Fig. 6)! If the check pin protrudes (this can also be felt in the dark), this indicates that hitching has not been carried out correctly and that **you are at risk of an accident!**

The truck and trailer may not be driven in this condition.

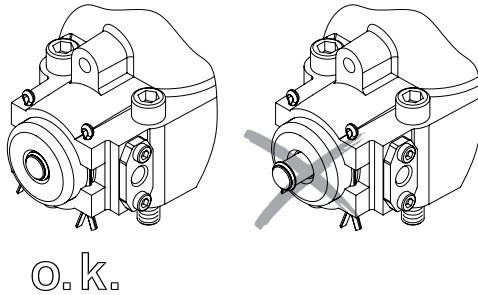


Fig. 6

Remedy:

- Extend prime mover/trailer connection (drive approx. 1 m forwards and then reverse again).
- then check again.

3.2 Unhitching

Observe the regulations laid down by the professional trade association when hitching and unhitching.

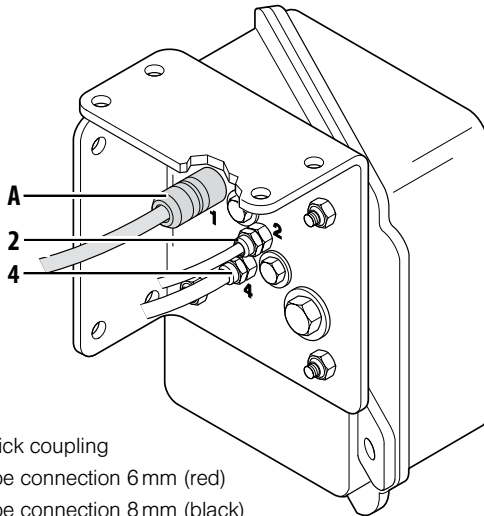
- Secure the trailer to prevent it from rolling away.
- Disconnect the supply lines to trailer.
- Open the lock (**D**) and the control unit.
- Turn the actuating lever (**H**) to the end.
- Press safety button (**S**) and move control lever (**T**) to end position – coupling bolt will be lifted up (Fig. 4a).

In the event of bracing between the tractor unit and trailer assist the hitching process by moving the vehicle backwards and forwards or by using the air suspension system.

- Unhook the tractor unit.
- Turn control lever (**T**) back until safety button (**S**) is engaged.
- Turn actuating lever (**H**) in starting position (system is now depressurised).
- Close the control unit with the lock (**D**). The unhitching process is now finished.

Note:

In case the hitching process will be done later, then have the operations "hitch" are repeated when power-assists is required!
When driving without a trailer, keep the hitch closed to protect the ingress of dirt of the lower bush (s. P.2.2).



- A** quick coupling
- 2** Pipe connection 6 mm (red)
- 4** Pipe connection 8 mm (black)

Fig. 7

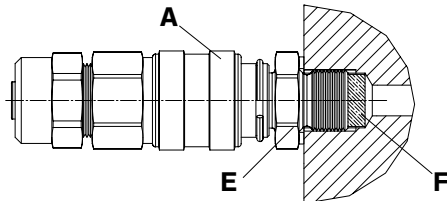


Fig. 8

4. Servicing

Before any service:

- Close tow hitch! **Risk of an accident!**
- Disconnect quick coupler (**A**) (s. Fig. 7), at the steering unit.
- Turn control lever (**T**) several times back, forward until system is, until the compressed air has escaped.
- To close the hitch – lift coupling pin using suitable tool.

Note:

In the event of having not enough pressure on the system caused by the sinter filter (**F**) (ROE 90379) you have to clean or change it. Unscrew the screw connection (**E**) and either clean or change the filter. Mount it in reverse.



ROCKINGER

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