Modellreihe – Series – Type

RO**231-S
RO**231

Haken-Kupplung
Pintle Hook Hitch
Attelace de crochet
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Modell RO★231-S
Pintle Hook Hitch
Size 05 and 11, Class S
ECE (E) 55R-1 1958
Suitable for:
- Ring towing eyes in accordance with ECE R55-01 Class L1-L5 and VG 74059 NATO
- Towing eyes in accordance with BNA NF R 41-102
- Towing eyes ø 40 mm DIN 74054 and EC/ECE-class S
- Swiss Towing eye ø 40 mm ROE 57229
Model RO★231 without ECE R55-01

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Note:
When fitting the trailer coupling, EC Directive 94/20, in particular Annex VII or ECE R 55-01, Annex 7 and the relevant national regulations must be observed. The fitting and operating instructions must be kept in the vehicle.

Further informations you’ll find under www.jost-world.com

Installation must be carried out by qualified personnel!
Before installation, please read these instructions carefully!

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The safety instructions are summarised in a single chapter. In any situation where the user of the trailer coupling is at risk, the safety instructions are repeated in the individual sections and marked with the warning symbol shown here.

When handling hitches, prime movers and trailers the relevant safety regulations in the respective country must be observed (e.g. Berufsgenossenschaft in Germany). Any safety instructions in the operating manual of the tractor vehicle and the trailer remain valid and must be observed.

For operation, maintenance and assembly 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.

**Safety instructions for operation**
- The hitch may only be operated by authorised persons.
- The installation and operating instructions of the respective hitch retain their validity and must be observed.
- Only use the hitch and the towing eye of the trailer if they are in perfect technical condition.
- Only carry out hitching / unhitching operations on firm, level ground.
- During hitching, nobody may stand between the tractor vehicle and the trailer.
- 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 indicator does not exempt the driver from the obligation to check before driving off subject to StVZO (Regulations Authorising the Use of Vehicles for Road Traffic). Before driving off, among other things, the coupling status of the mechanical connection device for the tractor vehicle and the trailer must be checked.

**Safety instructions for maintenance**
- For maintenance work, only use the prescribed lubricants.
- Maintenance work may only be carried out by qualified personnel.

**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 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 hitch when it is closed.

Risk of injuries!

The installation of the hitch on the prime mover must be carried out in accordance with Annex VII of EC Directive 94/20 and ECE 55-01 and must be checked accordingly. As applicable, the relevant licensing regulations in the respective country must be observed.

§§ 19, 20 and 21 StVZO apply in Germany. The hitch is a safety component. This is why the installation must be documented.

The hitches are connection devices with subject to the highest safety requirements. Alterations of any kind shall cause the warranty to lapse and invalidate the type approval, which in turn invalidates the vehicle operation permit.
1. Installation

1.1 Before installation

Please observe:
- the relevant national regulations (e.g. accident prevention regulations for vehicles, VBG 12, Federal Motor Vehicle Authority (KBA) code of practice)
- assembly instructions of the vehicle manufacturers

Note:
The hitch can be coupled with a hinged drawbar trailer or a central axle trailer. For calculation of the hitching loads, see the D-value calculation in the catalogue or on the Internet at: www.jost-world.com/produkte/rockinger-strassenverkehr/produktkatalog-online.html
1. Installation

Note:
The hitch is ready for operation on delivery. The trailer coupling may only be bolted on to an even surface, evenness 0.2
- Fasten the coupling with 4 bolts and self-locking nuts (see table) (see Fig. 4).
- Tightening torque (see table)

Attention:
- The fastening of the hitch to a hollow profile with inserted fastening bolts is not permitted.

Tightening torque of the bolts at the fastening bearing

<table>
<thead>
<tr>
<th>Hitch size</th>
<th>Screw size</th>
<th>Quality</th>
<th>Designation of screws</th>
<th>Tightening torque (Nm)</th>
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<td>M 10</td>
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1) Tighten bolts with a torque wrench according DIN EN ISO 6789, class A or B

Note:
Please observe any nut and bolt qualities of the manufacturer deviating from these specifications. The head of the bolt and the surface under the nut must be even, clean and free of dirt.
1.3 Usable towing eyes

- Ring towing eyes in accordance with ECE R55-01 Class L1-L5 and VG 74059 NATO

- Towing eyes in accordance with BNA NF R 41-102 (Values in brackets)

- Towing eyes Ø 40 mm DIN 74054 and EC/ECE-class S*

- Swiss Towing eye Ø 40 mm
  ROCKINGER order no. ROE 57229*

* only for version RO•231-S and RO•31 with article numbers 231A05530/231A05531 and 231A11530/231A11531
2. Operation

2.1 Operate hitch

1. withdraw the safetpin
2. lift up the locking lever at the handle
3. open the complete locking device
4. move the locking device to the rear until it latches in the open position
2. Operation

2.2 Hitching

1. Lay the drawbar into the hitch ring
2. Push the complete locking device into closed position
3. Secure the locking mechanism with the security pin
4. The end part of the security pin must swing down (see 6 down right)

Fig. 6
3.1 Care

The re-greasing of all movable parts and the hook contact area should be done in regular intervals at least every 3 month.

- **bearing position B**
  Grease locking unit with
  ROCKINGER Special-Oil oder-No. ROE 96047

- **bearing position H**
  Grease latch of the Locking unit with
  ROCKINGER Special-Oil oder-No. ROE 96047

- **bearing position S**
  grease the safety pin with
  ROCKINGER Special-Oil oder-No. ROE 96047

- **Hook contact area Z**
  grease with dense grease NLGI 3
  f.e. ROCKINGER ROE 96063
  or JOST Hochleistungsschmierstoff SKE 00567000
  After cleaning, especially cleaning with high-pressure washers, relubricate all parts.
3. Maintenance

3.2 Inspection

3.2.1 Inspection of fastening bolts

Inspection of the tightening torques of the fastening bolts (for values see table on chapter 1.2)

- check the gap in the latch. The normal gap is between 0.16 und 1.5 mm. Replace the latch when the gap exceeds (see also 3.2.2)

- play of the closing unit
  - the normal play of the closing unit is 0.5 until 1.0 mm if the unit is in line with one side.
  - if play exceeds tiden the safetynut until the normal play is reached.
### 3. Maintenance

#### 3.2 Ware

**3.2.2 Inspection of wear**

![Warning Symbol]

Check all wear limits at least **once a year**

- There are no notches allowed in the contact area A2 by using a 40 mm drawbar eye (see picture)
- Replace the complete product when wear exceeds more than the max. limited wear (A1 to A3 or B) see picture

**Note:** Values in ( ...) are only for 231A05000 and 231A05090 as well for 231A11000

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**Fig. 9**

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**RO**

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4. Technical data

RO**231**

Fig. 10

Position type plate

Type plate RO**231A11531**

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# 4. Technical data

## RO*231-S ECE (E1) 55R-1 1958

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<th>V value (kN)</th>
<th>S max. (kg)</th>
<th>C max. (l)</th>
<th>Hitch weight (kg)</th>
<th>Hole pattern</th>
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