



RINGFEDER

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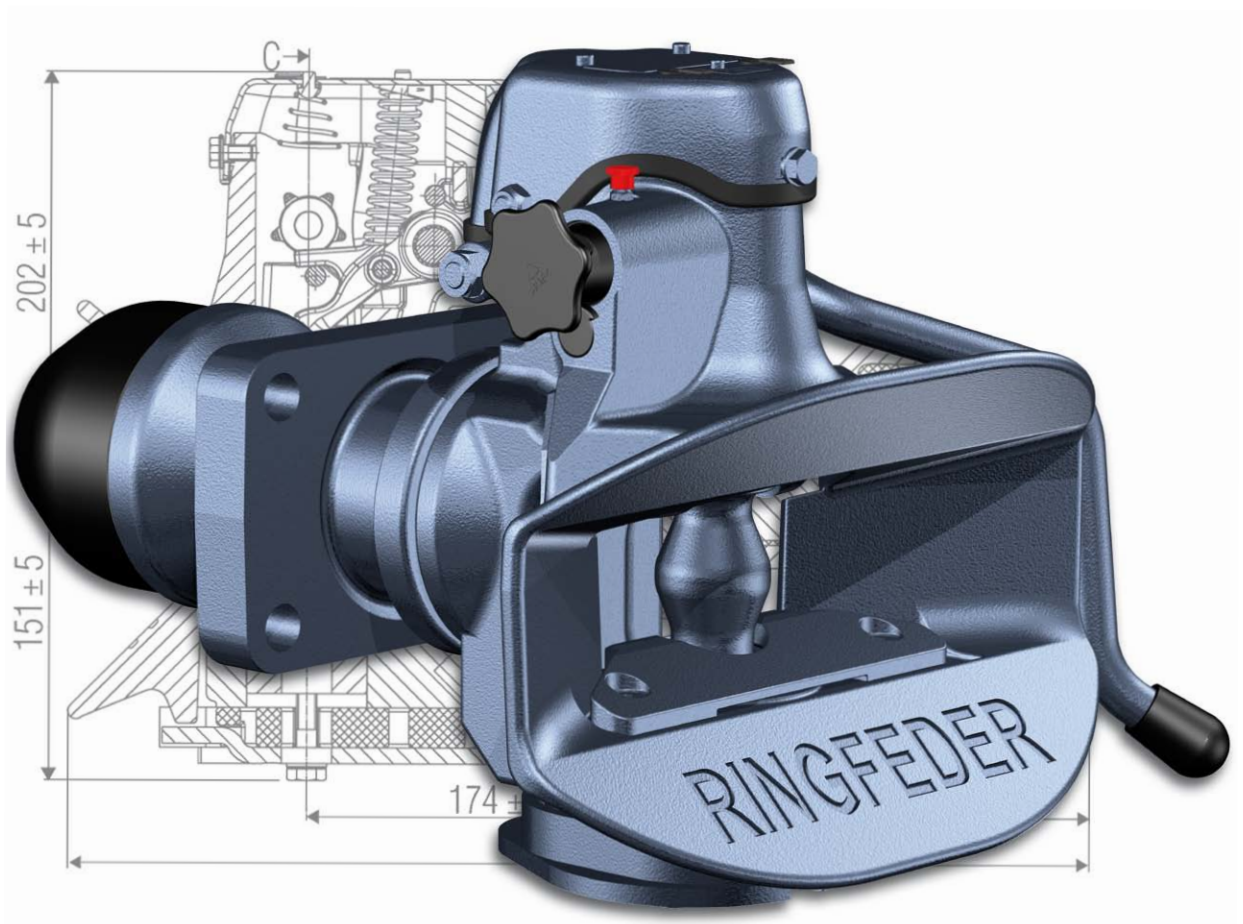
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Catalogue

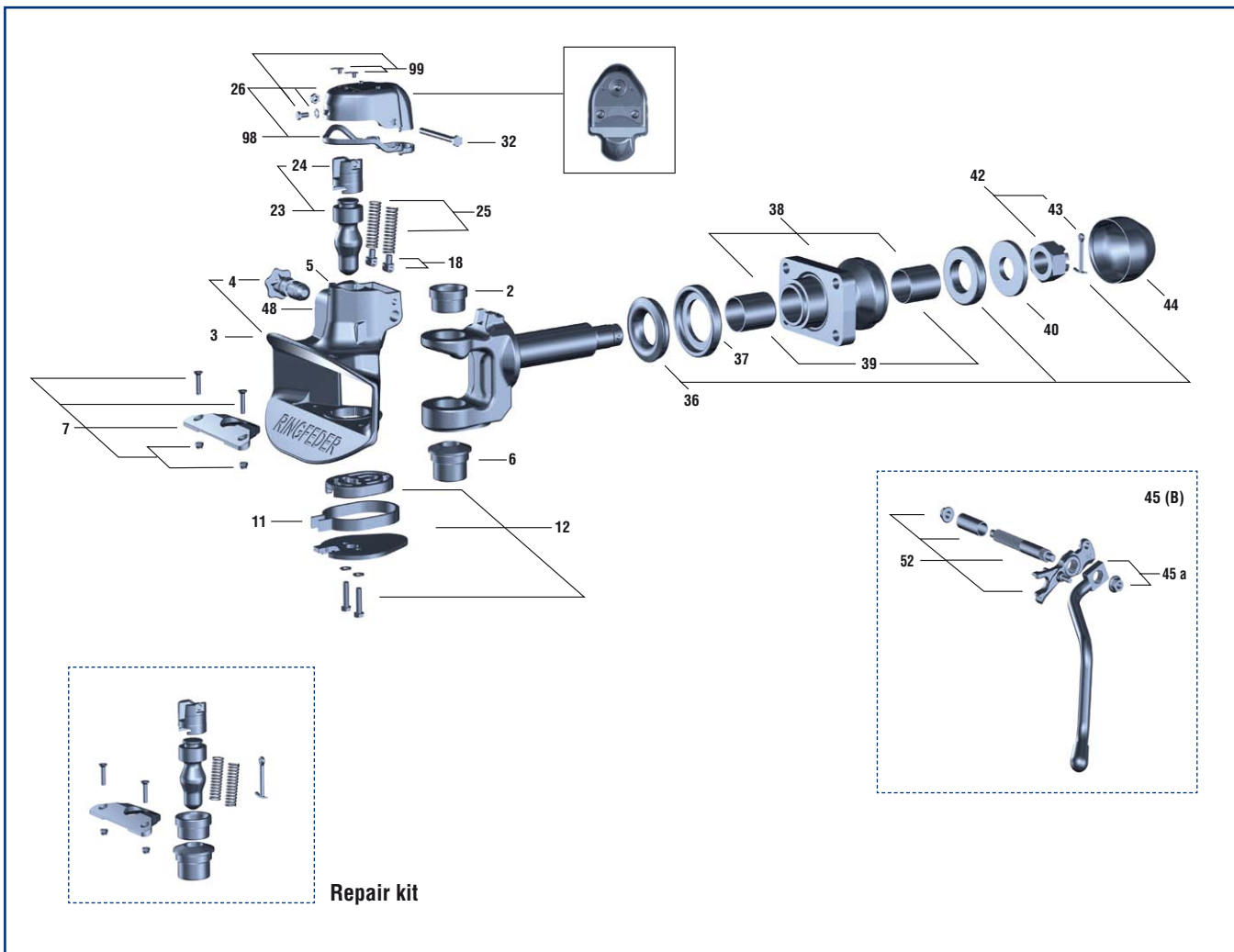
Automatic Trailer Coupling

RINGFEDER® Type 202 AUS

for heavy duty transport with 50 mm drawbar eyes



Type 202 AUS



Spare parts

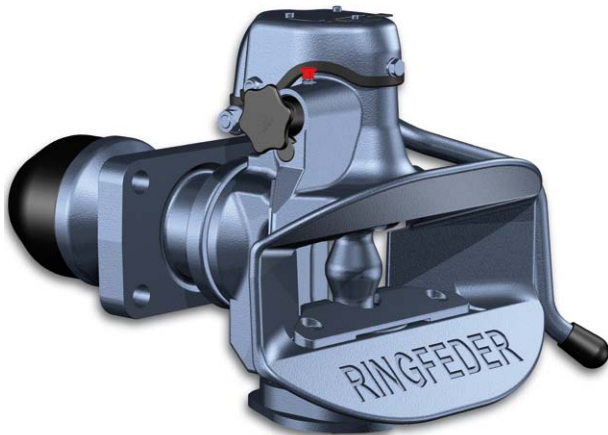
Type 202 AUS		
Pos.	No.	Designation
2	14 991 384	Top guide bush
3	14 998 889	Coupling body
4	14 996 434	Manual safety device
6	14 991 407	Bottom guide bush
7	6 998 321	Special plastic plate
7 a	9 996 770	Wearing plate (cast iron)
11	7 995 610	Return spring
12	14 991 399	Tab washer
18	7 998 341	Spring arm
23	14 991 375	Coupling bolt
25	14 991 273	Locking spring
26	14 997 511	End cap, cpl.
32	14 991 359	Hexagon screw M10 x 115, 10.9
36	14 994 568	Rubber spring
37	14 994 472	Thrust washer
38	14 994 463	Bar guide

Type 202 AUS		
Pos.	No.	Designation
39	14 994 876	Bearing bush
40	14 994 496	Tension washer
42	6 997 732	Castellated nut M45 x 3
43	12 991 533	Cotter pin 8 X 80
44	14 994 455	Protecting cap
45	14 996 858	Hand-/locking lever combination design B
45 a	14 997 190	Hand lever bended, design B
48	9 122 900	Plug for sensor hole (10 pieces)
52	14 996 842	Axle with locking lever
98	9 177 600	Sealing incl. grease plugs
99	9 177 500	Grease plug (10 pieces)
	14 991 632	Repair kit (Pos. 2 + 6 + 7 + 23 + 43)

Technical data

Design	ADR62 Approval - No	D-Value kN	Adm. supporting load kg	Weight kg	Order number
202 AUS	CRN41938	285	no static vertical load - hinged drawbar trailers only	50	14 999 202

Type 202 AUS



Opening the trailer coupling to couple the towing eye

To open the trailer coupling proceed as described above. The coupling lever is engaged in its upper end position, the coupling is set ready for its next engagement. When inserting the towing eye the coupling mechanism is released by lifting the coupling bolt. The coupling closes automatically which means that the coupling bolt is inserted in its lower position through the towing eye bush in the lower guide bush. The safety device is engaged that is to say the safety bar / bolt locates over the coupling bolt, the securing knob is in its engaged position, the coupling is closed and secured, the towing eye is engaged.

Check that after each coupling process the safety device is fully engaged. If the securing knob is not in its internal engaged position, the trailer coupling is unsecured and the whole coupling procedure must be repeated.

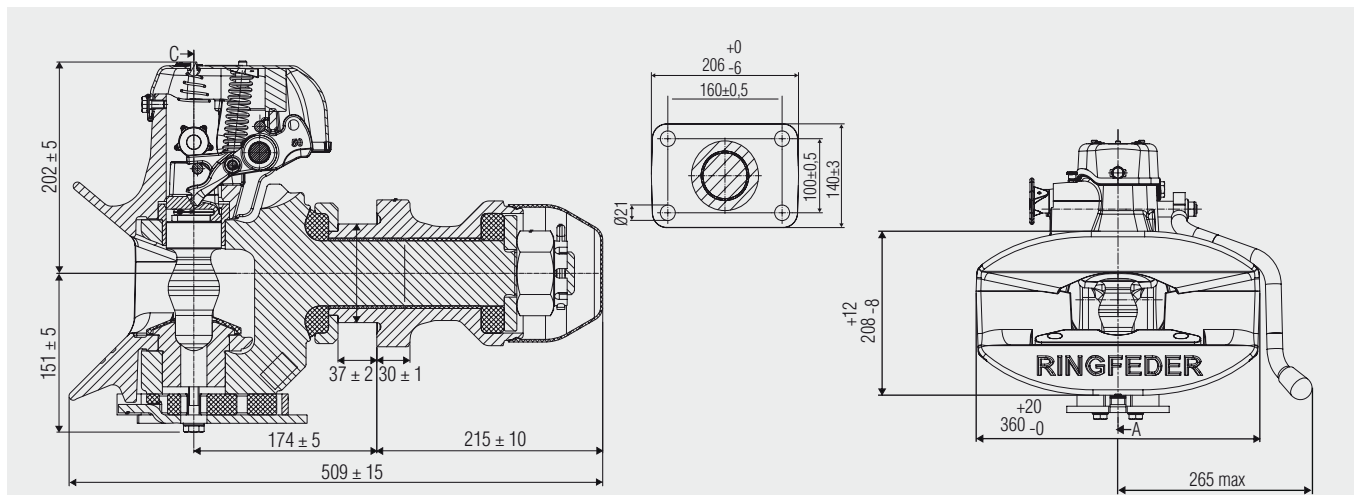
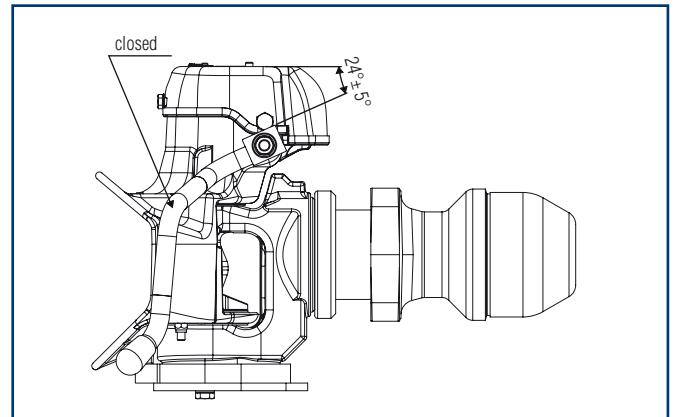
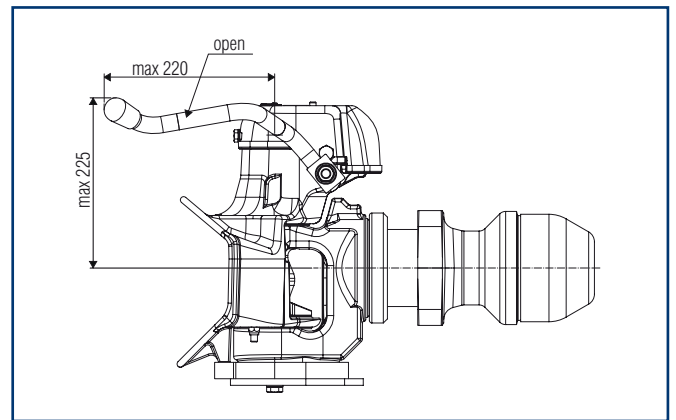
Operation

Trailer coupling coupled

The trailer coupling is closed and secured, respectively coupled, that is to say the towing eye is inserted, the coupling bolt in its lower position, the safety device is engaged: the safety bar/bolt locates over the coupling bolt, the security knob is in the internal engaged position.

Opening the trailer coupling

The trailer coupling can only be opened if the coupling jaw is in the central position or in the lateral end positions. To release the trailer coupling the securing knob is to be pulled out and turned ahead until it has reached its external engaged position. The trailer coupling now is released. To open the trailer coupling the handle is moved to its upper end position and then released. (The handle engages in the upper end position.) This will cause the coupling bolt to lift up and the towing eye may be extended. Due to the extension of the towing eye the coupling mechanism is again released and thus the coupling repeatedly closed and secured.



Type 202 AUS



- Modular system
- Rotating coupling bolt
- Low weight
- Minimized wear
- Compatible and safe handling
- Easy to service

Technical Data

D-value for towing vehicle and full-trailer:

$$D \text{ (kN)} = g \cdot \frac{T \cdot R}{T + R}$$

The calculated D-Value may be **less or equal to** the D-value of the coupling

T: max. mass in tonnes of the towing vehicle

R: max. mass in tonnes of the full-trailer

g: acceleration due to gravity 9.81 m/s²



For further information regarding your nearest Transpec Authorised Dealer phone toll free:

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Produced in a certified company DIN EN ISO 9001:2008, ISO TS 16949:2007, DIN EN ISO 14001:2004

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