



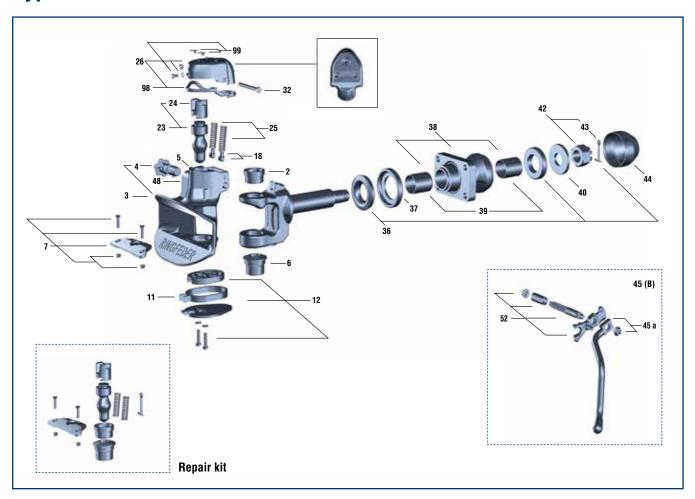
Automatic Trailer Coupling

RINGFEDER® Type 303 AUS

for heavy duty transport with 50 mm drawbar eyes



Type 303 AUS I



Spare Parts

| | | Type 303 AUS | | | |
|------|------------|---------------------------|--|--|--|
| Pos. | No. | Designation | | | |
| 2 | 14 991 384 | Top guide bush | | | |
| 3 | 14 998 889 | Coupling body | | | |
| 4 | 15 990 003 | Manual safety device | | | |
| 6 | 14 991 407 | Bottom guide bush | | | |
| 7 | 06 998 321 | Special plastic plate | | | |
| 7 a | 09 996 770 | Wearing plate (cast iron) | | | |
| 11 | 07 995 610 | Return spring | | | |
| 12 | 14 991 399 | Tab washer | | | |
| 18 | 07 998 341 | 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 303 AUS |
|------|------------|---------------------------------|
| Pos. | No. | Designation |
| 39 | 14 994 876 | Bearing bush |
| 40 | 14 994 496 | Tension washer |
| 42 | 06 997 732 | 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 bent, design B |
| 48 | 09 122 900 | Plug for sensor hole |
| | | (10 pieces) |
| 52 | 14 996 842 | Axle with locking lever |
| 98 | 09 177 600 | Sealing incl. grease plugs |
| 99 | 09 177 500 | Grease plug (10 pieces) |
| | 14 991 632 | Repair kit |
| | | (Pos. 2 + 6 + 7 + 23 + 43) |
| | | |
| | | |

Technical data

| Design | Class | ECE 55-01 | D-Value kN | Dc-Value kN | V-Value kN | Adm. supporting load kg | Weight kg | Order number |
|---------|--------|----------------------|---------------|----------------|---------------|---|--------------|--------------|
| 303 AUS | C 50-X | 50-X E11 55R-0110486 | 320 | | | no static vertical load - (hinged drawbar trailers only) | 50 | 15 990 007 |
| | | | | 135 | 75 | 1000 | | |
| | | | | 135 | 63 | 2000 | | |
| | | | 170 | 63 | 1000 | | | |



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.

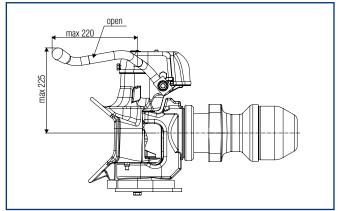
Opening the trailer coupling

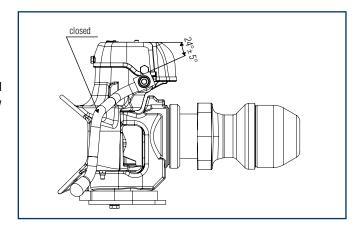
The trailer coupling can only be opened if the coupling jaw is in the central position or in the lateral end positions. To release the trailer coupling the securing knob is to be pulled out and turned ahead until it has reached its external engaged position. The trailer coupling now is released. To open 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.

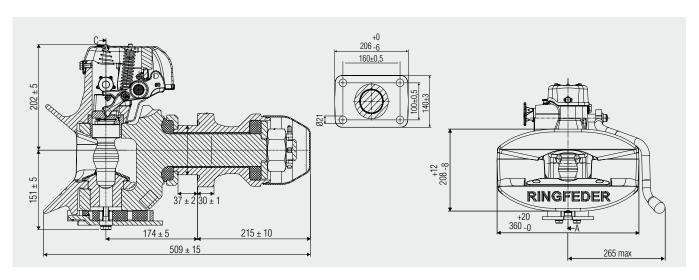
Opening the trailer coupling to couple the towing eye

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.









- 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:

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

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



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Produced in a certified company DIN EN ISO 9001:2008, ISO TS 16949:2009, DIN EN ISO 14001:2004