



**HOW TO MAKE
THE COUPLING OF
TRAILERS EASIER**



CONTENTS

Introduction	3
Connecting trailers	4
Disconnecting trailers	6
Coupling maintenance	7

INTRODUCTION

Some drivers are so experienced that they don't need to think much about the various steps of connecting and disconnecting – it's automatic. However, others may need a little extra time to think it through and for actually manoeuvring the truck.

Whether you're a beginner or a seasoned expert, it's a good idea to practice the various steps from time to time.



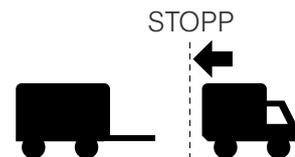
1.

CONNECTING TRAILERS

Before you start the connection, make sure that there is no one in the area that might be exposed to risk. Turn off the stereo and roll down the window so that you can hear any sounds outside the cab.

VBG Driver Assist simplifies the connection by using voice guidance in the cabin to ensure the correct alignment towards the trailer during coupling.

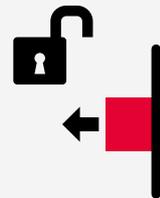
1. Reverse towards the trailer and stop a short distance away.



2. Open the coupling.

TIP:

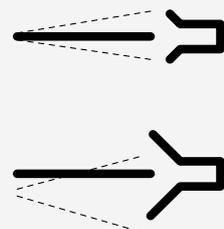
- A power actuator or air-assisted opening mean you avoid strenuous postures.



3. Make sure that the drawbar is at the correct height against the coupling. Adjust if necessary.

TIP:

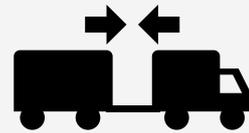
- The longer the coupling mouth jaws, the less problematic any height difference. On some couplings, you can replace the coupling mouth with one with longer jaws.



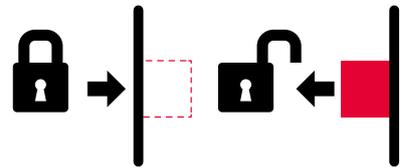
4. Reverse together with the trailer so that connection takes place.

TIP:

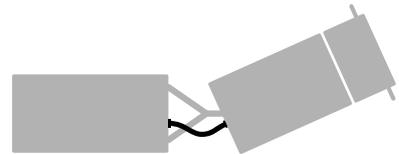
- This manoeuvre is greatly facilitated by a rear-view camera. Choose one with a distance sensor.



5. Make sure that the coupling is closed and locked. The signal pin must be in the locked position!



6. Connect electricity, air hoses and hydraulics.



7. Unload the drawbar so that the drawbar eye is resting on the coupling's wear plate.



8. Before you start driving, perform a general check.

NB!

Never close a coupling manually due to the risk of crushing!

2.

DISCONNECTING TRAILERS

There are four functions that must be disconnected before disconnecting the trailer: electricity, air, hydraulics and ABS. Think 1-2-3-4 and you won't forget any of these.

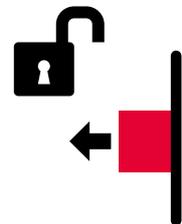
1. Detach power and air connections, and any hydraulics.

TIP:

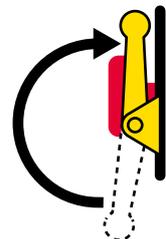
- Position cables and hoses over the drawbar and not on the ground so that you avoid the risk of damaging the hoses.



2. Open the coupling.



3. If you have an air-assisted opening or a power actuator, turn the valve handle back so that the coupling closes when disconnected. Close the valve cover. This must always be closed during travel.



4. Drive forwards – the coupling will close and the trailer will be disconnected.



3.

COUPLING MAINTENANCE

Keep the coupling clean and well lubricated or it might start to jam. If the coupling jams, connection and disconnection will take longer. That is why the coupling should be cleaned if necessary and lubricated often – at least weekly! Use a thin oil, such as VBG Mechanical Oil. Do not use grease since this will attract dirt and particles, which may compromise the function of the coupling. A well lubricated coupling guarantees function and gives a maximum service life.

TIP:

- With VBG MechMatic, both cleaning and lubrication are completely automatic. All you need to do is to change the oil can at some point during the year.



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We see how the industry is constantly changing, and we listen to our customers. That's why we also know which innovations provide real benefits. This drives our development – with safety and responsibility as top priorities – so that we can keep one step ahead. We have done so since 1951.



Safety



Responsibility



Innovation

Everything fits together and interacts in a robust and well thought out system that is quick and easy to assemble. Maximum reliability and durability with a long service life and low service and repair requirements, providing worry-free use and the best overall economy.



Knowledge



System



Products