

Conversion of the cable trailer KH 140 from 2.500 mm total width into the 3.400 mm wide version

The exact width difference is 910 mm

Before starting the conversion works the trailer and the necessary components should be transported into an appropriate assembly hangar. The floor of the hangar should be of good quality and horizontal.

The trailer is consisting out of four main parts:

- The two side units with the wheel and suspension mounting.
- The front unit with the power pack and operation valve for the drum drive and the towing arrangement.
- The adapter steel frame.

This main components are equipped with appropriate lifting eyes so that they can easily be connected to crane hooks or similar.

As the heaviest part has a weight of approx. 1.200 kg a crane with minimum 2 ton lifting capacity should be available. It should be possible to operate the crane in a relative sensitive way so that the flanges of the different components can positioned carefully one to each other.

Each fastening screws of the flanges must be tightened with a torque of **840 Nm**.

The total weight and the weight of the components are as follows:

Total weight of the trailer:	3.150 kg
Left and right frame with wheels:	1.200 kg (each)
Travers for trailer extension:	295 kg
Small rear travers:	50 kg
Drum axle 95 mm dia.; long	155 kg
Drum axle 95 mm dia.; short	115 kg

Before disassembling the main construction components the small items have to be prepared for disassembly or/and disassembled. This are in detail the following parts:

- 1) The hydraulic hose connection between the valve block and the motor for the drum drive and the right and left loading cylinder.

This 6 hoses are equipped with quick connect couplings; 4 one the right side of the trailer and 2 on the left side (see picture 1). The hose connection cannot be mistaken because of its coupling arrangement.

The couplings for the drum drive connection are the same. If they are mistaken only the operation lever is working in the opposite way.

- 2) The Bowden wire for operating the drum drive valve from the rear side of the trailer must be dismantled from the valve lever and taken out of the ring (see picture 2)
- 3) The screws of the flange of the drum axle must be unscrewed and taken out (see picture 3). When mounting again the 910 mm long adapter has to be fixed in between the drum axle.
- 4) The steel rope from the small winch (right side of the trailer) for adjusting the drum drive rollers to the drum flange must be taken from the winch (see picture 4).
- 5) The 4 hoses from the air brake system (2 on each side of the trailer) must be disconnected (see picture 5).
- 6) The electric cables (1 on each side of the trailer) for the lightning system must be disconnected (see picture 6)
- 7) The air hoses going to the ALB valve (automatic load depending brake valve) must be disconnected from the valve and the hose clamps must be opened (see picture 7).

#### Dismantling the trailer components

- 8) Fix the two props; one to each side to the front part of the trailer (see picture 8).
- 9) Take out all screws out of the flange connection and hang up the wheel and drum take-up arrangement in a crane. Use the with red colour marked lifting hooks (see picture 9).
- 10) Take away the wheel arrangement by a crane and do the same dismantling of the other wheel base (see picture 10)
- 11) Dismount the travers for trailer extension and hang up the travers in hooks (see picture 11 – 13).
- 12) Make shure that the flange plates with the centering cones are kept always clean and corrosion free (see picture 14)

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