

This is a supplement document and is to be used in conjunction with Jost Standard Operation Instructions. Your Jost fifth wheel has been designed and manufactured to provide years of trouble-free service. It is important to follow each step of these instructions.

For Low Lube Surfaces only, if possible, keep the fifth wheel from extended sunlight exposure at elevated temperatures. This may cause the lube plates to expand and pucker between bolts. Some expansion is normal. The plates will flatten when the fifth wheel is coupled.

COUPLING PROCEDURES

1. INSPECT THE FIFTH WHEEL:

- A. The ramps must be tilted down (see figure 2).
- B. The locks must be open.
- C. In the open or RTC condition when neither kingpin or handle is sensed there is no indication (see figure 1)
- D. Standard Lube Surface: The fifth wheel must be lubricated.
Low Lube Surface: inspect the condition of the fifth wheel low lube pads. There should be no damage or missing pieces. Slight puckering and the outside edges is normal.



FIGURE 1

2. PREPARE THE TRAILER:

- A. Back up close to trailer centering kingpin on fifth wheel.
- B. Block trailer wheels.
- C. Connect air lines and light cord.
- D. Set trailer brakes.
- E. Adjust the trailer height (if req'd.).
Standard Lube Surface: The trailer should contact the fifth wheel approx. 4"-6" behind the pivot (see figure 2).
Low Lube Surface: The trailer should contact the fifth wheel at the pivot (see figure 3).

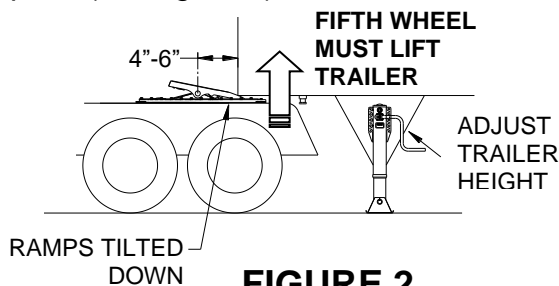
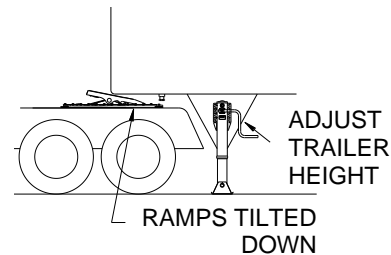


FIGURE 2



**FIGURE 3
(for low lube)**

2. PREPARE THE TRAILER (Continued):

IMPORTANT! When coupling, the fifth wheel must slide freely under the trailer. For low lube surface, Do not lift the trailer with the fifth wheel, this will stretch the low lube plates.

When adjusting the trailer height do not lift the trailer too high. When coupling there should never be a gap between the trailer upper coupler and the fifth wheel.



**ATTEMPTING TO COUPLE AT THE WRONG HEIGHT
MAY CAUSE IMPROPER COUPLING, WHICH COULD
RESULT IN DAMAGE OR PERSONAL INJURY!**

3. COUPLE TO THE TRAILER:

- A. Back under trailer.
- B. After picking up trailer, STOP (stopping prevents hitting the kingpin too hard).
- C. Continue backing until fifth wheel locks.
- D. When properly locked the LED will be Solid Green (see figure 4).
- E. Pull forward to test the coupling as an initial check.
- F. The topplate is NOT properly coupled if the indicator enters alarm mode. Alarm mode is represented by a Red LED, that is blinking, and there is an audible noise. (see figure 5).



FIGURE 4

- i. The alarm mode is triggered by either the kingpin present and the handle is not in locked position or the handle is in the correct position and the kingpin is not present.



FIGURE 5



FIGURE 6



A VISUAL INSPECTION IS REQUIRED. SOME IMPROPER COUPLINGS CAN PASS A PULL TEST. SOUND IS NOT RELIABLE. GET OUT OF THE CAB AND LOOK.

D. VISUAL INSPECTION:

- A. If equipped with the illumination light, upon ignition, and following a 1 second delay, the white illumination light is turned on. This light will remain on for 30 minutes before turning off and going into idle mode. Cycling the ignition restarts the illumination mode sequence timing. (see Figure 6)
- B. While illumination light is active check that there is NO GAP between the trailer bolster and the fifth wheel (see figure 7).
- C. While illumination light is active check that the KINGPIN is INSIDE the LOCK (see figure 7).
- D. Check that the RELEASE HANDLE LOOP is ADJACENT to the casting (see figure 8).
- E. If the fifth wheel is not equipped with the illumination light, a visual check is still needed. Follow steps B,C, and D using alternative light source.

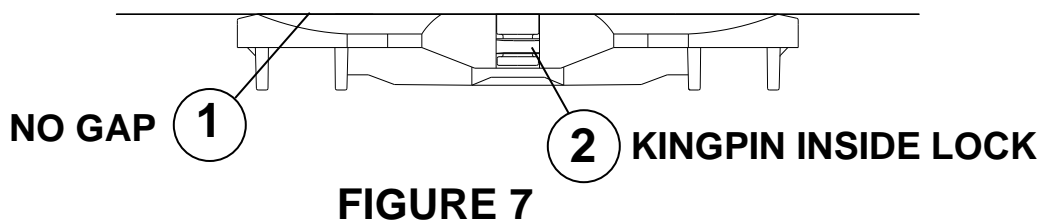
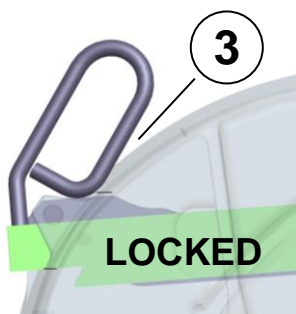


FIGURE 7

**RELEASE HANDLE LOOP
ADJACENT TO CASTING**



OK

**RELEASE HANDLE LOOP
NOT ADJACENT TO CASTING**



NOT OK

FIGURE 8



DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY! THE RELEASE HANDLE LOOP MUST BE ADJACENT TO THE CASTING AS SHOWN IN FIGURE 7.