

Your **JOST** fifth wheel has been designed and manufactured to provide years of trouble free service. These procedures cover only the fifth wheel operation. It is important to follow each step of these instructions.

COUPLING PROCEDURES

A. INSPECT THE FIFTH WHEEL

1. The ramps must be tilted down (figure 1).
2. The locks must be open.
3. The fifth wheel must be lubricated.

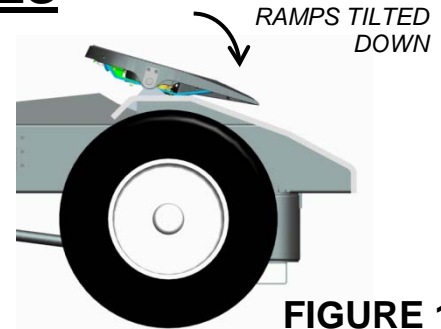


FIGURE 1

B. PREPARE THE TRAILER

1. Back up close to trailer centering kingpin on fifth wheel (figure 2).
2. Block trailer wheels.
3. Connect air lines and light cord.
4. Set trailer brakes.
5. Adjust the fifth wheel height. The trailer should contact the fifth wheel approx. 4"- 6" behind pivot (figure 3).

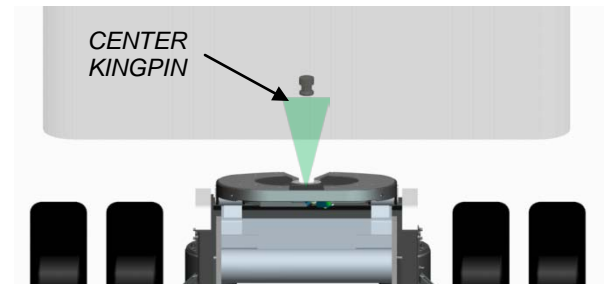


FIGURE 2

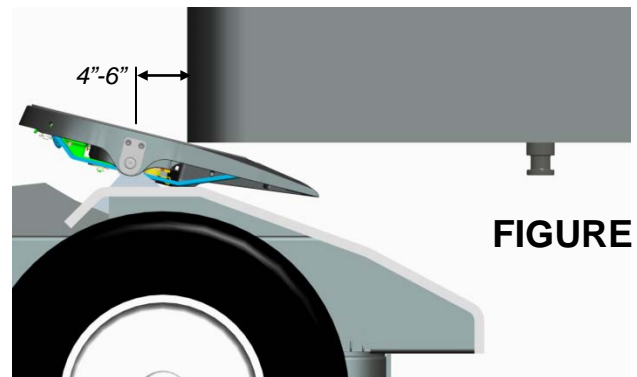


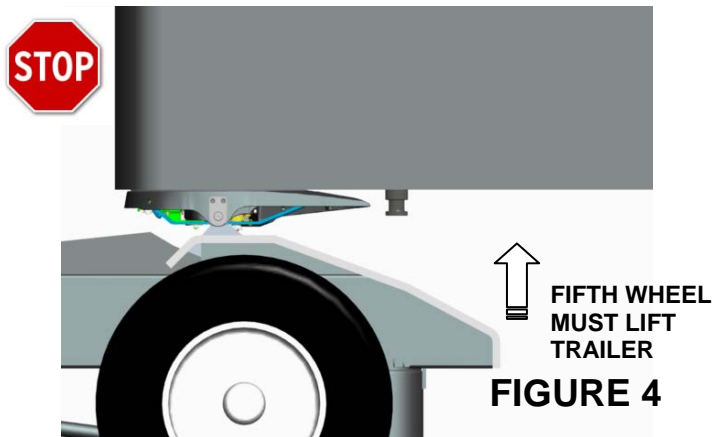
FIGURE 3



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

C. COUPLE TRAILER

1. Back under trailer. Fifth Wheel must lift the trailer (figure 4).
2. After picking up trailer, **STOP** to prevent hitting the kingpin too hard.
3. Continue backing until fifth wheel locks.
4. Pull forward to test the coupling as an initial check.

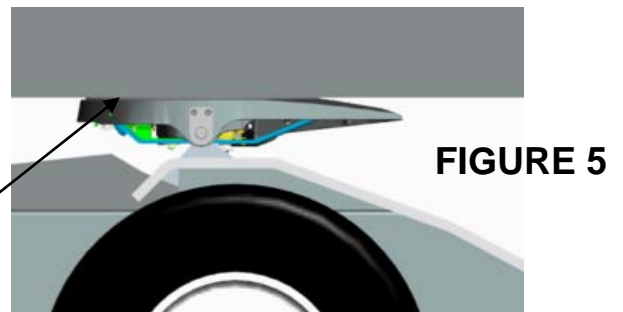


A VISUAL INSPECTION IS HIGHLY RECOMMENDED. SOME IMPROPER COUPLINGS CAN PASS A PULL TEST. SOUND IS NOT RELIABLE.

D. VISUAL INSPECTION

1. Check that there is **NO GAP** between the trailer bolster and the fifth wheel (figure 5).

NO GAP

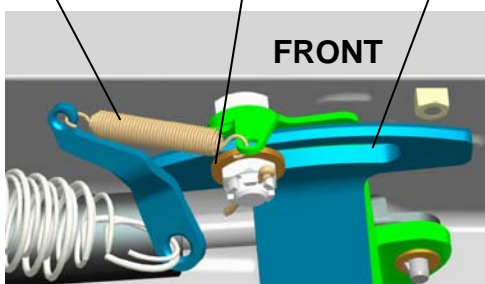


2. Check that the **SLOT** is **COVERED** and the **SPRING** is **RETRACTED** (see figure 6).

Spring fully retracted

Slot covered

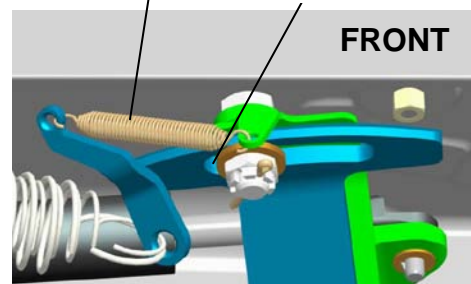
Release arm slot



OK

Spring extended

Slot showing



NOT OK

FIGURE 6



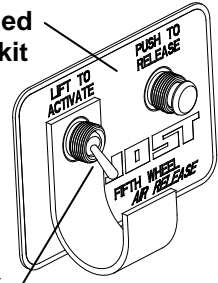
DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY! BE SURE THAT THERE IS NO SLOT SHOWING AND THE SPRING IS RETRACTED AS SHOWN IN FIGURE 3.

UNCOUPLING PROCEDURES

A. PREPARE FOR UNCOUPLING

1. Uncouple in a location that provides support for the landing gear.
2. Set trailer brakes.
3. Slowly back tightly against trailer and set tractor emergency brake.
4. Block trailer wheels.
5. Lower the fifth wheel until the trailers landing gear touch the ground.
6. Disconnect the brake lines and light cord.

Cab control plate, supplied with Manifold assembly kit SK 75002-05

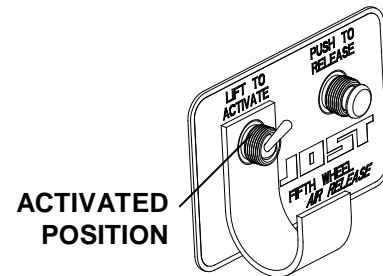


SAFETY POSITION

FIGURE 4

B. UNCOUPLING

1. Move the toggle switch to the activated position (this energizes a buzzer alerting the operator that the control is ready to activate) see figures 4 & 5.
2. Depress the push button energizing air cylinder. The cylinder extends causing the release handle to unlock Fifth Wheel (see figure 6).

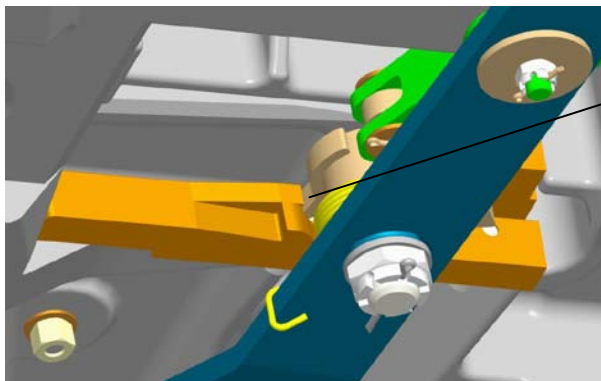


ACTIVATED POSITION

FIGURE 5

Note: The air cylinder will retract after releasing the push button and the mechanism will be held in the open position by a catch on the release handle until the kingpin is removed from the fifth wheel (see figure 6).

3. Drive the vehicle ahead removing trailer Kingpin from the locking mechanism.
4. The release arm is held open by the lock bar resting against the open lock jaw (see figure 7).
5. Move the toggle switch to the safety position (see figure 4).



Mechanism held open by catch

FIGURE 6

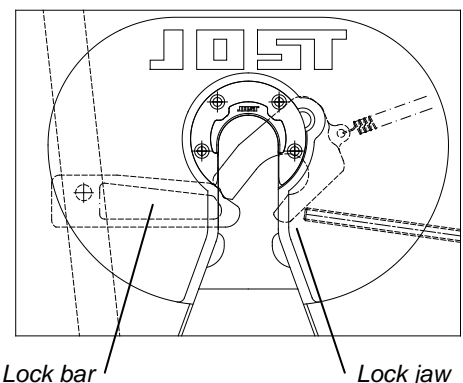


FIGURE 7

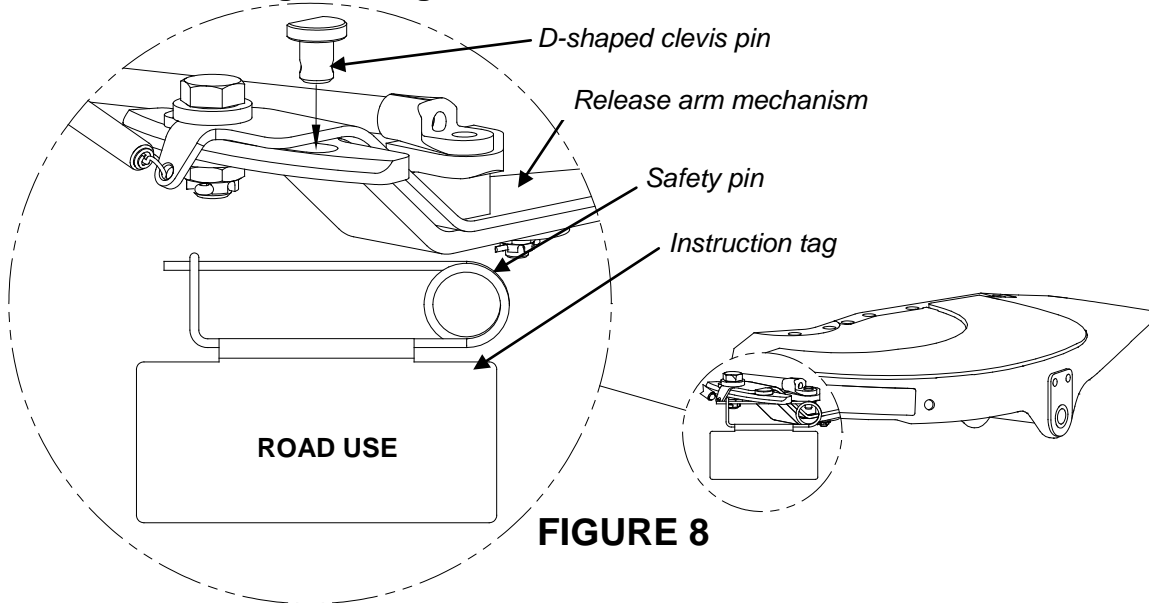
OPTIONAL SAFETY LOCKOUT FEATURE

For public roadway use

To order specify
SK-75016-06

A. ROAD USE – Required for the public roadway system.

1. Be sure that the fifth wheel is closed and locked.
2. Reach up under the front, driver's side of the fifth wheel and drop the D-shaped clevis pin into the exposed portion of the slot in the release arm mechanism as shown (see figure 8).
3. Secure the D-shaped clevis pin with the safety pin as shown (see figure 8).
4. Be sure to orient the safety pin so that the "Road Use" side of the instruction tag is facing forward.



B. YARD USE – When not used on the public roadway system.

1. Remove the safety pin and D-shaped clevis pin and store as shown below.
2. Be sure to orient the safety pin so that the "Yard Use" side of the instruction tag is facing outward (see figure 9).

