



OPERATING INSTRUCTIONS

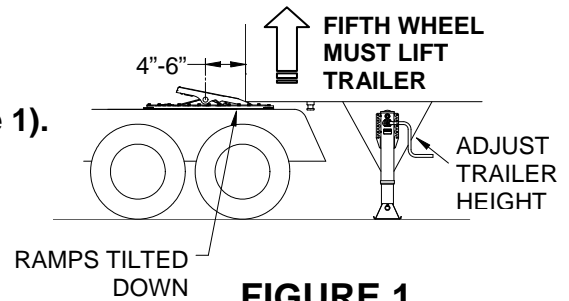
For JSK 37043 Narrow Fifth Wheel
with Air Release

Your **JOIST** 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 (see figure 1).
2. The locks must be open.
3. The fifth wheel must be lubricated.



B. PREPARE THE TRAILER

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

IMPORTANT! When coupling, the fifth wheel must lift the trailer (see figure 1).



WARNING

**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.
2. After picking up trailer, **STOP** (stopping prevents hitting the kingpin too hard).
3. Continue backing until fifth wheel locks.
4. Pull forward to test the coupling as an initial check.





WARNING

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

D. VISUAL INSPECTION

1. Check that there is **NO GAP** between the trailer bolster and the fifth wheel (see figure 2).
2. Check that the **KINGPIN** is **INSIDE** the **LOCK** (see figure 2).
3. Check that the **RELEASE ARM SLOT** is **COVERED** by the fastener assembly (see figure 3).

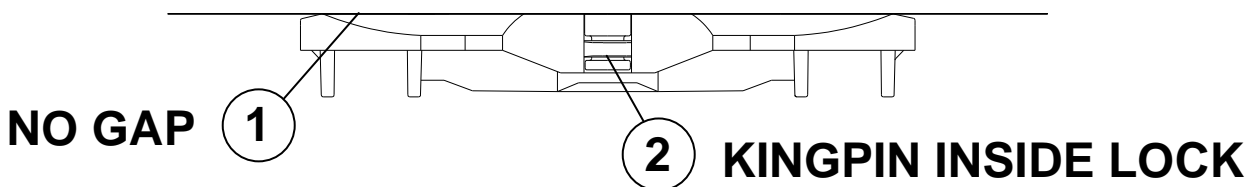


FIGURE 2

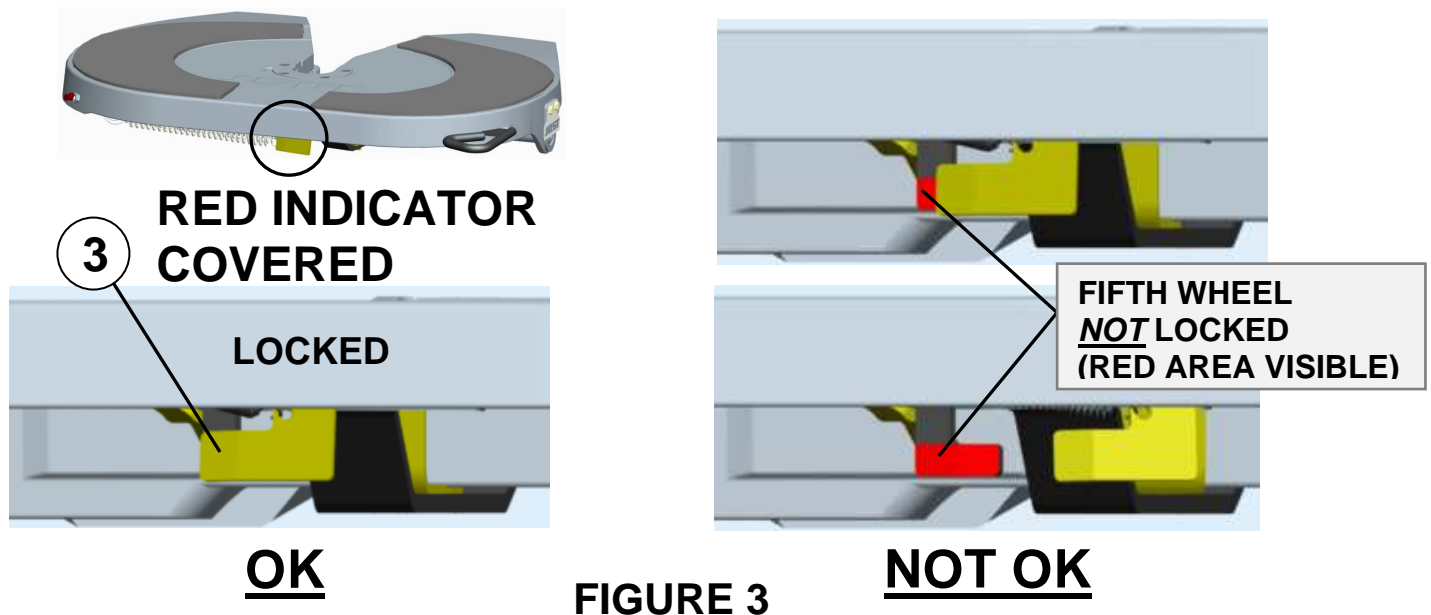


FIGURE 3



WARNING

DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY! THE SLOT MUST BE COVERED 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 trailer landing gear until they touch the ground. Shift to low gear and crank a few extra turns.
6. Disconnect the brake lines and light cord.

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

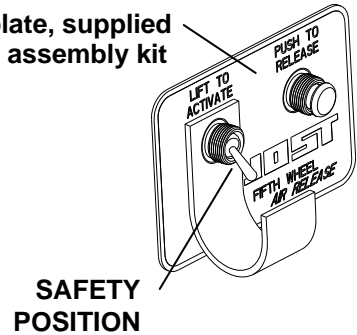


FIGURE 4

B. UNCOUPLING

1. Engage the trailer brakes.
2. 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.
3. Depress the push button energizing air cylinder. The cylinder extends which unlocks the Fifth Wheel.

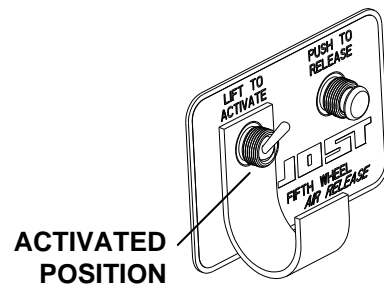


FIGURE 5

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 arm until the kingpin is removed from the fifth wheel (see figure 6).

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

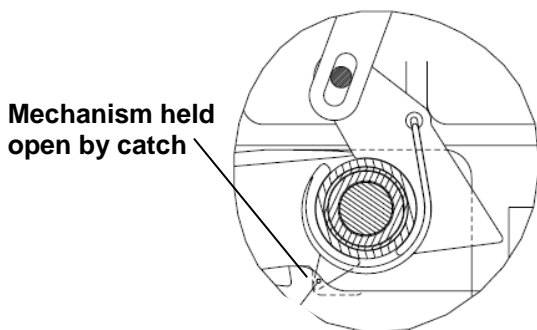


FIGURE 6

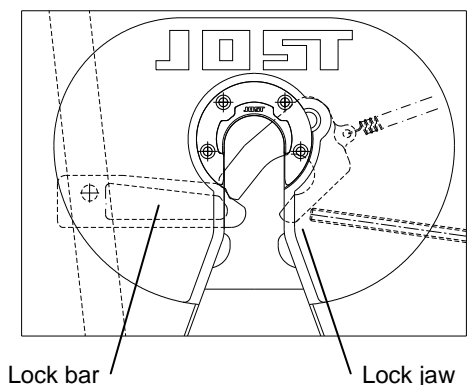


FIGURE 7

C. UNCOUPLING (in the event of air system failure)

1. **Unlock the fifth wheel:**
Pull the T-handle out until the lock mechanism is held open on the catch (see figure 8).
2. **Release the tractor emergency brake and pull out slowly allowing the trailer to slide down the fifth wheel and pick up ramps.**

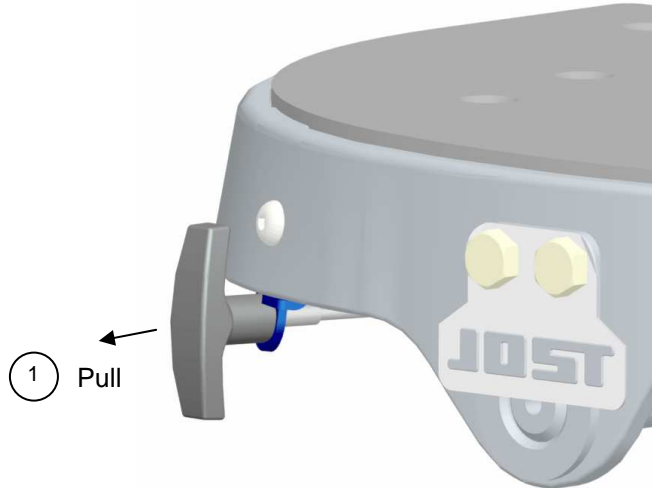


FIGURE 8