

SENSOR FIFTH WHEEL

Operating Instructions For Standard and Low Lube Surfaces

Your Improved 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.

Note: 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

A. INSPECT THE FIFTH WHEEL

- The ramps must be tilted down (see figure 2). 1.
- 2. The locks must be open.
- The JOST Logo must glow white (see figure 1)
- The fifth wheel must be lubricated. For the 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.

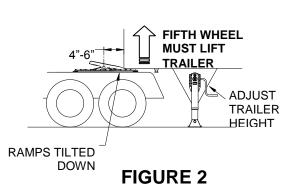


FIGURE 1

B. PREPARE THE TRAILER

- 1. Back up close to trailer centering kingpin on fifth wheel.
- Block trailer wheels.
- 3. Connect air lines and light cord.
- 4. Set trailer brakes.
- 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).



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FIGURE 3 (for low lube)

RAMPS TILTED

DOWN

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ADJUST TRAILER

HEIGHT





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B. 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 <u>never</u> be a gap between the trailer upper coupler and the fifth wheel.



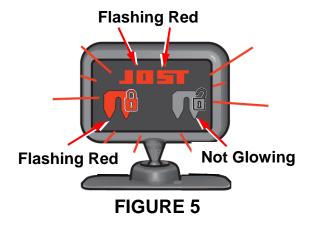
ATTEMPTING TO COUPLE AT THE WRONG HEIGHT MAY CAUSE IMPROPER COUPLING, WHICH COULD RESULT IN DAMAGE OR PERSONAL INJURY!

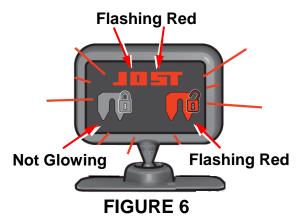
C. COUPLE TO THE TRAILER

- 1. Back under trailer.
- 2. After picking up trailer, <u>STOP</u> (stopping prevents hitting the kingpin too hard).
- 3. Continue backing until fifth wheel locks.
- 4. The Indicator Locked Icon must glow green and the JOST Logo must glow white Glowing Green (see figure 4).



- 6. The topplate is <u>NOT</u> properly coupled if:
 - a. The Indicator Locked Icon and JOST Logo are flashing red (see figure 5).
 - b. The Indicator Unlocked Icon and JOST Logo are flashing red but the kingpin is engaged. (see figure 6)





Glowing White

FIGURE 4

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Not Glowing

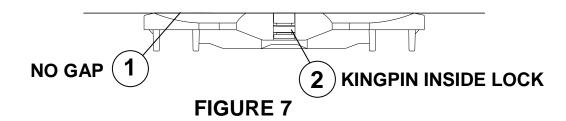


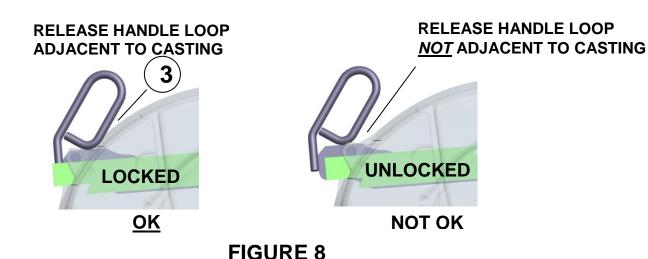


A VISUAL INSPECTION IS REQUIRED. SOME IMPROPER COUPLINGS CAN PASS A PULL TEST. SOUND IS NOT RELIABLE. GET OUT OF THE CAB AND LOOK.

D. VISUAL INSPECTION

- 1. Check that there is **NO GAP** between the trailer bolster and the fifth wheel (see figure 7).
- 2. Check that the KINGPIN is INSIDE the LOCK (see figure 7).
- Check that the RELEASE HANDLE LOOP is ADJACENT to the casting 3. (see figure 8).







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

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.

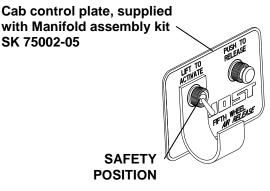


FIGURE 9

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 9 & 10.)
- 3. Depress the push button energizing air cylinder and hold for 5-10 seconds. The cylinder extends causing the release handle to unlock Fifth Wheel (see figure 11).

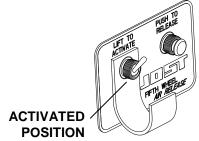
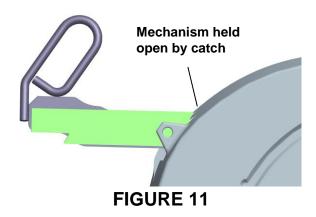


FIGURE 10

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 11).

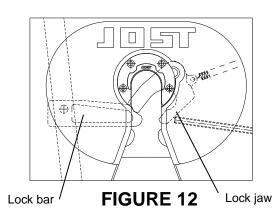
- 4. The Locking Indicator JOST logo and the Unlocked Icon will flash red (see figure 5).
- 5 Drive the vehicle ahead removing trailer kingpin from the locking mechanism. As the kingpin leaves the lock, the JOST logo will glow white (see figure 2).
- 6. The release arm is held open by the lock bar resting against the open lock jaw (see figure 12).
- 7. Move the toggle switch to the safety position (see figure 8).



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UNCOUPLING (in the event of air system failure)

- 1. Unlock the fifth wheel:
 - Pull the retractable handle out. Hook the handle in open position using notch (see figure 13).
- 2. Release the tractor emergency brake and pull out slowly allowing the trailer to slide down the fifth wheel and pick up ramps.

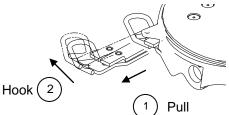


FIGURE 13

SLIDING FIFTH WHEEL - SLIDING PROCEDURE

A. PREPARE FOR SLIDING

- 1. Stop vehicle in a straight line on level ground.
- 2. Set the trailer brakes.
- 3. Disengage the locking plungers as shown in figure 14.

B. SLIDE TO DESIRED POSITION

- 1. Check that both plungers have retracted.
- 2. Release the tractor brakes.
- 3. Drive the tractor to the desired position.

C. ENGAGE LOCKING PLUNGERS

- Engage the locking plungers as shown in figure 15.
- 2. Visually check that both plungers engaged.
- 3. It may be necessary to move tractor slightly to allow plungers to engage.

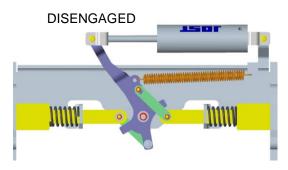


FIGURE 14

ENGAGED

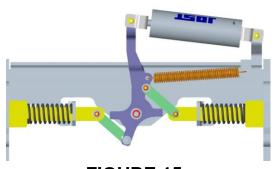


FIGURE 15



DO NOT OPERATE THE VEHICLE IF THE PLUNGERS ARE NOT FULLY ENGAGED – PERSONAL INJURY OR DAMAGE TO THE TRACTOR OR TRAILER MAY OCCUR.

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