

The JOST guide to safe coupling and uncoupling



JOST

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Stay safe with

JOST

The leading supplier of fifth wheels
and landing legs in the UK

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Stay safe with **JOST**

There's only one reason why we have produced this guide: safety. Your safety and the safety of those around you.

And in doing so, there's also one thing we're not trying to do - and that is, teach you your job. For we know that as a fully-qualified truck driver you already possess the skills that make you a true professional in every sense of the word.

The trouble is, every year there are countless accidents involving truck and trailer coupling and uncoupling. It only takes a moment for disaster to strike.

So in this guide we set out the correct procedures for coupling and uncoupling standard semi-trailers to tractor units fitted with JOST model JSK 36 and JSK 37 fifth wheels, (which between them account for around 70% of all fifth wheels in the UK).

It will only take you a minute or two to read through the guide from cover to cover. But that's time well spent – for accidents occurring during the coupling and uncoupling process are often extremely serious.

We hope that you find our booklet useful. More importantly, please remember to follow the guidance given in this booklet which will help to ensure your and everyone else's safety.

With best regards

The Customer Support Team
JOST GB Limited

How do I know what type of JOST fifth wheel I've got?



Model number

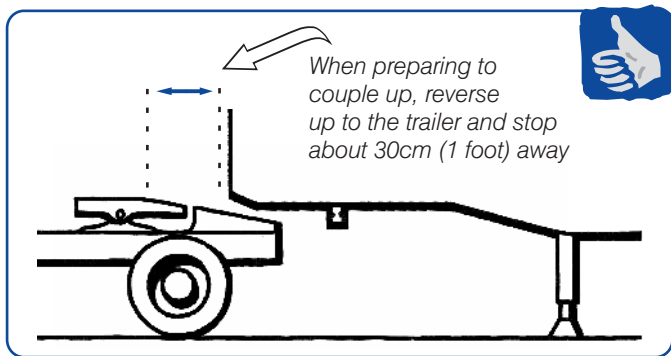


Easy – every JOST fifth wheel has plate on the offside showing its model number.

Part 1: Coupling up

Step 1

Line your truck up with the trailer and reverse up to it slowly. Stop about 30 cm (1 foot) away.



Step 2

Put the handbrake on, turn off the ignition and remove the key.

Step 3

Get out of the cab using the steps and handrails (never jump) and check the trailer park brake is on.

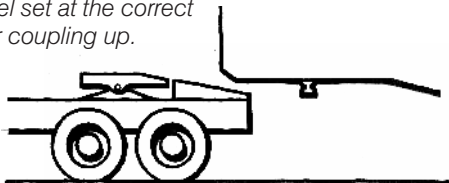
Step 4

Inspect the fifth wheel and the trailer's kingpin and rubbing plate for any obvious signs of damage. Also, ensure the fifth wheel's mechanism is open.

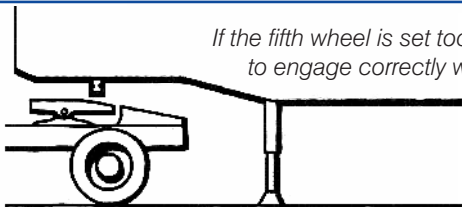
Step 5

For correct coupling, the fifth wheel should be approximately 5 cm (2 inches) higher than the trailer's rubbing plate. If necessary, adjust the height using your truck's air suspension control.

Fifth wheel set at the correct height for coupling up.



If the fifth wheel is set too low, it will fail to engage correctly with the kingpin.



Step 6

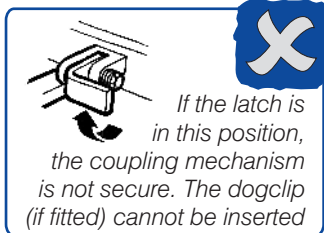
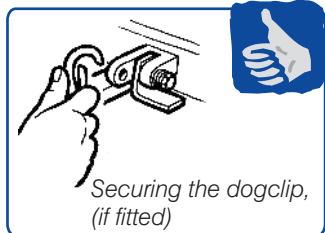
Slowly reverse under the trailer until the fifth wheel engages with the kingpin.

Step 7

Apply the truck's handbrake, stop the engine and remove the ignition key.

Step 8

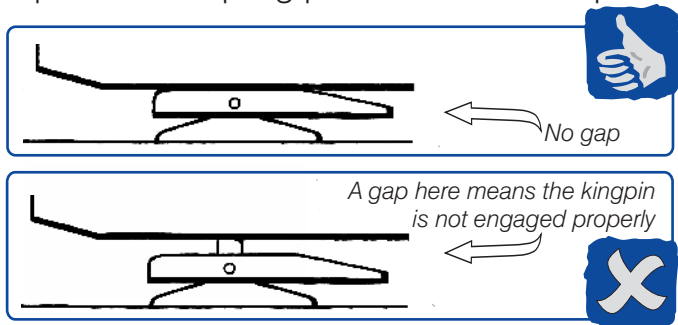
Get out of the cab and visually inspect the coupling to make sure all is OK.



JOST JSK 36 and JSK 37 fifth wheels have a spring-loaded latch, always check it is closed. If there is a dogclip, put it through the hole by the latch. If the dogclip won't go in, either the latch isn't closed or there's something wrong – which means you'll have to repeat the coupling procedure from Step 1.

Step 9

Make sure there is no gap between the top of the fifth wheel and the trailer's rubbing plate. This is extremely important, as if you can see daylight, the kingpin is not engaged properly. In such cases, you will need to repeat the coupling procedure from Step 1.



Step 10

Return to the cab to perform a 'snatch test' by engaging a low gear and slowly pulling forward to ensure the truck and trailer are coupled together.

Step 11

Repeat the snatch test to confirm the fifth wheel mechanism is securely closed.

Step 12

Get out of the truck once more – again, with the hand brake on and the key out – and connect the air and electrical lines. If you detect any movement whatsoever when you connect the red emergency airline, immediately disconnect again and check the trailer's park brake is on.

Step 13

Now wind up the landing legs or, if your trailer has a JOST Easy Drive system, just turn the switch and watch the legs go up!

Step 14

Affix the registration plate and perform a routine trailer safety check. Finally, release the trailer's park brake.

Step 15

You're ready to go. Just one last check – make sure your truck's air suspension is in the ride position.

Have a safe journey!

Part 2: Uncoupling

Step 1

Park in a straight line on level and firm ground. Apply the tractor unit's handbrake. Turn off the ignition and remove the key.



*When uncoupling, never do this!
Always park in a straight line on level
and firm ground*



Step 2

Leave the cab and apply the trailer's park brake.

Step 3

Lower the landing legs until they make contact with the ground. Double check that the ground beneath the legs is level and firm.

Step 4

Disconnect the air and electrical lines and stow them securely.

Step 5

Go to the fifth wheel, remove the dogclip (if fitted) and raise the spring-loaded latch using the lanyard supplied. At the same time, slide the handle forward.

Step 6

Pull the fifth wheel's handle towards you and hook it onto the fifth wheel plate. This will disengage the mechanism from the kingpin.

Step 7

Return to the cab and draw slowly forward about 30 cm (1 foot). Apply the tractor unit's handbrake and lower the truck's air suspension until the fifth wheel is clear of the trailer. The fifth wheel mechanism automatically assumes the coupling up position, so it is ready for its next use.



Note: Lowering the air suspension ensures the trucks load sensing device will not cause the air suspension to spring up suddenly as you drive away – which can result in damage to the truck, its trailer or both.



Step 8

Pull out slowly. When you're a suitable distance away, stop the engine, remove the key and get out of the cab.

Step 9

Walk around the trailer, performing a visual check that all is OK and ensuring it is left in a safe position.

And finally...

...always work safely. Never rush any of the procedures listed here, it's far better to take a little longer than get it wrong.

Also, if you see a fellow driver coupling or uncoupling in an unsafe manner, help him or her out – because safety in the workplace is the responsibility of each and every one of us.



Customer Support

We can offer the following additional services:

Product Training

Product training for ROCKINGER Towing Hitches, JOST Fifth Wheels and Landing Gear and TRIDEC Steering and Suspension Systems. The training encompasses: Correct selection and specification of equipment, Servicing, Maintenance and Repair.

Safety Training

On-Site Driver training for Coupling & Uncoupling to further enhance your Health & Safety systems.

Fitting Shop

A full range of Fitting, Maintenance and Repair services from our Workshop facilities in Heywood, Lancashire.



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