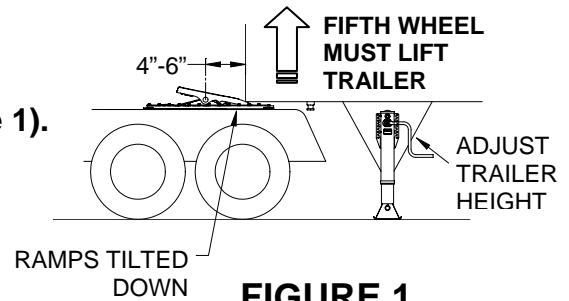


Your **JOST** fifth wheel has been designed and manufactured to provide years of trouble free service. These procedures cover only the fifth wheel operation. It is important to follow each step of these instructions.

COUPLING PROCEDURES

A. INSPECT THE FIFTH WHEEL

1. The ramps must be tilted down (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).



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

C. COUPLE TRAILER

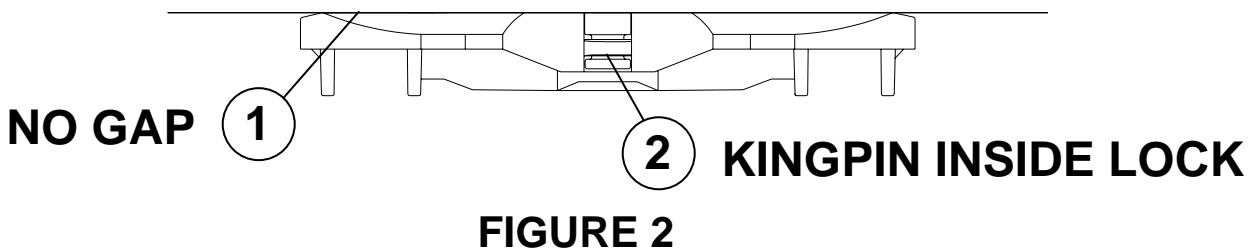
1. Back under trailer.
2. After picking up trailer, **STOP** (stopping prevents hitting the kingpin too hard).
3. Continue backing until fifth wheel locks.
4. Pull forward to test the coupling as an initial check.



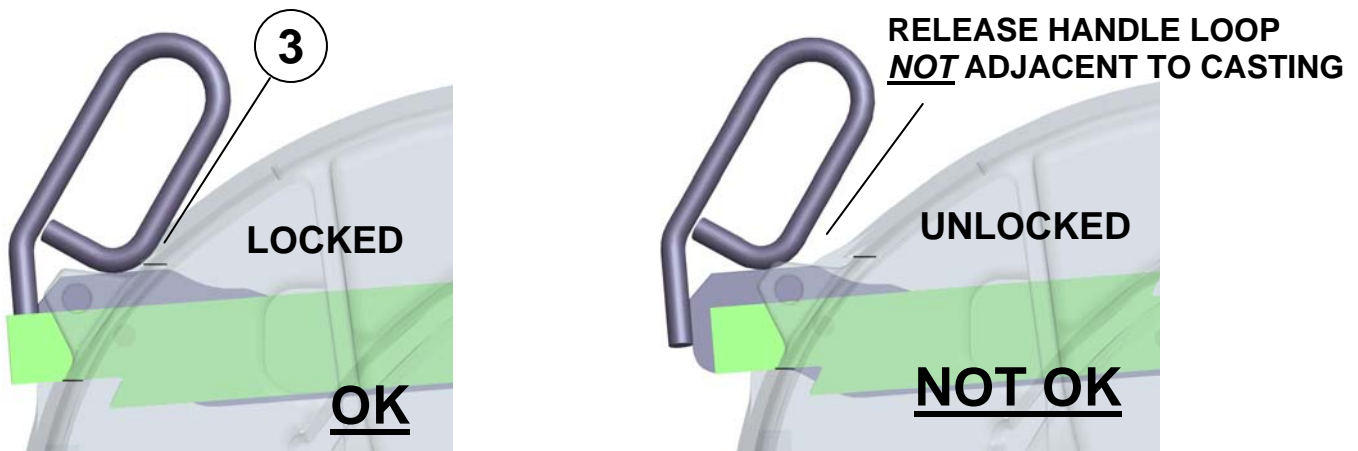
A VISUAL INSPECTION IS REQUIRED BY LAW. SOME IMPROPER COUPLINGS CAN PASS A PULL TEST. SOUND IS NOT RELIABLE. GET OUT OF THE CAB AND LOOK.

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 HANDLE LOOP** is **ADJACENT** to the casting (see figure 3).



RELEASE HANDLE LOOP ADJACENT TO CASTING



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 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

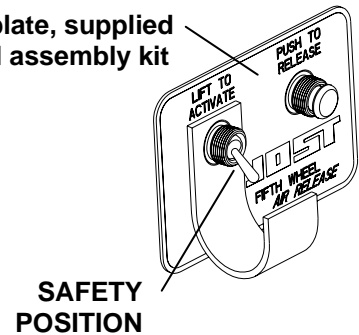


FIGURE 4

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 causing the release handle to unlock Fifth Wheel (see figure 6).

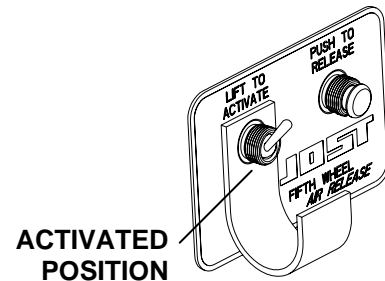


FIGURE 5

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).

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).

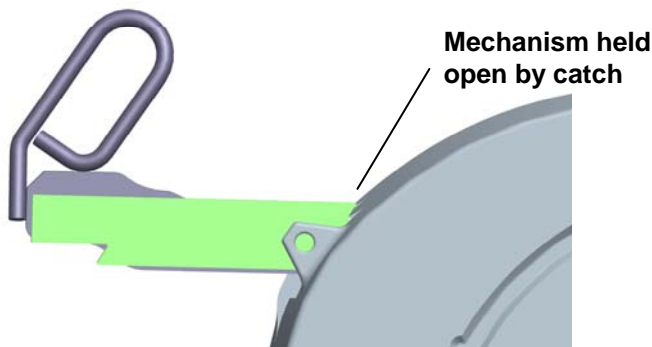


FIGURE 6

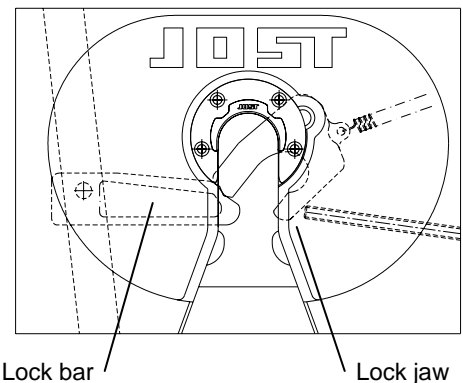


FIGURE 7

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

1. **Unlock the fifth wheel:**
Pull the retractable handle out. Hook the handle in open position using notch (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.

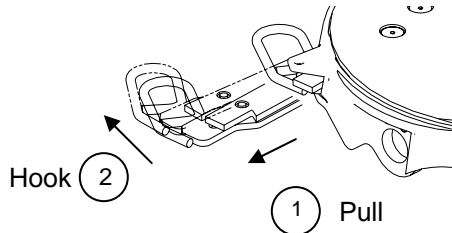


FIGURE 8

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 9.

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

1. Engage the locking plungers as shown in figure 10.
2. Visually check that both plungers engaged.
3. It may be necessary to move tractor slightly to allow plungers to engage.

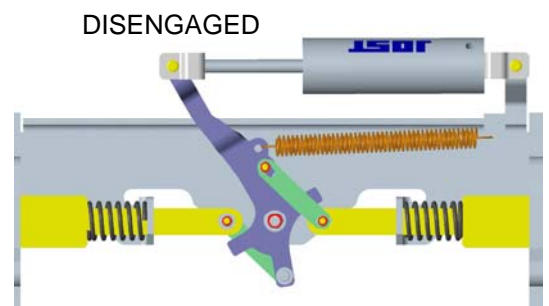


FIGURE 9

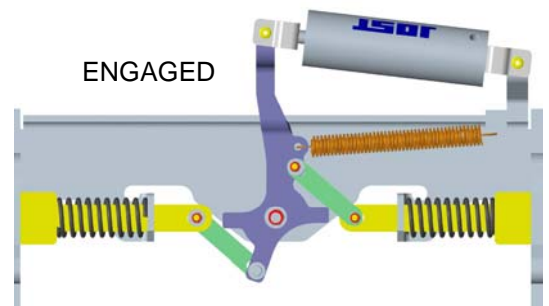


FIGURE 10



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