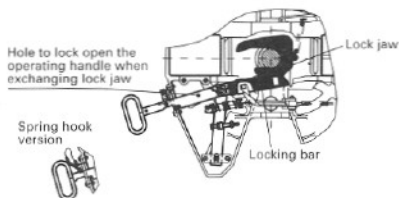


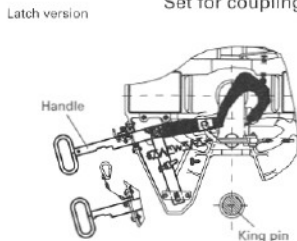
for JOST heavy duty fifth wheel couplings

Locking mechanism (view from below)

Locking position:
Locked and secured (new condition)



Locking position:
Set for coupling



Operating instructions

The outfit should be parked on a flat and even road surface.

Important: When coupling up and uncoupling the relevant safety regulations (e.g. Health & Safety) must be observed. The life expectancy depends on effective lubrication of the fifth wheel plate, locking mechanism, bearing (JSK 38 G + JSK 50) and king pin before being put into service for the first time.

Coupling up:

Protect semi-trailer from rolling away.
The fifth wheel must be in the preset position, i.e. end of the operating handle standing out approx. 300 mm otherwise: Lift latch or remove spring clip (A).
Push handle forward to unlock (B).
Pull handle to end position (C).

Skid plate of the semi-trailer should be approx. 50 mm lower than the top of the fifth wheel.

Important: Loss of pressure in the air suspension of the trailer can alter the height of the king pin.

Reverse tractor - the mechanism locks automatically.

Check that the skid plate is resting on the fifth wheel plate, with no gap between the two.

Check that latch is down or insert the spring hook into the eye on the fifth wheel plate (A).

Connect air and electric cables, raise landing gear according to operating instructions, release hand brake and remove wedges.

Important:

Do not drive away before checking that the mechanism is correctly locked.

Uncoupling:

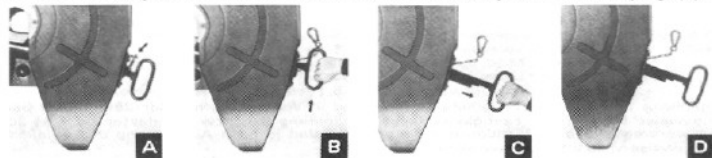
The outfit should be parked on a flat and even road surface.

Protect semi-trailer from rolling away, lower landing gear according to the operating instructions until the load is almost off the fifth wheel and disconnect air and electric cables.

Lift latch or remove spring hook (A).

Push handle forward to unlock (B), pull firmly out and lock by moving it forwards to engage into the notch on the fifth wheel plate (C).

Drive tractor away. The fifth wheel mechanism will automatically assume the coupling-up position (D).



Photos show
spring hook version!

Lateral movement on type JSK 38 G-1 and JSK 38 G

The lateral movement should only be released for off-road use. On the road, and especially at higher speeds, it must be blocked for safety reasons.

To set the lateral movement:

For normal road use: 1. Release the hex bolts (2 each side - width over flats 19 mm). (blocked)

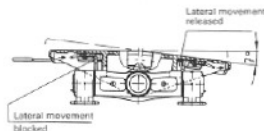
2. Push **both** blocks **in** to the end of the oblong hole.

3. Re-tighten the hex bolts (torque 80 Nm).

For off-road use: 1. Release the hex bolts (2 each side - width over flats 19 mm). (released)

2. Pull **both** blocks **out** to the end of the oblong hole.

3. Re-tighten the hex bolts (torque 80 Nm).



Maintenance instructions

1. Uncouple semi-trailer at least once a week, certainly after more than 5000 km. Clean semi-trailer skid plate and fifth wheel plate. Lubricate fifth wheel plate, locking mechanism, fifth wheel throat and king pin, with heavy duty grease. We recommend the use of high pressure grease (EP) with MoS₂ or graphite additive, for example BP L21 M, BP HTEP1, BP LS2, Esso universal grease M, Shell Retinax AM. Check operating handle and release lever pivots for free movement - clean and lubricate.

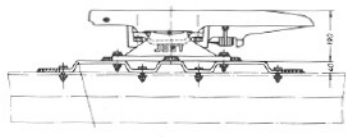
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- The bearings of the lock lever (item 28) and of the pedestals of the JSK 38 G-1 and the pivot bearing of the JSK 50 are to be regreased through grease nipples provided at each maintenance interval. The rubber cushions of the JSK 38 C-1 are maintenance free. According to operating conditions we recommend checking parts for wear at 50.000 and 100.000 km distance driven.
- The grease nipple on the outside of the fifth wheel plate is merely to be used for lubrication in between service intervals.
- The fifth wheel coupling must be checked as to its proper functioning according to operating conditions. The fifth wheel itself, the mounting plate, or the slider and the king pin including the fixing bolts must be checked for deformations or cracks. The fixing bolts should be checked as to the correct torque.

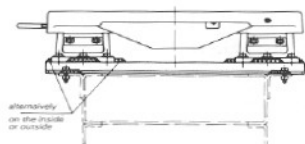
Important: In the interest of longer working life and trouble free functioning the top plate, locking mechanism, king pin as well as the bearings of the types JSK 38 G-1 and JSK 50 should be well greased before the initial coupling-up operation.

Mounting example

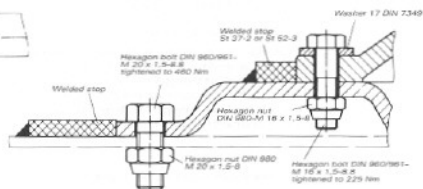
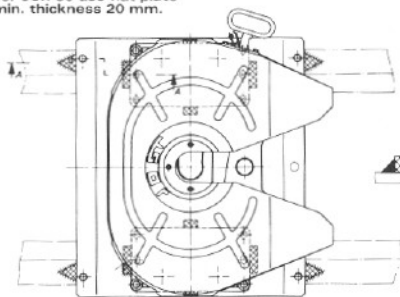
Shown is the JSK 38 C-1



For JSK 50 use flat plate min. thickness 20 mm.



Section: A-A



Mounting instructions

When mounting the fifth wheels onto a tractor unit the following bolts must be used:

- JSK 38 C-1 and JSK 38 G-1 - 12 bolts M16 or preferably M 16 x 1,5
- JSK 38 C and JSK 38 G - At least 12 bolts M 20 or preferably M 20 x 1,5 symmetrically positioned to the longitudinal and transversal axis of the fifth wheel
- JSK 50 - 24 bolts M 20 or preferably M 20 x 1,5 grade at least 8.8.

JSK 38 series: to fix the mounting plate onto the vehicle chassis 6 bolts M16 (or preferably M20 x 1,5) or 4 bolts M20 (or preferably M20 x 1,5) are required on each side, grade at least 8.8.

JSK 50: Depending on the extent to which the axial load is used up to 24 bolts M20 (or preferably M20 x 1,5) are required.

To ease the shear load on the mounting bolts stop blocks should be welded to both sides of the pedestals and to the front and rear of the mounting plate.

Stop blocks may be omitted if it can be ensured that the correct torque of the bolts and consequently adequate friction contact can be maintained at all times.

The fifth wheel plate must be able to move freely and must touch neither the mounting plate nor the chassis or sub-frame.

The mounting instructions of the truck manufacturers and - if applicable - existing legal regulations must be adhered to. The bolts must be checked for tightness.

The pedestals must be adequately supported and bolted to the subframe or to the JOST mounting plate.

Apart from the imposed load the D-value is also a guide to the capacity of fifth wheels. It can be calculated as follows.

$$D = g \cdot \frac{0,6 \cdot T \cdot R}{T + R - U}$$

T = maximum permissible total weight of tractor (incl. U)
R = maximum permissible total weight of semi-trailer
U = maximum permissible load on main plate.

For conversion of tons into kN use factor $g = 9,81$.

The right to alter specifications is reserved.

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