

1. The trailer is too high or driver is coupling too fast.

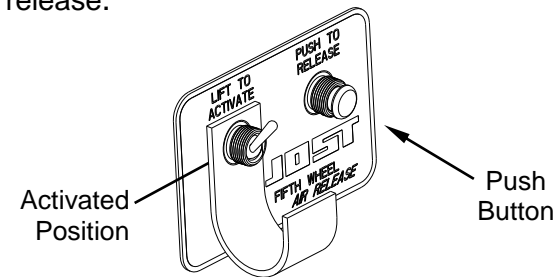
- Lower trailer until the bolster plate contacts the topplate 4"-6" behind pivots.
- Pick up trailer. **STOP**. Then back until coupled.



IMPORTANT:
When coupling, the fifth wheel must lift the trailer.

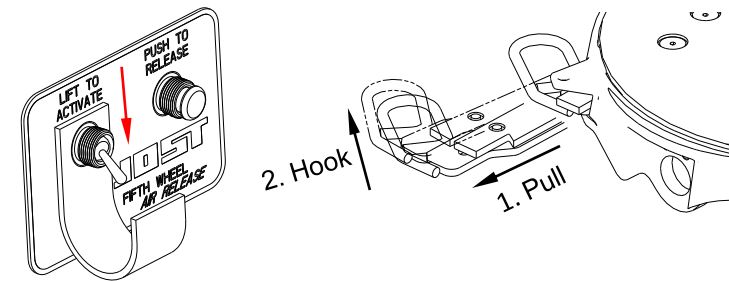
2. The lock is closed. Extend the release handle.

- Engage trailer brakes.
- Activate air release safety switch.
- Push button 5-10 seconds to energize air release.



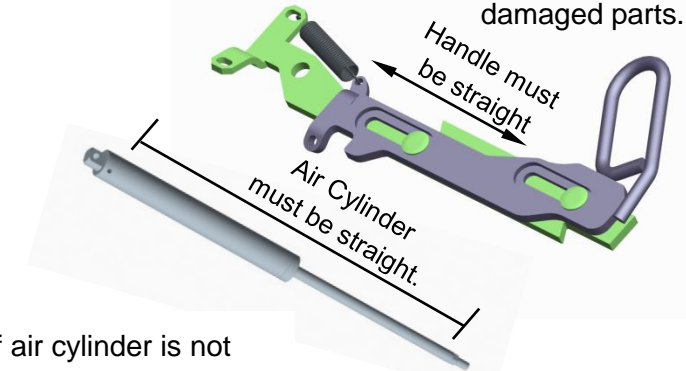
3. Air cylinder will **NOT** extend release handle.

- Turn off air switch, disconnect cylinder rod end to operate manually.
- Pull out handle and rest on release notch.
- Finish coupling to trailer.
- Have air release diagnosed at a qualified shop.



4. Inspect the release handle and air cylinder for damage.

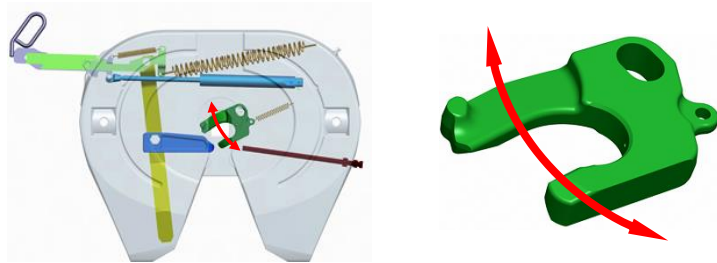
Have a qualified technician remove and replace* any damaged parts.



*If air cylinder is not available, remove cylinder and operate manually.

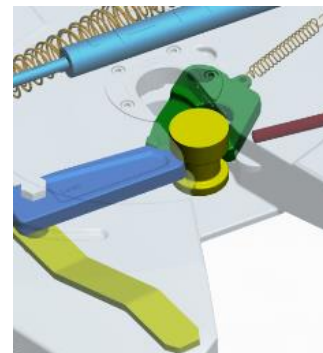
5. The handle will not go in because the lock is damaged or debris is in the way.

- Have assistant pull the release handle.
- The lock should swing freely.
- Clean out debris or replace damaged parts.



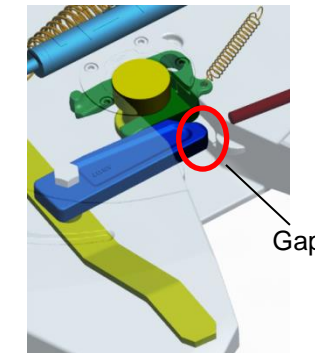
6. The kingpin will not enter the lock jaw or is jammed in the lock jaw.

- Lock jaw cannot rotate closed.
- Replace a bent or damaged lock jaw with a JOST lock jaw or minor rebuild kit.

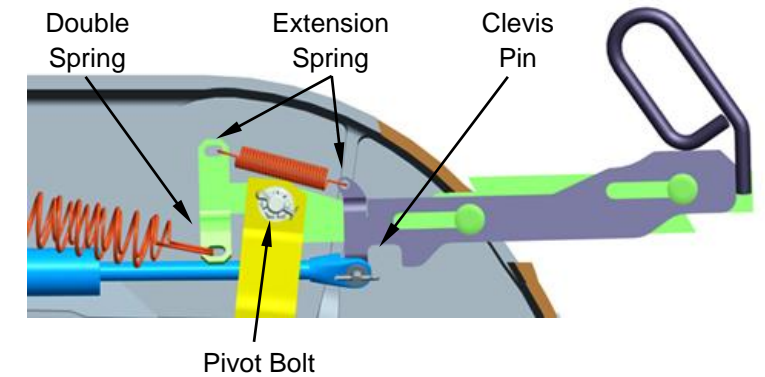


7. The handle will not go in because the lock jaw is spread.

- Lock jaw is interfering with lock bar closing.
- Lock bar will not bridge the topplate throat.
- Replace a bent or damaged lock jaw with a JOST lock jaw or minor rebuild kit.

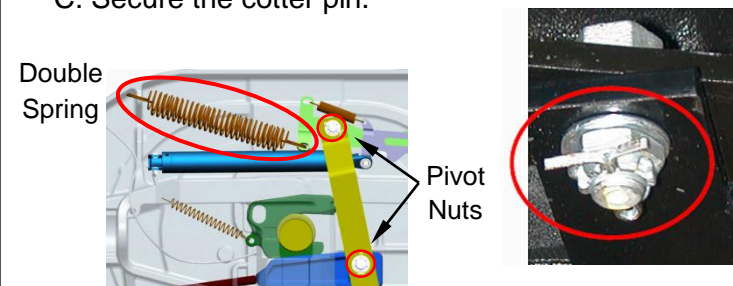


8. The release handle and air cylinder must be properly assembled as shown.



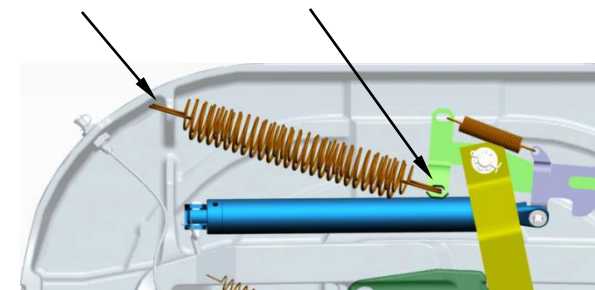
9. The pivot bolts may be too tight.

- Bolts must rotate freely when double spring is disconnected.
- If tight, loosen castellated nut until you can just insert cotter pin.
- Secure the cotter pin.



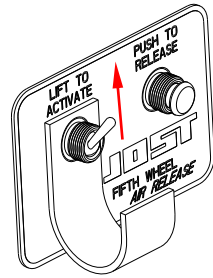
10. The double spring may not be attached or damaged.

- Make sure that both the inner and outer springs are attached.
- Replace if damaged.



1. The park brake inter-lock is not activated.

- A. Set trailer brakes.
- B. Actuate the release switch.



2. The tractor is pulling, putting pressure on the lock (see figure 1).

- A. Set trailer brakes, back into trailer with tractor, then set tractor brakes.
- B. Pull handle out fully and rest on release notch.
- C. Release tractor brakes and pull out.

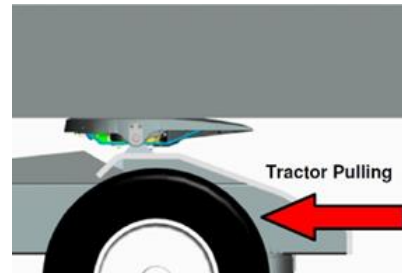
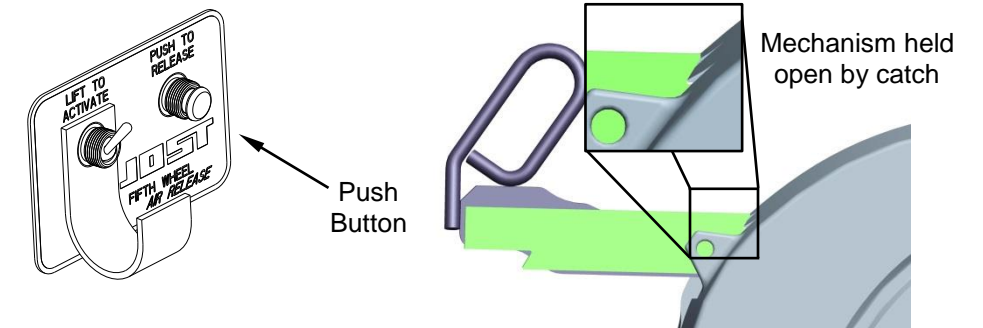


FIGURE 1

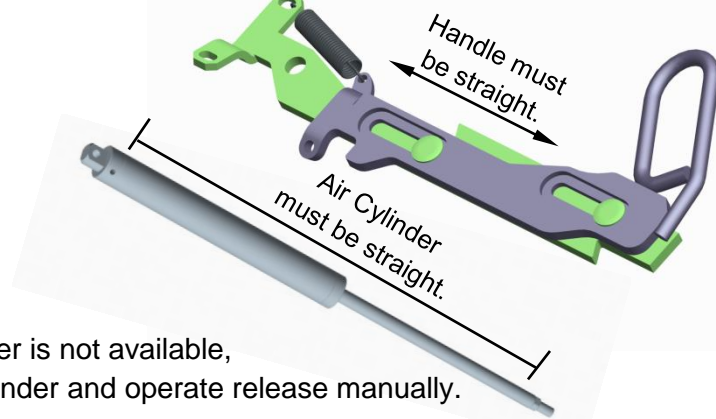
3. Release cylinder doesn't extend the release handle.

- A. Push button 5-10 seconds to energize air release.
- B. Make sure that handle is held open by the catch.



4. Inspect the release handle and air cylinder for damage.

Have a qualified technician remove and replace* damaged parts.



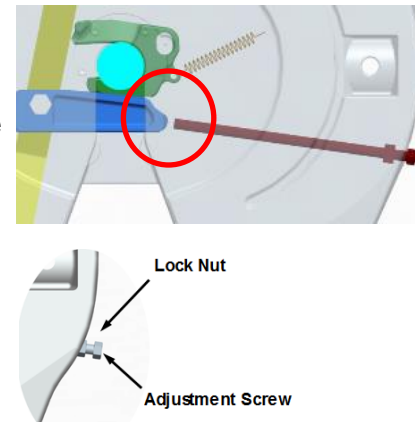
*If air cylinder is not available, remove cylinder and operate release manually.

5. Cannot pull release handle – Lock adjusted too tight.

Look for a gap between the lock bar and the adjustment screw.

To unlock:

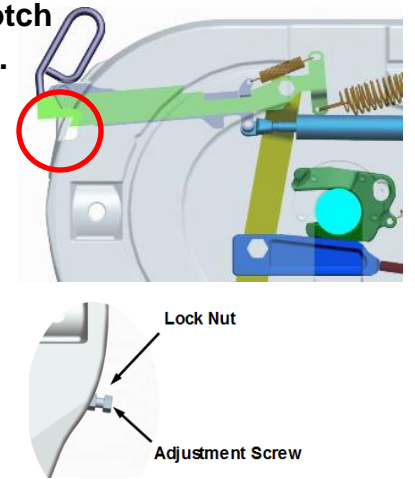
- A. Have assistant pull on release handle
- B. Loosen adjustment screw lock nut.
- C. Turn adjustment screw clockwise until handle pops loose
- D. Reset lock adjustment nut.
- E. Have a qualified technician inspect lock and check adjustment with a JOST lock tester.



6. Cannot pull release handle - lock notch is wedged against the topplate skirt.

To unlock:

- A. Have assistant pull release handle.
- B. Loosen adjustment screw lock nut.
- C. Turn adjustment screw counter-clockwise until handle extends
- E. Reset adjustment lock nut.
- D. Have qualified technician inspect release arm and check adjustment with a JOST lock tester.



7. Release cylinder does NOT extend release handle.

- A. Turn off air switch and disconnect cylinder rod end to operate manually.
- B. Pull handle out fully and rest on release notch.
- C. Finish uncoupling from trailer.
- D. Have air release diagnosed at a qualified shop.

