

REAL Torque

August 2019

Contact maintenance for any questions on 0800 80 80 69

Towing Connections - fifth wheel operation

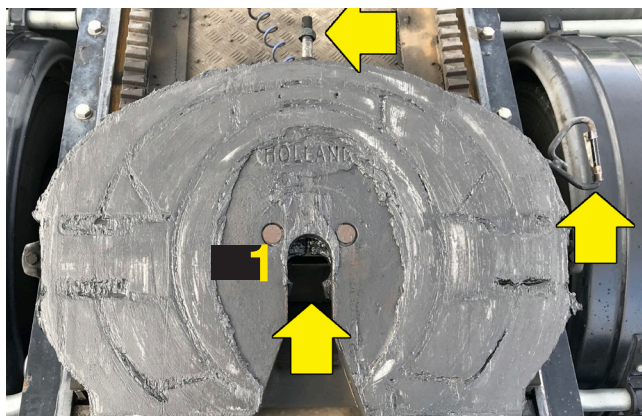
Truck and trailer coupling is an extremely important task with no room for complacency. It is important that the operation of the fifth wheel coupling is understood, correct coupling procedures are followed, and that you know what to look for to identify incorrect coupling.

In some situations the unit may have been coupled by someone else. It is important the operator understands that it is their responsibility to inspect and deem the connection correct before moving off.

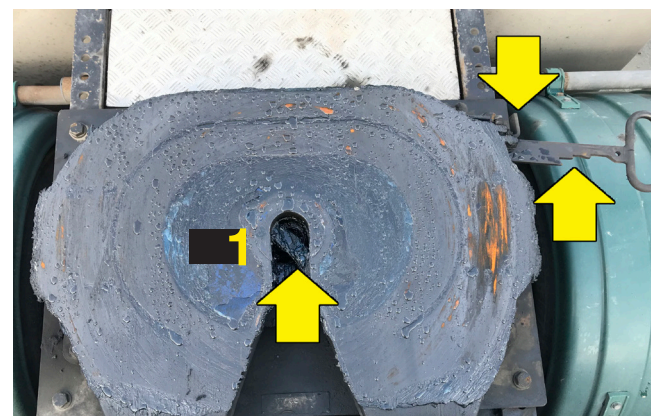
There are a few different fifth wheel makes and models in the TR fleet. They all operate in a similar way, with a locking mechanism, handle to release and a bearing surface for the trailer weight to sit on.

We will focus on the coupling and operating procedures of the two most common brands we have – Holland & Jost. Both are operated in a similar way; however, the images below will show you different things to look for to ensure you are connected safely and correctly.

- 1 Check the fifth wheel jaws are open, lines are clear and the trailer is at the correct height and alignment.



Note the handle and jaw adjustment pin position for Holland.



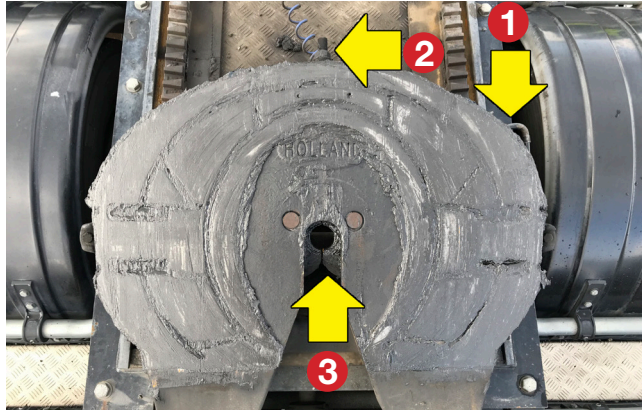
Note the handle and lock tab on JOST.

- 2 Slowly reverse back until the fifth wheel is under the skid-plate. **Raise the airbags or lower the trailer to ensure there is no gap between the trailer skid plate and the fifth wheel – a gap will allow you to “high hitch”.**
- 3 You will hear a noise which is the spring mechanism locking.



4 Conduct what is known as a “tug test”. This is done before you have exited the cab, by gently manoeuvring the truck forward and backward. Engage forward and reverse and release the clutch until it “bites”. If the jaws of the fifth wheel have locked correctly you will find the truck almost stalls.

5 Apply the park brake and conduct visual checks to ensure correct connection.



Note the changed positions of the handle and jaw adjustment pin for Holland.

HOLLAND:

Ensure the handle has retracted fully inside the fifth wheel and the adjustment pin at the front of the fifth wheel is in against the fifth wheel platform (as indicated by the arrows 1 and 2 above).

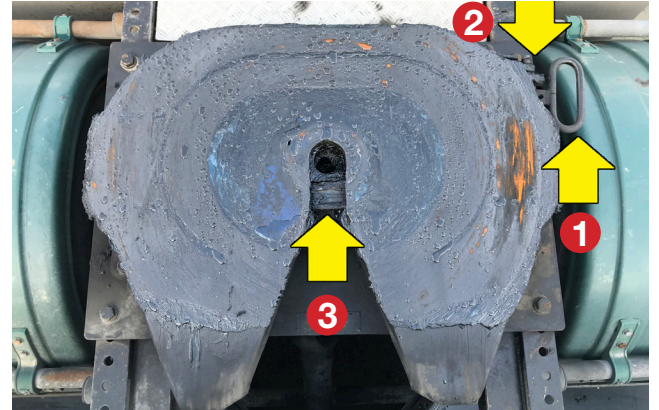
Ensure there is no gap between the fifth wheel and the trailer. If you are unsure it has connected correctly, you can also look at the jaws from the rear of the truck.

Make sure the park brake is applied and it is safe to get under the vehicle first. The jaws will be locked together around the trailer kingpin (see arrow 3).

6 Wind up landing legs fully and secure handle.

7 Connect air, electrical, and any hydraulic lines.

8 Conduct a pre-trip inspection of the trailer.



Note the changed positions of the handle and jaw adjustment pin for JOST.

JOST:

Ensure the handle has retracted fully inside the fifth wheel and the lock tab is engaged (as indicated by arrows 1 and 2 above).

Ensure there is no gap between the fifth wheel and the trailer. If you are unsure it has connected correctly, you can also look at the locking bar from the rear of the truck.

Make sure the park brake is applied and it is safe to get under the vehicle first. You will notice the locking bar is a solid bar locking the trailer kingpin in (see arrow 3).



TR Tips

Tips and Tricks

- ▶ Fifth wheels are simple and safe, if you take the correct precautions.
- ▶ Always check the connection visually to ensure the trailer has not “high hitched”.
- ▶ Fifth wheels need maintenance and care, if you notice any damage report it.
- ▶ If in doubt about the connection call the maintenance team for advice.

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