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How do you inspect a Jost 2" kingpin?

Use the Jost 2" kingpin inspection sheet shown below as an inspection guide.

The top block information is used to identify the unit and the vehicle it is fitted to.

Below that you will find pictures of the block type and flange type kingpins, mark the one you are inspecting.

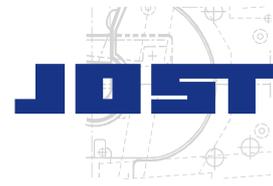
Use the 3rd block as an inspection guide to identify the part inspected and to rate its condition.

The comments block is used to note actions to be taken for repair, damage noted or lubrication issues.

INSPECTION SHEET – 2" KINGPIN					
Company					
Date					
Trailer registration					
Fleet No.					
Hubodometer reading					
Truck registration					
Dimension A		Dimension B		Dimension C	
New = 73mm Replace = 71mm		New = 50.8mm Replace = 49mm		Max = 71mm Min = 69mm	
D-Value = 152 kN		Torque settings: -			
		<ul style="list-style-type: none"> • Nut – tapered kingpin = 1 200 Nm • Nut – parallel kingpin = 450 Nm • Studs – flanged type kingpin = 190 Nm 			
DESCRIPTION		CONDITION			
		Good	Fair	Poor	Size
Traceability, Manufacturer, Batch Number and Material spec					
Skid plate condition (max. distortion 2mm)					
Squareness to rubbing plate					
Mounting height (70 ±1 to top of bottom shoulder)					
Throat size (new = Ø 50.8mm, replace = Ø 49mm)					
Top flange (shoulder) size (new = Ø 73mm, replace = Ø 71mm)					
Are all mounting bolts fitted?					
Are bolts torqued to correct setting (190 N.m)?					
Inspected by:					
Name	Signature		Date		
If the kingpin has no traceability, scrap and replace.					



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Tools required enabling kingpin and skid plate inspections.

Jost GN-IM-127 Skid plate gauge for 2" kingpins



Refer: [Government Gazette 5 Feb 2010 No: 32916]

Jost J909L Kingpin gauge



1. Traceability, Manufacturer, Batch number and material specification

Clean the bottom flange of the kingpin.

Look for a manufacturer name, batch no and material specification.

If this information is not visible on the bottom of the kingpin scrap and replace with traceable kingpin before proceeding with inspections.



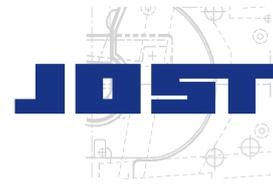
No Traceability, mark poor, scrap and replace.



Good traceability, Name, batch number and material specification clearly visible. Mark as good and continue inspection.



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2. Skid plate condition, max. distortion 2mm

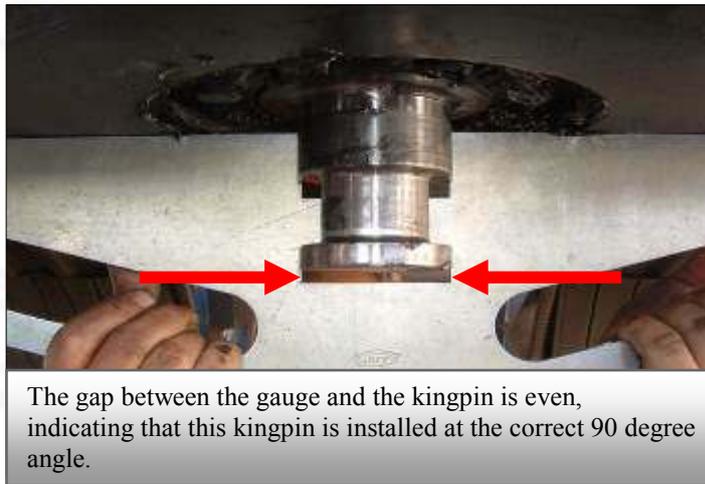
Place the GN-IM-127 Skid plate gauge over the kingpin and in contact with the skid plate, use a 2mm feeler gauge to check the gap between the gauge and the skid plate, if the gauge is able to pass through any gap over a radius of 485mm, mark inspection sheet poor.



Poor, the feeler gauge is indicating that the gap between the gauge and skid plate exceeds the max of 2mm.

3. Squareness to rubbing plate

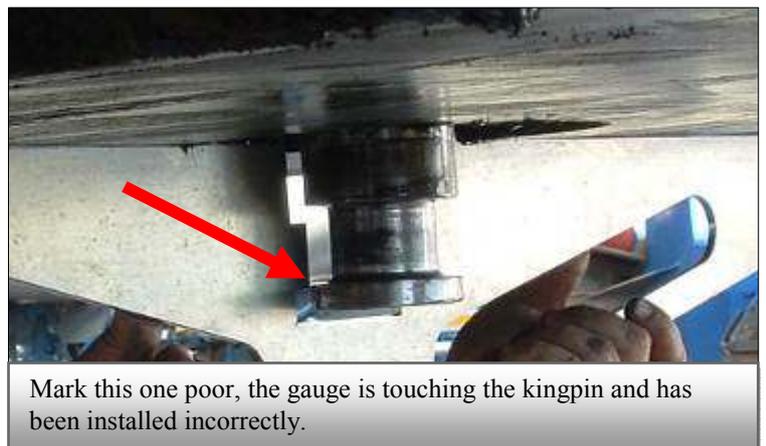
Check the gap in between the gauge and the kingpin top flange, if this gap is even, the kingpin is installed correctly at a 90 degree angle.



4. Mounting height (70mm+/-1mm to top of bottom shoulder)

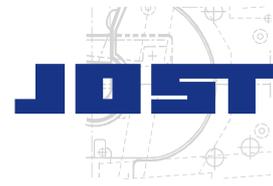
The GN-IM-127 gauge has to be in contact with the skid plate, the gauge should also not make contact with the kingpin at any point. If the gauge gets stuck on the kingpin the kingpin is installed shallow, if the kingpin rides over the outer edge of the gauge the kingpin is installed too high. In both cases mark the inspection sheet poor if this is the case.

Very good, this kingpin is installed correctly. The gauge is in contact with the skid plate and the kingpin is not touching the gauge.





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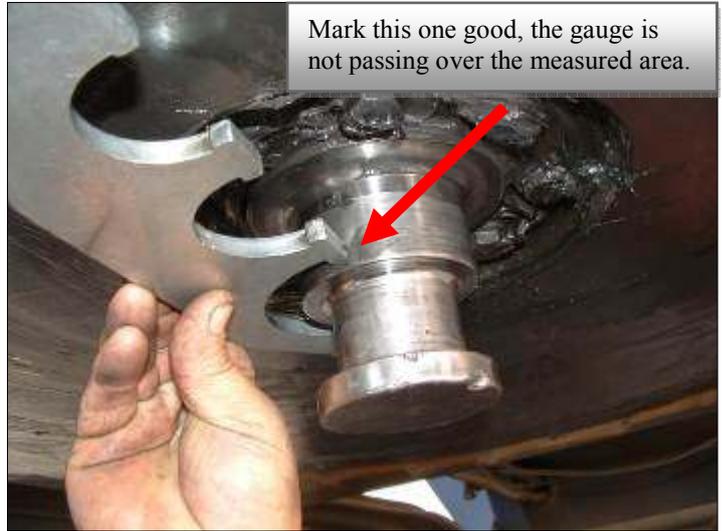
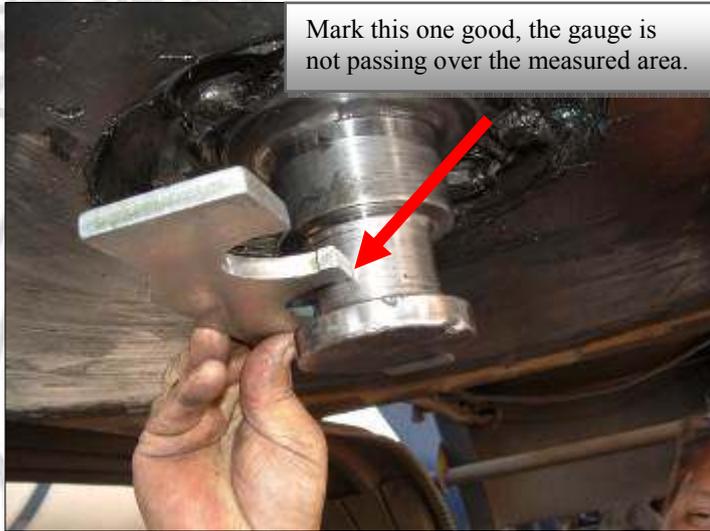


5. Throat size, new 50.8mm replace 49mm

Use the J909L kingpin gauge to check the the throat size. The gauge must not pass over the measured area.

6. Top Flange (Shoulder size) New 73mm place 71mm

Use the J909L kingpin gauge to check the the top flange size. The gauge must not pass over the measured area.



7. Are all the mounting bolt fitted?

Count the bolts there should be 8 in a 2" Jost KZ10 series flange type kingpin.

8. Are all the bolts torqued to the correct setting?

Use a torque wrench set at 190Nm check if the bolts are torqued correctly



8. Look for pit marks in the skid plate?

Small indentations in the skid plate suggests that the lubrication is not working, use EP2Graphite lubrication. The Graphite creates a barrier between the skid plate and fifth wheel surfaces. Without graphite the two surfaces will touch creating a friction weld that rips pieces of the skid plate out leaving an indentation or pit mark. This creates a bearing which in turn creates the bearing race visible on the fifth wheel top plate surface.

For more information, specification sheets and fitment/operational manuals please visit our website: www.jost.co.za

