Pin and bush mount fifth wheels in South African Conditions.

Pin and bush - Type rubber

VS

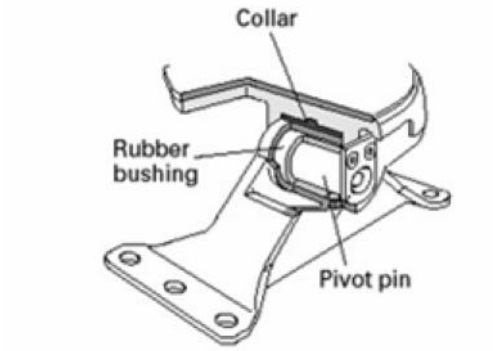
C-Type rubber mounting

More and more fifth wheels with pin and bush type mountings are fitted to truck tractors and interlink trailers in South Africa, no doubt an attempt to reduce costs. Unfortunately the end user is not informed at this point that fitting the pin and bush mount fifth wheel will have a profound effect on the maintenance costs to the drive train of the truck tractor and the running gear on the trailer. We have seen the effect of fitting the pin and bush mount fifth wheel in inspections around the country and often the fifth wheel is not identified as the root cause of increased wear on the running gear of the trailer. Do not be swayed by extended warranties on these pin and bush mount fifth wheels. The impact and increased maintenance costs are merely moved to the tyres, drivetrain and running gear.

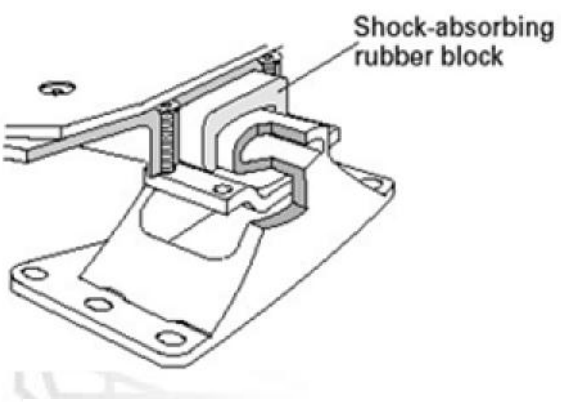
If the end user does not specify the correct equipment, the cheaper pin and bush mount fifth wheel will most likely be fitted which is not suited for use on South African road conditions especially interlink applications.

This pin and bush mounting is ideally suited to European / American conditions where the GCM does not exceed 46 tons on well-maintained tar roads at no more than 80km per hour and no interlink semi-trailers. Under these conditions a smaller top plate and pin and bush mounting is sufficient as the rubber bush between the top plate and pedestal can cope with these favorable conditions.

In South Africa with our arduous operating conditions and increased gross combination masses however the rubber bush does not stand up to the operating conditions and fail prematurely, resulting in excessive movement between rubbing (skid) plate and fifth wheel top plate and a total loss of shock absorption. The shock loadings are then transferred to the tyres, suspension and drive train. Also keep in mind that these pin and bush mount fifth wheels are designed for fitment to vehicles fitted with air suspension only and do not have sufficient lead on ramps for safe hitching procedures as used in SA on mechanical suspensions which are still widely used here.



Pin and bush type mounting



C - Type mounting

In South Africa typical operating conditions are fair to poor road conditions with interlinks and a gross combination mass limit of 56 tons. The large rubber cushions of the **Jost** range of fifth wheels do have the shock absorption capabilities to substantially reduce the forces between the rubbing plate and fifth wheel top plate. The larger top plate also gives increased stability and the pressure on the fifth wheel top plate is distributed over a larger area. The increased stability coupled with better shock absorption capabilities will reduce maintenance requirements on the suspension bushes, bearings and tyres.

Jost JSK37C-185 2” Fifth wheel

Jost JSK37C Rubber Cushion.

Jost strongly recommends that the **JSK37C** be used in interlinks/superlink applications and the **JSK38C** fifth wheel in side tipper applications. Also keep in mind that in instances where the fifth wheel is blocked a fifth wheel manufactured from cast steel must be selected (e.g. the **JSK36C or JSK38C** fifth wheel).

Jost JSK38C fifth wheels can have a 2” wearing kit fitted for use with a 2” **Jost** kingpin for use in side tipper applications.

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