

JOST JSK37C Recommended Applications.

When specifying equipment for your new truck and trailer purchase you need to take not only the static forces but also dynamic forces imposed by the trailer into account.

Jost JSK37 Specifications

Imposed load 20 tons
GCM 65 Tons
D-Value 152kN
37" support across the top plate
Height 150/185mm
Material SG Iron



Where would we need a fifth wheel with these attributes in South Africa's transport industry?



Skeletal Trailers



Flat bed with mass sides



Grain Carriers



Curtain siders



Refrigerated trailers

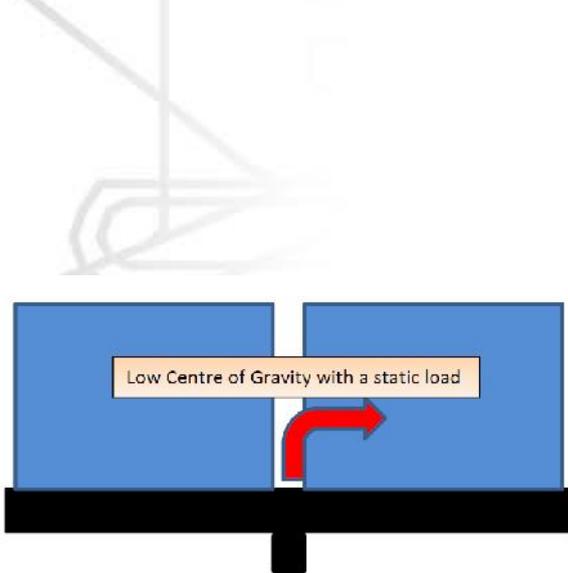


Keith Walking floor trailers

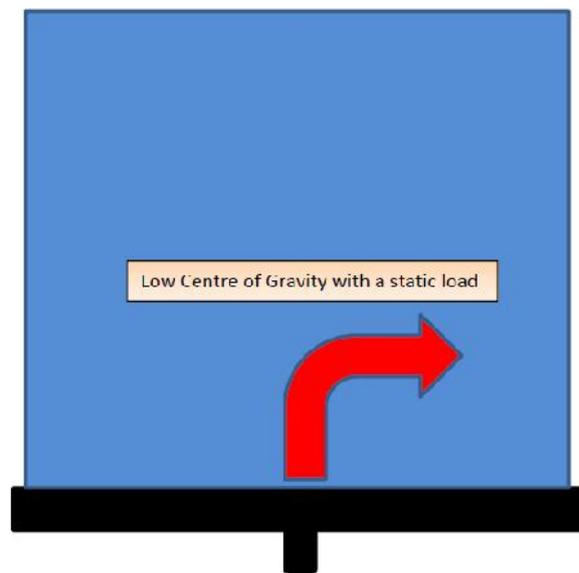
The question is:

Why recommend the **Jost JSK37C** fifth wheel for these applications?

The **Jost JSK37C** fifth wheel has 37 inches across the top plate that provides increased stability and added support in combination with the skid plate. The **Jost JSK37C** is made from SG-Iron that excels in cleaner environments and works well with EP2 Graphite lubrication to extend service life and minimize potential damage to the skid plate.



Flatbed balanced static load with minimal side forces



Reefer balanced static loads with minimal side forces

The **Jost JSK37C** fifth wheel provides 20 ton imposed load that will give good shock absorbing properties to trailers with a medium to low centre of gravity running static loads that do not impose a high side force on the skid plate and fifth wheel top plate. Keep an eye on the rubbers and replace them when required. The superior shock absorbing properties of the **Jost JSK37C** rubbers will minimize

vibration and provide shock absorption to provide protection to the truck and trailer chassis and the drivetrain of the truck.

For best results use EP2 Graphite lubrication, clean the skid plate and fifth wheel top plate regularly and do the necessary adjustments.

Having the correct fifth wheel for the application is one thing, but getting the most out of that fifth wheel is up to the condition of the skid plate and its ability to support the load and deal with the forces imposed on the skid plate without deforming. A skid plate that does not make 100% even load contact with the fifth wheel top plate will create high pressure areas that will lead to lubrication being removed prematurely in those high load areas leading to increased friction and abnormal wear on the skid plate and fifth wheel which will lead to premature replacement.



Max gap allowed new 1,5mm used 2mm. This skid plate will cause serious damage to any fifth wheel

Jost recommends for flat bed, reefer and curtain sider trailers running static loads the correct skid plate thickness to be either 8mm or 10mm WR50C material fitted with a KZ1008 flange type kingpin for 8mm skid plates ideal for lower centre of gravity trailers and better road conditions. The KZ1010 flange type kingpin fitted on 10mm thick skid plates running poorer road conditions and higher centre of gravity trailers. Installed and supported as per **Jost** recommended installation instructions and government legislation:

Government Gazette no: 32916 5 Feb 2010. Compulsory specification of motor vehicles type O3 and O4 point no 3.6 Requirements for couplings on semi-trailers.