



JOST JSK36DV-S 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 as well as the environmental factor into account.

JOST JSK36DV-S Specifications

- Imposed load 20 tons
- GCM 65 Tons
- D-Value 152kN
- 36" support across the top plate
- Height 185mm
- Material - Pressed Steel



Jost JSK36DV-S pressed steel fifth

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



Furniture Trailer



High Volume dual axle curtain sider



Pony-Trailer



Car Carrier trailer

The question is:

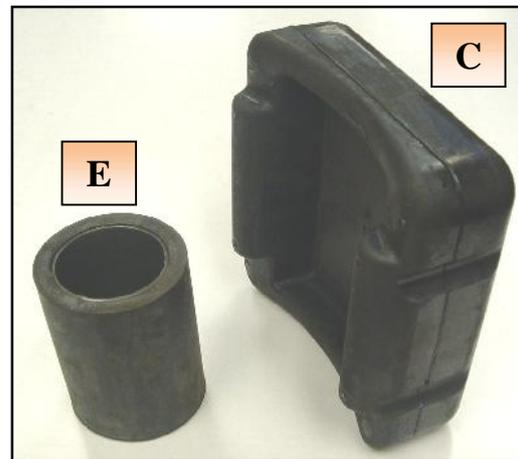
Why recommend the **JOST JSK36DV-S** fifth wheel for these applications?

The **JOST JSK36DV-S** fifth wheel has 36 inches across the top plate and is made from pressed steel which gives the **JOST JSK36DV-S** a very light weight construction which is best suited to good road conditions due to its limited shock absorption capabilities. The short lead on ramps makes it better suited to trucks with air suspension for safe hitching practices.

The **JOST JSK36DV-S** fifth wheel excels in cleaner environments and works well in lighter load applications where the terrain is clean but not always flat.



2x4 Truck tractor applications



E vs. C Type rubber mounting

The **JOST JSK36DV-S** fifth wheel provides 20 ton imposed load with limited shock absorbing properties to trucks and 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.

The **Jost JSK36DV-S** fifth wheel has exactly the same ratings as any other **Jost 2"** fifth wheel, however it is not recommended to be used on interlinks as seen on South African roads. Our concern is not for the fifth wheel which has proven to be up to the task but rather the effect of limited shock absorption properties of any e-type mount pedestal fifth wheel not giving a lot of shock absorption to protect the drivetrain and chassis of the truck and trailer on poor South African road conditions. This will have a negative effect on the Cost Per Kilometer of the combination due to increased or abnormal tyre wear, chassis cracks and increased wear on running gear components as typically seen on inter-links using e-type or pin and bush mount fifth wheels in South Africa.

The **JOST JSK36DV-S** pressed steel top plate is very smooth compared to standard SG-Iron and Cast steel construction fifth wheels and will require shorter lubrication intervals, ideally this fifth wheel should be coupled to a centralized lubrication system. For best results use EP2 Graphite lubrication, clean the skid plate and fifth wheel top plate regularly. The **JOST JSK36DV-S** needs manual adjustment and regular inspection.

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 trailers to be hitched to a 2x4 Truck Tractor complete with Jost JSK36DV-S fifth wheel an 8mm WR50C material skid plate fitted with a KZ1008 flange type kingpin ideal for low to medium centre of gravity trailers and better road conditions.

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.