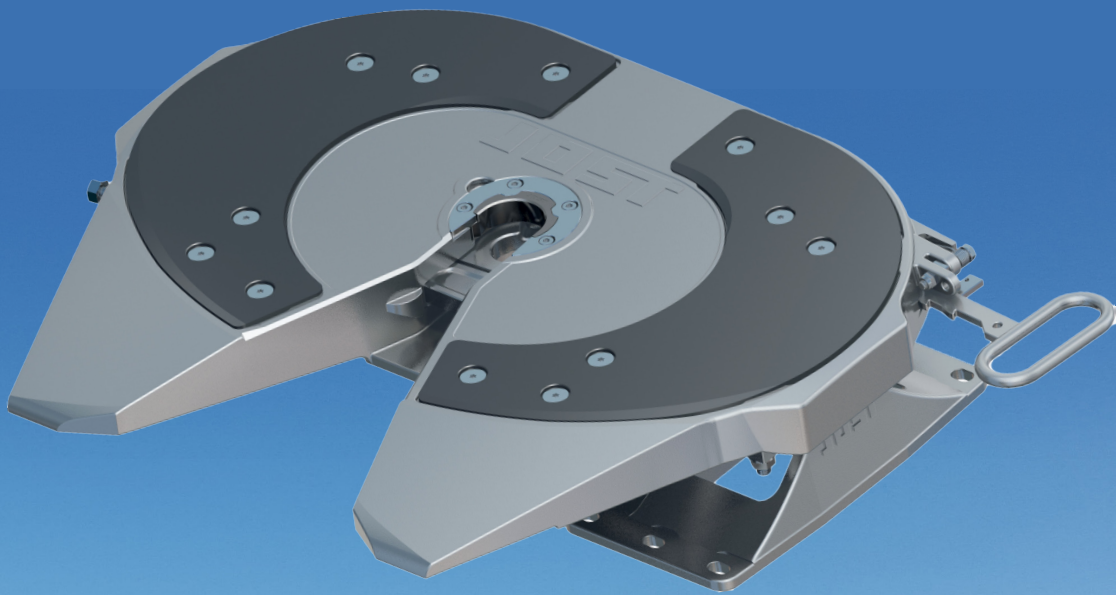


JOST

Fifth Wheel Couplings

Standard Range

- Available in cushion and pin type foot mounting
- Standard versions or eco-friendly low maintenance top plate
- Secondary locking mechanism with visual safety latch
- Various mounting heights available
- Available with Sensor technology



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Model options

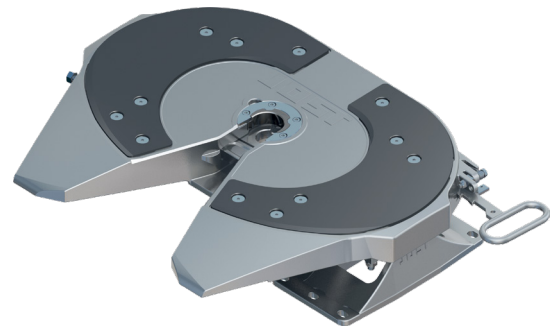
JSK26D

- Compact 2" fifth wheel coupling for distribution traffic
- Robust pressed steel design
- Pin and bush bearing
- Low mount height 120mm
- D Value 50 kN
- Imposed load 6t
- Weight 45kg
- ECE Approval E1 55R-01 1800



JSK37

- Robust and universal 2" cast fifth wheel coupling
- Especially for use under poor road conditions
- Available in "E" and "C" bearing
- Low-maintenance with plastic top plate liner option
- LubeTronic 1Point standard on JSK37C low maintenance versions
- D Value 152 kN
- Imposed load 20t
- Weight from 138kg (depends on pedestal)
- ECE Approval E1 55R-01, DIN 74080, ISO 337



JSK42

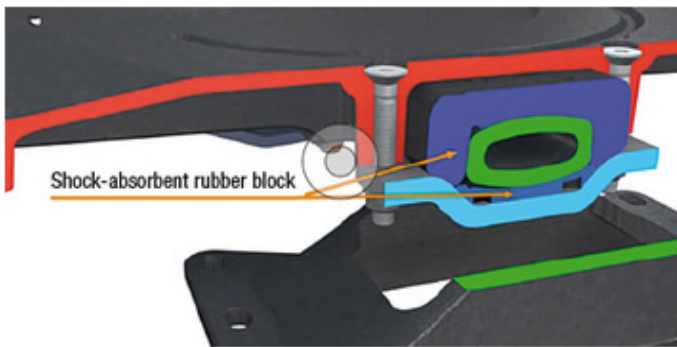
- Light 2" fifth wheel cast coupling with slide bearing "K"
- LubeTronic 1Point standard on JSK37C low maintenance versions
- D Value 152 kN
- Imposed load 20t
- Weight from 124kg (depends on pedestal)
- ECE Approval E1 55R-01, DIN 74080, ISO 337





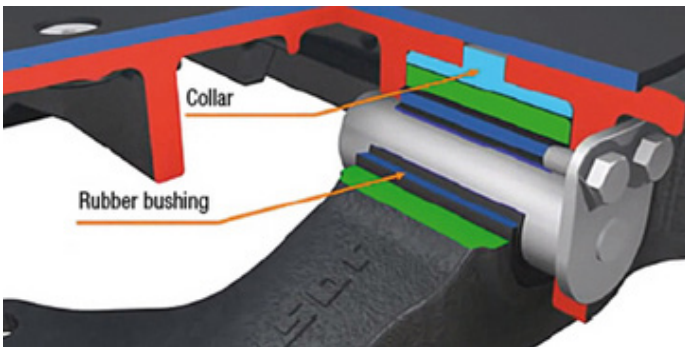
Bearing options to suit all applications

When choosing a fifth wheel coupling, you should especially take into consideration the requirements placed on bearing arrangements, mounting and maintenance. Basically, JOST fifth wheel couplings can be used universally.



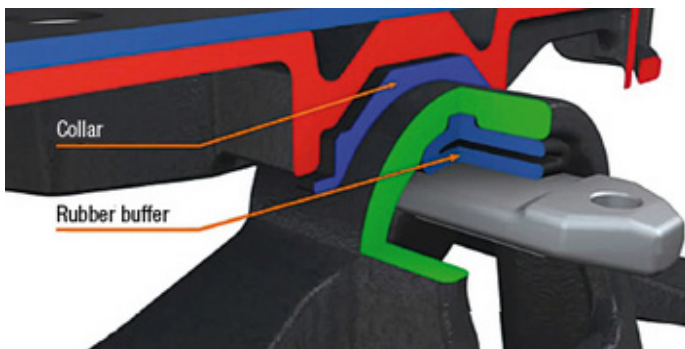
Rubber bearing – Model “C”

Fifth wheel couplings with rubber mountings are particularly suitable for poor quality road surfaces. The rubber cushions are shock-absorbent and maintenance-free.



Pivot bearing - Model “D” and “E”

The pivot bearing allows low mounting heights and is maintenance-free in the “E” version. It is particularly suitable for use in sliding and dual height fifth wheel systems.



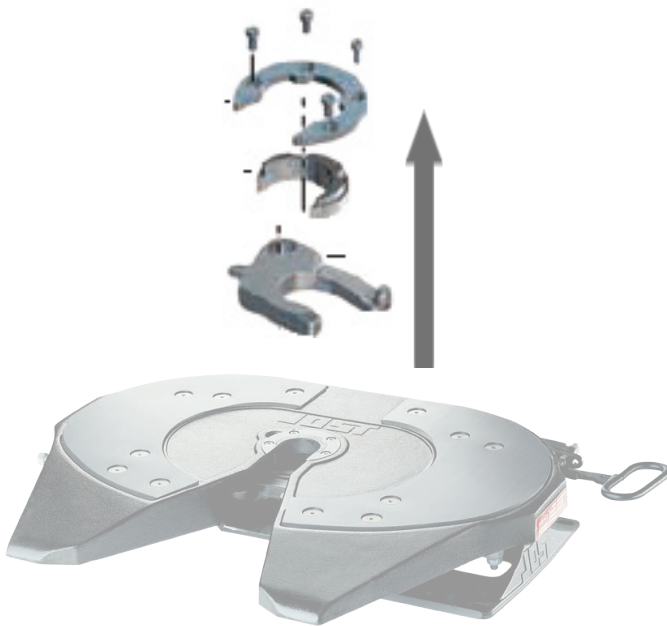
Pivot bearing - Model “K”

The K-bearing moves especially easy and it is torsion-proof and maintenance-free. It protects the chassis due to its longitudinal elasticity (lateral movement).

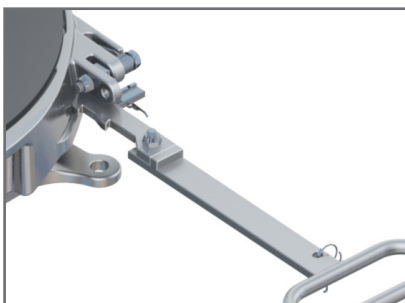


Operational safety & servicing simplicity

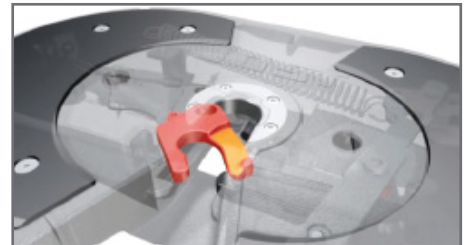
Having produced millions of fifth wheel couplings, we know what is important. That is why fifth wheel couplings from JOST offer winning advantages when it comes to safety, ease of operation and convenient servicing.



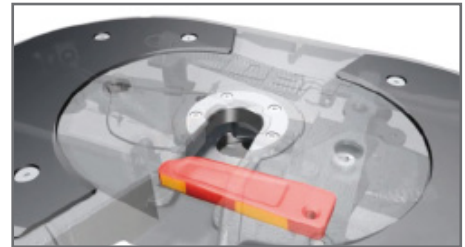
Lock jaw and wearing ring can be replaced without difficulty in a few minutes with the fifth wheel still in position



Long, easy reach handle with cable release



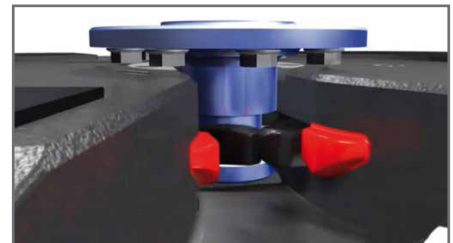
Recess on the jaw prevents false locking



Locking bar provides a secondary locking security



Adjusting screw for lock adjustment, reducing wear



Tappets in the insertion area ensure the king pin is guided into the fifth wheel coupling.



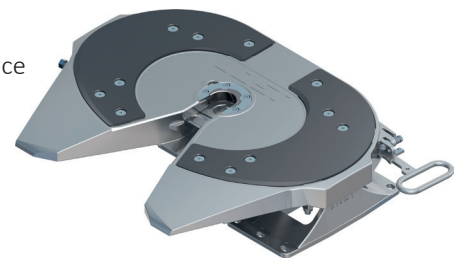
Maintenance

Everyone knows that regular, thorough maintenance is the most important factor in ensuring a long life span for a fifth wheel coupling. However, lubrication causes downtimes, costs money and harms the environment. To improve the situation, there is a range of solutions that make lubrication easier or even entirely unnecessary for a period of time.

“W” version

The series JSK 37 CW / EW fifth wheel couplings and all the series JSK 42 fifth wheel couplings in version “W” are equipped with a plastic top plate liner on the mounting surface and a wearing ring with plastic insert in the locking mechanism.

In conjunction with the maintenance-free rubber or pivot bearing, only one greasing point on the lock jaw needs local lubrication. All wearing parts can be replaced quickly and easily. Low maintenance fifth wheel couplings therefore save both time and money, as well as conserving resources.



LubeTronic

- Self-regulating system with electronic monitoring signal on the cartridge
- Electronic dose dispensing reduces both costs and environmental impact
- Ideal for long distance routes and dedicated combinations
- With vibration-resistant suspension
- Temperature range: -20°C to $+70^{\circ}\text{C}$

LubeTronic 1Point

Thanks to the top plate liners, low maintenance fifth wheel couplings (Series W) have to be lubricated on the lock jaw only, not on the coupling plate.

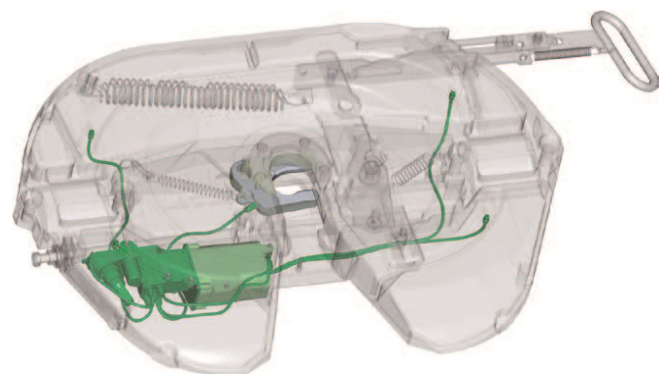
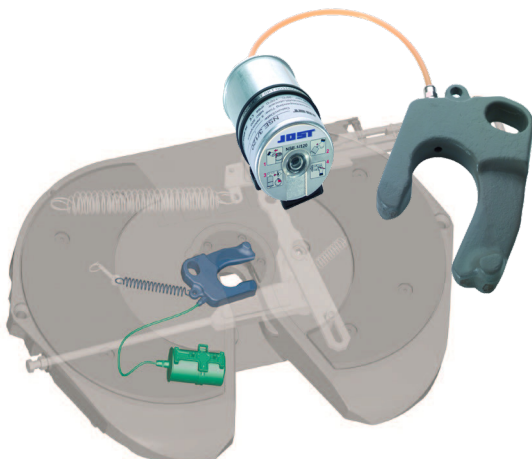
The use of LubeTronic 1Point combined with a specially coated lock jaw also eliminates this manual procedure.

After activation the LubeTronic 1Point supplies the lock jaw with the optimum amount of grease – guaranteed for 3 years. After this period, LubeTronic and the lock jaw need to be replaced. models, optional on other models

LubeTronic 5Point

LubeTronic 5Point was developed for fifth wheel couplings without top plate liners. It is a lubrication system that is integrated into the fifth wheel coupling and ensures reliable lubrication of the fifth wheel coupling plate and lock jaw.

The electronic operation of the LubeTronic minimises the consumption of lubricant and ensures optimum lubrication of the fifth wheel coupling. The grease supply is sufficient for approx. 1 year.

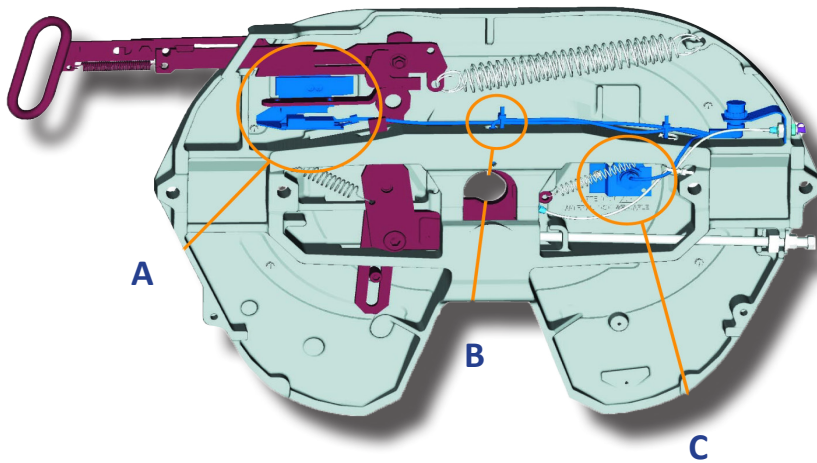




Sensor Technology - Safe Coupling

Advantages at a glance

- Sensors provide best possible safety during the coupling process
- Increased safety even in poor visibility
- A remote display processes the signal and displays it in the driver's cab



- Sensor (A) permanently monitors the connection status
- Sensor (B) controls the position of the king pin
- Sensor (C) monitors the contact with the skid plate
- The sensors are located in protected zones on non-moving parts
- Integrated dash display available (truck specific)



5th wheel open/ready for coupling



5th wheel senses contact with skid plate



5th wheel not coupled correctly- start again



5th wheel coupled correctly & closed