

Cold Weather Maintenance Instructions Fontaine Fifth Wheel No-Slack® II

6000, 7000, 7000CC and NT



Special precautions should be taken during extreme cold weather to ensure that the fifth wheel locking mechanism operates freely. At low temperatures ice and sludge can build up, and lubricants can become thick and binding. If you are in a region that experiences extreme and/or prolonged freezing temperatures (below 0°F) a thorough cleaning and de-greasing of the fifth wheel should be performed followed by lubrication with a less viscous lubricant. Following is the recommended cold weather procedure. (Refer to LT-072 for lubricating instructions under normal conditions).



WARNING! You should never attempt to couple a fifth wheel that has snow, ice, or debris in the throat area. Improper coupling can occur possibly resulting in serious injury or death.

1 Remove all snow, ice and debris from the fifth wheel especially focusing on the throat area; and remove all hardened lubricants that bind the locking mechanism.



Follow the procedure on the reverse side to verify that your fifth wheel is coupled properly.

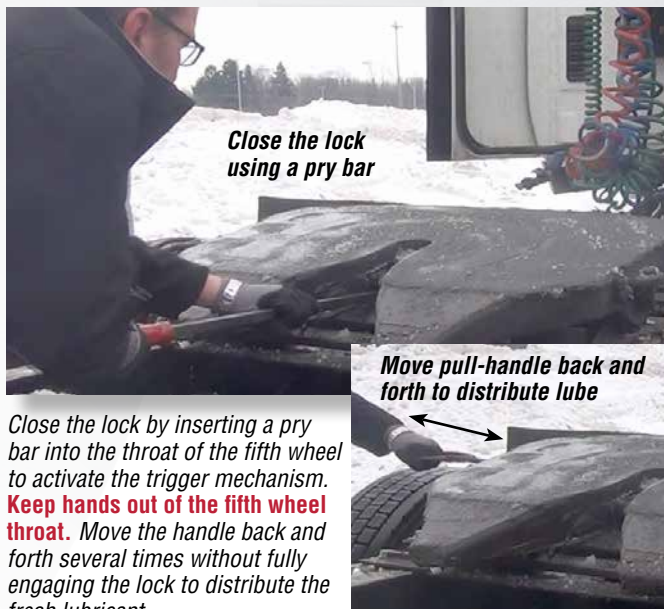
 A Marmon Highway Technologies®/Berkshire Hathaway Company

2 Lubricate top plate and locking mechanism.



Ordinarily, Fontaine recommends that a lithium complex grease suitable for use in high pressure applications be used (Nanomech: Ultra Red Trucking Grease, Mobil: XHP 320 Mine or 321 Mine or equivalent). However, in extreme cold conditions a less viscous lubricant should be used, such as Mobil SHC-007, 90 weight gear oil, ect. (unless prohibited by government regulations). Cleaning the old grease off of the fifth wheel's locking components before applying the extreme cold lubricant is recommended. This will help ensure proper movement and lubrication of the locking mechanism in extreme cold weather. Some less viscous lubricants can be applied using a spray bottle. Be sure to spray the top surface of the fifth wheel and all moving components including the pull handle, throat area (jaw and wedge) and secondary lock. Fontaine recommends that you contact your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant.

3 After application of fresh lubricant, open and close the lock several times to make sure that it is operating freely.



Close the lock by inserting a pry bar into the throat of the fifth wheel to activate the trigger mechanism. **Keep hands out of the fifth wheel throat.** Move the handle back and forth several times without fully engaging the lock to distribute the fresh lubricant.


FONTAINE®
FIFTH WHEEL

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Coupling Visual Inspection

Fontaine Fifth Wheel No-Slack® II

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WARNING! When coupling, the fifth wheel must lift the trailer. Always inflate the tractor suspension air bags prior to coupling. Coupling should not be attempted with the tractor suspension air bags deflated.

Inflating the tractor suspension air bags while positioned underneath the trailer may result in damage to and incorrect coupling of the fifth wheel, possibly resulting in serious personal injury or death.



Warning!

Visual inspection of the fifth wheel coupling is required by law. Some improper couplings can pass a “tug test” and sound is not reliable to verify proper coupling. The coupling procedure is not complete without a visual inspection. It is necessary to get out of the tractor and look. Incorrect coupling could cause the trailer to disconnect, possibly resulting in serious personal injury or death.



IMPORTANT: For more detailed coupling/uncoupling instructions see Fontaine publications LT-071 and LT-001. Go to <http://www.fifthwheel.com/support-information.html> or scan this QR code with your mobile device.



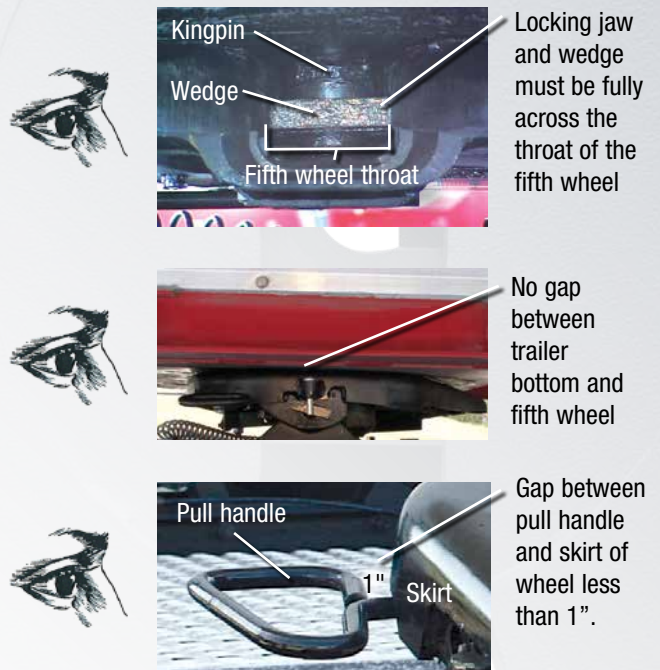
IMPORTANT: Fontaine Training Videos are a great resource that can save time and improve the efficiency of your business. Subjects cover rebuilding a fifth wheel, coupling and uncoupling, maintenance and more. Check them out at <http://www.fifthwheel.com/fifth-wheel-videos.html> or scan this QR code with your mobile device.

HOW TO TELL IF THE FIFTH WHEEL IS PROPERLY LOCKED – No Slack II®

Verify secure coupling with a “tug test”, by easing the tractor forward, with the trailer brakes on, to feel resistance of the load. Set the parking brakes on the tractor and trailer and get out of the tractor to visually inspect (using a flashlight if necessary) that the fifth wheel is properly closed.

The locking jaw and wedge must be fully across the throat of the fifth wheel, there must be no gap between the fifth wheel and the trailer plate, and the pull handle must be within 1” or less from the skirt of the fifth wheel. All three areas of the fifth wheel must be inspected to ensure that the fifth wheel is properly coupled.

Below are three critical areas of visual inspection that drivers must perform after every couple.



If the visual inspection indicates that you failed to obtain a proper couple, open the fifth wheel, inspect for damaged components, and repeat the coupling sequence. If damaged components are found, repair or replace the fifth wheel before attempting to couple.



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