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Fontaine No-Slack Lock Adjustment Recommendations

The Fontaine® 6000, 7000, 7000CC, and H7 fifth wheels are equipped with an adjustment rod to ensure the optimal function of the No-Slack® lock. Correct adjustment of the adjustment rod is crucial to the proper function and life of the locking mechanism. Following these simple steps will ensure you will maintain a secure connection between tractor and trailer, avoid premature wearing of the fifth wheel locking components, and avoid situations that cause the fifth wheel to be difficult to release from a kingpin.

The Fontaine® No-Slack® Lock

The heart of the Fontaine® No-Slack® lock is its jaw and wedge design that works to take up slack on worn kingpins. When a No-Slack® lock closes, the jaw is positioned behind the kingpin followed by the wedge that travels the required distance to take up the slack between the kingpin and fifth wheel. Controlling the movement of the wedge is the function of the adjustment rod. Turning the adjustment rod clockwise (into the fifth wheel) will decrease the amount of travel of the wedge and increase the slack in the fifth wheel lock. Turning the adjustment rod counter-clockwise (out of the fifth wheel) will allow more travel of the wedge and reduce the slack in the fifth wheel lock.

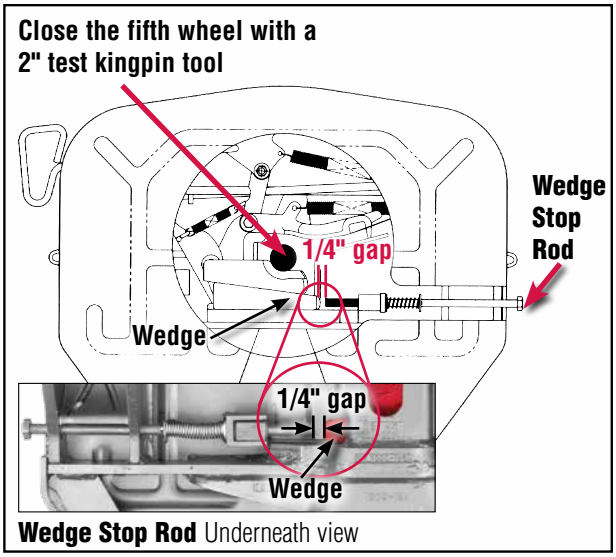

Figure 1: No-Slack Lock Diagram

Wear-In Period Adjustment for the No-Slack® Lock

The Fontaine® No-Slack lock is set at the factory for the optimal function of the fifth wheel during the initial wear-in period. The adjustment rod is set at a “0” setting (end of the rod contacts the end of the wedge when coupled to a standard 2.0” diameter kingpin). This setting allows the jaw and wedge to “wear-in”, removing variations and irregularities from the locking components due to manufacturing processes. This setting reduces the possibility of hard to open situations when coupling to 2.0” kingpins during the initial wear-in period. Setting a new fifth wheel with a No-Slack lock to any other gap setting could result in an increase in hard to open conditions during the wear in period of the lock.

First Preventive Maintenance Adjustment

The Fontaine® No-Slack® lock should be adjusted from the factory setting to a ¼” gap setting at the first PM (approximately 50,000 miles). Refer to Fontaine® Technical Bulletin TB-012 for instructions to properly adjust the fifth wheel adjustment rod at the first PM. This will allow the lock to automatically adjust for various kingpin sizes. If after adjustment the fifth wheel repeatedly becomes difficult to release from the kingpin, readjust the adjustment rod back to the factory “0” setting. To do this close the fifth wheel on a standard 2” kingpin tool. Push on the adjustment rod head and note the amount of free travel. Turn the adjustment rod clockwise until the end of the rod contacts the end of the wedge and the free travel of the rod is completely removed. Open the fifth wheel and couple again with the test kingpin. Push on the adjustment rod and ensure that there is still no free travel of the rod. Continue to operate for an additional 10-15,000 mile wear-in period and repeat the adjustment procedure.

FONTAINE® FIFTH WHEEL

Conditions of Hard to Open

The Fontaine® No-Slack® lock is designed to automatically remove slack from the truck and trailer connection. With this feature comes the opportunity for the lock to occasionally bind against the kingpin causing the fifth wheel to be hard to open. The second feature of the adjustment rod is that it is assembled in the fifth wheel in such a way as to also aid in freeing a hard to open lock. The head of the adjustment rod can be tapped with a hammer, which will impact the end of the wedge and in most cases free the lock, allowing the fifth wheel to be easily opened.

Conditions of Excessive Slack

The Fontaine® No-Slack® lock is designed to take up slack within a certain range of wear. When re-adjusting the adjustment rod according to technical bulletin TB-012 does not remove slack in the fifth wheel it could be time for rebuilding your fifth wheel. Inspect your fifth wheel for signs of excessive wear. If a lock rebuild is required, order rebuild kit KIT-RPR-6000L for left hand (driver side) release fifth wheels or KIT-RPR-6000R for right hand (curb side) release fifth wheels and refer to technical bulletin TB-003 for rebuild instructions. If you need assistance determining whether it is time to rebuild your fifth wheel or any issue with service maintenance not fully addressed by this technical bulletin, please contact Fontaine Fifth Wheel Customer Service at 800.874.9780.

FONTAINE® FIFTH WHEEL