

JOST

Montage- und Betriebsanleitung

Stützvorrichtung FS075

- Ⓒ **GB** Installation and operating instructions
- Ⓒ **F** Instructions de montage et de d'utilisation
- Ⓒ **I** Istruzioni per il montaggio e l'uso
- Ⓒ **E** Instrucciones de montaje y funcionamiento



This landing gear is not an independent functional unit. It is designed for mounting on trailers. It must not be used until it has been established that the trailer on which the landing gear has been mounted complies with the national regulations for road traffic.

The landing gear may only be commissioned as described in the manuals supplied with the tractor and trailer vehicle and with the landing gear itself.



The safety information is compiled in one section. Where there is the possibility of hazards during operation, the safety information is repeated in the individual sections and marked with the danger symbol shown here.

For the latest information, please refer to: www.jost-world.com.

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The following safety instructions apply to operation, servicing and installation:

- ▶ Manual for tractor vehicle
- ▶ Manual for trailer vehicle
- ▶ BGV D8 "Accident prevention regulations for winches, lifting gear and towing equipment"
- ▶ BGV D29 "Accident prevention regulations for vehicles"
- ▶ BG - Regulations "Vehicles"

The safety instructions of the tractor and trailer vehicle remain in force.

Safety instructions directly linked to the activity are listed again in the individual sections.



Safety information in the following sections is shown with the warning triangle symbol. You must comply with this safety information.

1.1 Safety information for operation

- ▶ The landing gear may only be operated by authorised personnel.
- ▶ The landing gear may only be operated if the trailer vehicle has been secured to prevent it rolling away.
- ▶ The pin must always be secured to prevent it from slipping out.
- ▶ When the vehicle is in motion, the landing gear must be fully retracted.
- ▶ When supporting the vehicle, ensure that the ground is sufficiently firm and/or position a suitable base underneath.
- ▶ The function area of the foot must be clear and flat.
- ▶ When the trailer is supported, the support feet must be able to move freely.
- ▶ Do not shore up landing gears, e.g. to compensate for height differences.
- ▶ Do not drive or support the vehicle if the landing gear is damaged; if necessary repair or dismantle landing gear.
- ▶ No-one is allowed to be under the trailer during coupling up and uncoupling procedures.
- ▶ No persons may remain under the trailer vehicle when supported.

1.2 Safety information for servicing

- ▶ Only use the specific lubricants and genuine spare parts for the servicing work.
- ▶ Servicing must be carried out by expert personnel.

1.3 Safety information for installation

- ▶ Landing gears must be mounted on the trailer vehicle according to the installation guidelines.
- ▶ If the landing gear is not installed correctly, all warranty claims against the manufacturer and the supplier of the landing gear will be rendered void.

2 Proper usage

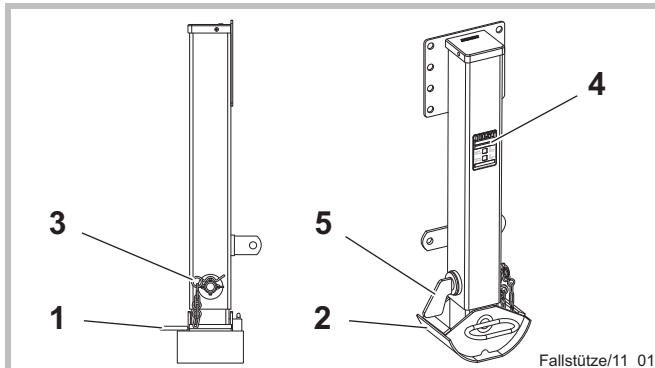
The landing gear is designed for use with towed vehicles such as semi-trailers and single-axle trailers.

The landing gear is only allowed to be used in conjunction with air suspension on the tractor vehicle. In this case, the height of the coupling is adjusted by the air suspension.

The landing gear supports the uncoupled trailer. For coupling or uncoupling, the air suspension of the tractor vehicle is used for adjusting the coupling height of the towing device to the trailer.

The landing gear can be used on laden and unladen trailers. Comply with the permitted nose weight in this case. Furthermore, it is permitted to load a parked up trailer providing the appropriate safety regulations are complied with.

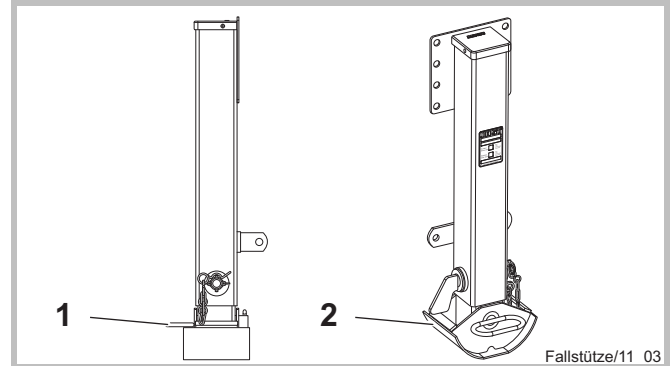
Any other usage requires the written approval of JOST-Werke.



- | | | | |
|---|-------------------------------|---|------------|
| 1 | Operating handle | 4 | Type plate |
| 2 | Trailer support leg with foot | 5 | Pin |
| 3 | Cotter pin | | |

3 Operation

3.1 Controls



- 1 Operating handle
- 2 Trailer support leg with foot



When operating the trailer support leg (2), always use the operating handle (1). The operating handle (1) moves the trailer support leg (2) slowly into the corresponding limit position. As a rule, there are 5 locking positions available; this makes it possible to adapt to different conditions. Do not release the operating handle (1) during the operating procedure. Do not allow the trailer support leg (2) to drop freely into the corresponding limit position.

No people or any parts of the body are allowed to be in the falling area of the trailer support leg (2) during the operating procedure.

The trailer support leg (2) does not have a limit stop for the lowered condition, and can be removed downwards if there is sufficient clearance!

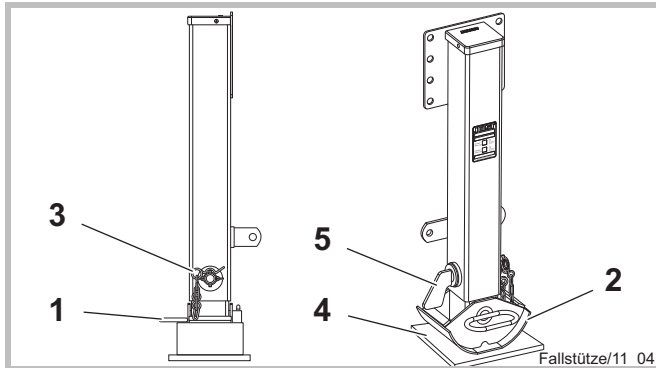
3.2 To uncouple a trailer

- ▶ Check the landing gear for damage and have any damage repaired before use.
- ▶ Park the trailer on firm, flat and level ground (see the "Trailer" owner's manual). Put a suitable base (4) underneath the landing gear if necessary, e.g. if the ground is soft (see next illustration).

- ▶ Use the air suspension of the tractor vehicle to lower the tractor vehicle until the landing gear touches the ground.
- ▶ Uncouple the tractor unit (see "Tractor unit" and "Towing hitch" owner's manuals).

Note

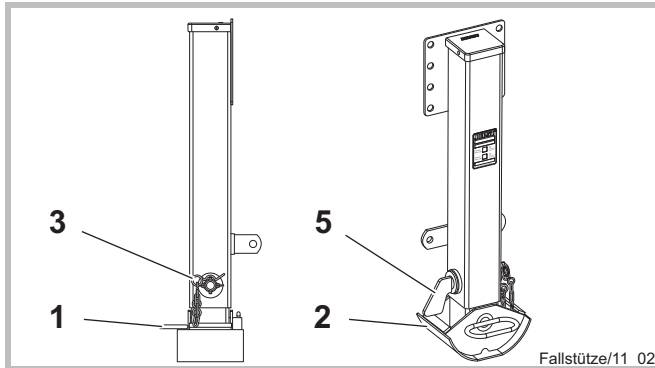
Carry out the same procedure on the other side.



- | | | | |
|---|-------------------------------|---|------|
| 1 | Operating handle | 4 | Base |
| 2 | Trailer support leg with foot | 5 | Pin |
| 3 | Cotter pin | | |

- ▶ Unlock the cotter pin (3) on the pin (5).
- ▶ Turn the pin (5) through 90° so that its handle is horizontal.
- ▶ Raise the trailer support leg (2) with the operating handle (1) until the load is removed from the pin (5).
- ▶ Pull the pin (5) to the side as far as the stop and slowly move the trailer support leg (2) downwards to the required limit position. Do not let go of the operating handle (1) when doing this.
- ▶ Once the required limit position has been reached, push the pin (5) completely back again, turn it through 90° so that the handle is pointing downwards and secure it with the cotter pin (3).

3.3 To couple up a trailer



- | | | | |
|---|-------------------------------|---|------------|
| 1 | Operating handle | 3 | Cotter pin |
| 2 | Trailer support leg with foot | 5 | Pin |

- ▶ Set the coupling height of the tractor vehicle to the correct value using the air suspension (see "Tractor unit" and "Towing hitch" owner's manuals).
- ▶ Couple up the trailer.
- ▶ Slightly raise the trailer with the air suspension in order to take the load off the landing gear.
- ▶ Completely retract the landing gear after hitching up.
- ▶ Unlock the cotter pin (3) on the pin (5).
- ▶ Turn the pin through 90° so that its handle is horizontal.
- ▶ Secure the trailer support leg (2) with the operating handle (1), pull the pin (5) out to the side as far as the stop and slowly move the trailer support leg (2) upwards into the driving position. Do not let go of the operating handle (1) when doing this.
- ▶ Once the limit position has been reached, push the pin (5) completely back again, turn it through 90° so that the handle is pointing downwards and secure it with the cotter pin (3).

Note

Carry out the same procedure on the other side.

3.4 To load the supported trailer



The supported trailer is allowed to be loaded providing the appropriate safety regulations are complied with. The permitted loading work involves:

- Loading with a crane
- Loading with a forklift

Do not exceed the centre of gravity otherwise the trailer will tip!

4.1 Cleaning

The landing gear is cleaned along with the vehicle.
No special cleaning is required.

4.2 Service intervals

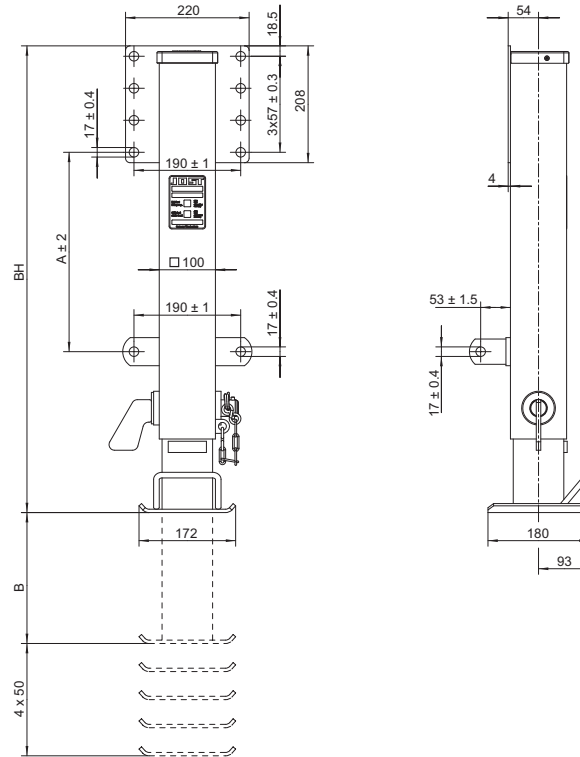
Servicing work	Service interval	Note
Visual check of the landing gear for cracks and deformation	Whenever the landing gear is used	Repair the damage to the landing gear without delay

4.3 Disposal instructions for landing gear

The mounted parts are valuable raw materials that can be recycled. They can be split into plastics, rubber and metallic materials. Plastics and rubber are identified according to VDA recommendation 260. Before disposal any oil or grease is to be removed from the parts.

4.4 Troubleshooting

Fault	Cause	Remedy
Trailer support leg cannot be moved	Telescopic tubes are blocked	Renew the landing gear
	Pin is bent	Repair landing gear
Pin cannot be pulled out	Securing pin no longer in middle of pin	Move securing pin to its original middle position and renew it without delay



Fallstütze/11_05

Art. no.

FS07501171000
 FS07502171000
 FS07503171000
 FS07504171000
 FS07505171000

Stat. nose weight per side: Stat. test load per side

12 t 20 t
 12 t 20 t
 12 t 20 t
 12 t 20 t
 12 t 20 t

Structural height B_h :

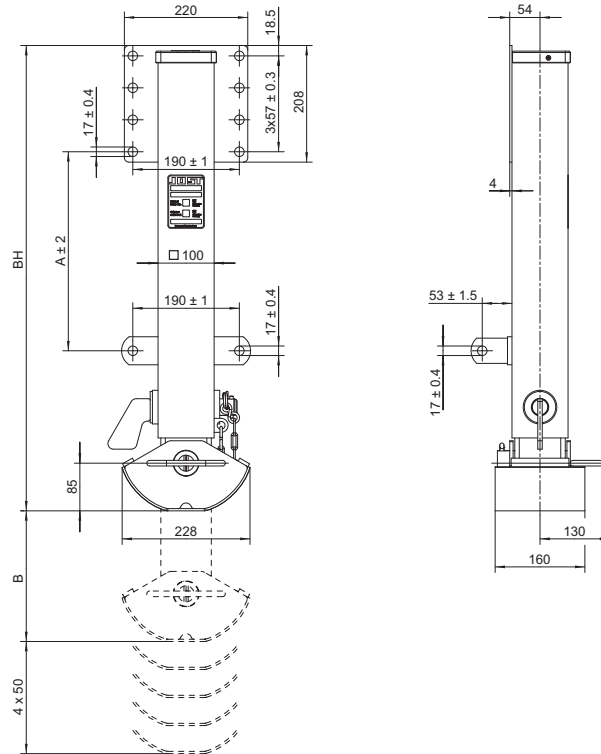
930 mm
 880 mm
 830 mm
 780 mm
 730 mm

Dimension A:

455 mm
 405 mm
 355 mm
 305 mm
 255 mm

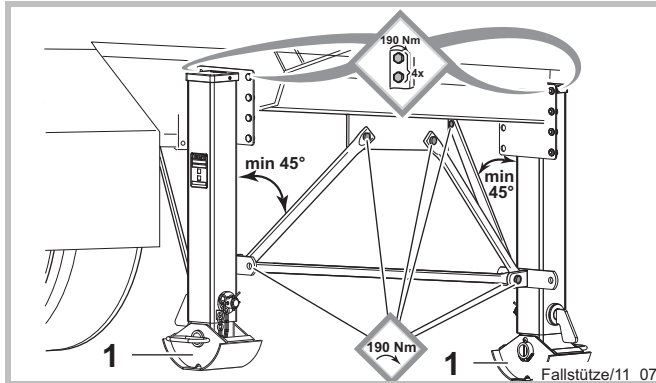
Dimension B:

260 mm
 260 mm
 260 mm
 210 mm
 210 mm



Fallstütze/11_06

Art. no.	Stat. nose weight per side	Stat. test load per side	Structural height Bh	Dimension A	Dimension B
FS07501121000	12 t	20 t	930 mm	455 mm	260 mm
FS07502121000	12 t	20 t	880 mm	405 mm	260 mm
FS07503121000	12 t	20 t	830 mm	355 mm	260 mm
FS07504121000	12 t	20 t	780 mm	305 mm	210 mm
FS07505121000	12 t	20 t	730 mm	255 mm	210 mm



**Required material for both sides incl. bracings
(not supplied):**

- 24 hexagonal bolts M16, 8.8.
Determine length according to vehicle chassis.
 - 24 hexagonal nuts M16, 8.8.
- ▶ Retract legs to stop.
 - ▶ Align legs at a right-angle to frame of trailer vehicle.
 - ▶ Align legs parallel to each other.
 - ▶ Secure legs by bolts
(note tightening torque: 190 Nm +10 Nm).
 - ▶ Secure bracing of landing gear at an angle of min. 45° as shown in the drawing.



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