

This landing gear is not an independent functional unit. It is designed for mounting on a trailer. 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 is only allowed to be put into operation in conjunction with the owner's manual for the tractor unit and trailer as well as for the landing gear.



The safety information is collated in one section. Where the user of the landing gear is in danger, the safety information is repeated in the individual sections and marked with the danger symbol shown here on the left.



Technical modifications reserved. The latest information can be found at: www.jost-world.com.

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

Towing vehicle operating manual
Trailer vehicle operating manual
BGV D8 "UVV Winden, Hub- und Zuggeräte"
BGV D29 "UVV Fahrzeuge"
Employers' liability insurance regulations for vehicles



Safety information in the following sections is shown with the warning triangle symbol. You must comply with this safety information without fail.

1.1 Safety information for operation

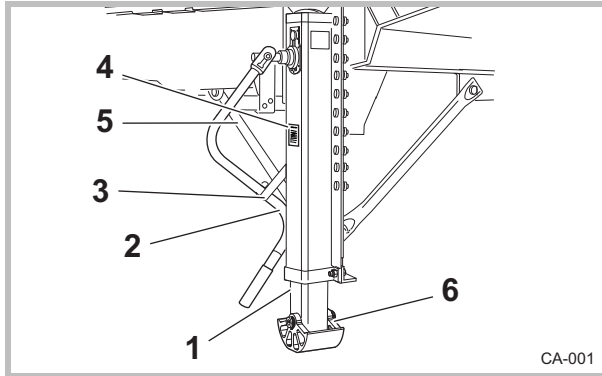
- ▶ The landing gear may only be operated by authorised personnel.
- ▶ The landing gear may only be operated if the trailer vehicle has been secured to prevent it rolling away.
- ▶ When releasing the crank, remember that it may recoil.
- ▶ Low or high gear must always be engaged.
- ▶ When the trailer vehicle is in motion, always place the crank in the crank mounting.
- ▶ The crank must always be installed.
- ▶ 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.
- ▶ When supporting, the supporting feet must be freely mobile.
- ▶ The function area of the foot must be clear and flat.
- ▶ Do not shore up landing gears, e.g. to compensate for height differences.
- ▶ Do not exceed the upper or lower lifting limit of the landing gear.
- ▶ Driving with damaged landing gear is forbidden.
Repair the landing gear or remove it as necessary.
- ▶ No-one must be allowed to be under the trailer during coupling and uncoupling manoeuvres.
- ▶ No-one may remain under the trailer vehicle when supported.

1.2 Safety instructions for servicing

- ▶ Servicing must be carried out by skilled 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.



- | | | |
|----------------|------------------|-------------------|
| 1 Landing gear | 3 Crank mounting | 5 Bracing |
| 2 Crank | 4 Type plate | 6 Supporting foot |

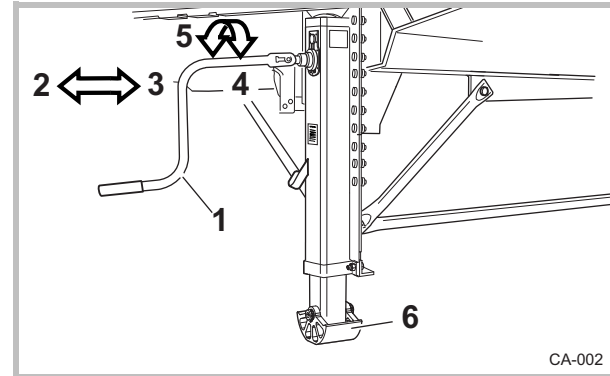
The landing gear is intended for use with trailer vehicles such as semi-trailers and single-axle trailers.

The landing gear supports the uncoupled trailer. For coupling and uncoupling, use the height adjustment function to set the laden or unladen trailer to the coupling height of the towing device.

The landing gear can be used on laden and unladen trailers. 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.

3.1 Operating equipment



- | | | |
|-------------|------------|-------------------|
| 1 Crank | 3 Low gear | 5 Lower |
| 2 High gear | 4 Lift | 6 Supporting foot |



At the end of the rotational movement of the crank, slowly relieve the crank strain. Danger of crank kick-back.

High gear (2): To extend and retract the landing gear quickly and to bridge ground clearance.

Low gear (3): To raise and lower the laden and unladen trailer.

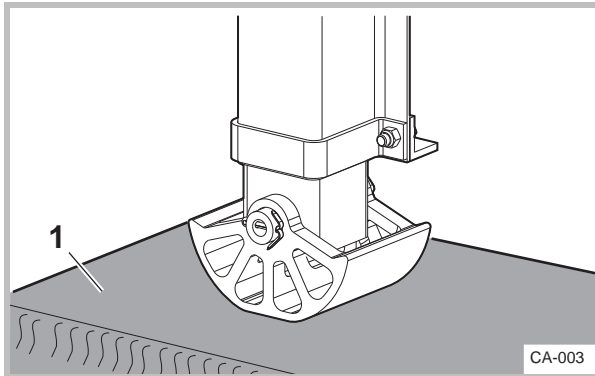
Gear change
High gear (2):

Remove the crank from the parking hook and pull out until the gear engages. A slight turning motion will facilitate gear change. The gear locking mechanism must engage.

Low gear (3):

Remove the crank from the parking hook and push in until the gear engages. A slight turning motion will facilitate gear change. The gear locking mechanism must engage.

3.2 Disconnecting the semi-trailer



At the end of the rotational movement of the crank, slowly relieve the crank strain. Danger of crank kick-back. Note the end of the lift.

- ▶ Park the trailer on firm, flat and level ground (see the "Trailer" owner's manual). Put a suitable base (1) underneath the landing gear if necessary.
- ▶ Check the landing gear for damage and have any damage repaired before use.
- ▶ Engage high or low gear and wind down the landing gear.

- ▶ Change over from high gear to low gear before the foot makes contact with the ground.
- ▶ Disconnect the tractor vehicle (see "Tractor" and "Towing device" owners' manuals).
- ▶ Hang the crank in the crank holder.



The disconnected trailer must not be moved.

3.3 Connecting the semi-trailer



At the end of the rotational movement of the crank, slowly relieve the crank strain. Danger of crank kick-back.

- ▶ Engage low gear and adjust the coupling height (see "Tractor vehicle" and "Towing device" owners' manuals).
- ▶ Completely retract the landing gear after hitching up.
- ▶ Hook the crank into the crank holder with a gear engaged.

3.4 Loading 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.

Do not direct a high-pressure cleaner directly at the gear opening.

4.2 Servicing intervals

The spindle with the spindle nuts must not be lubricated any more since these components are equipped with lifelong lubrication. The same applies to the gears.

Servicing	Servicing interval	Note
Check the spindle and spindle nut for wear	Annually	---
Visual check of the aluminium landing gear for cracks and deformation	Whenever the aluminium landing gear is used	Any damage to the aluminium support must be repaired immediately

These instructions apply to the use of the aluminium landing gear in normal transport conditions. Where operating conditions are less favourable, the servicing and inspection intervals must be adapted accordingly.

4.3 Disposal instructions for lubricants

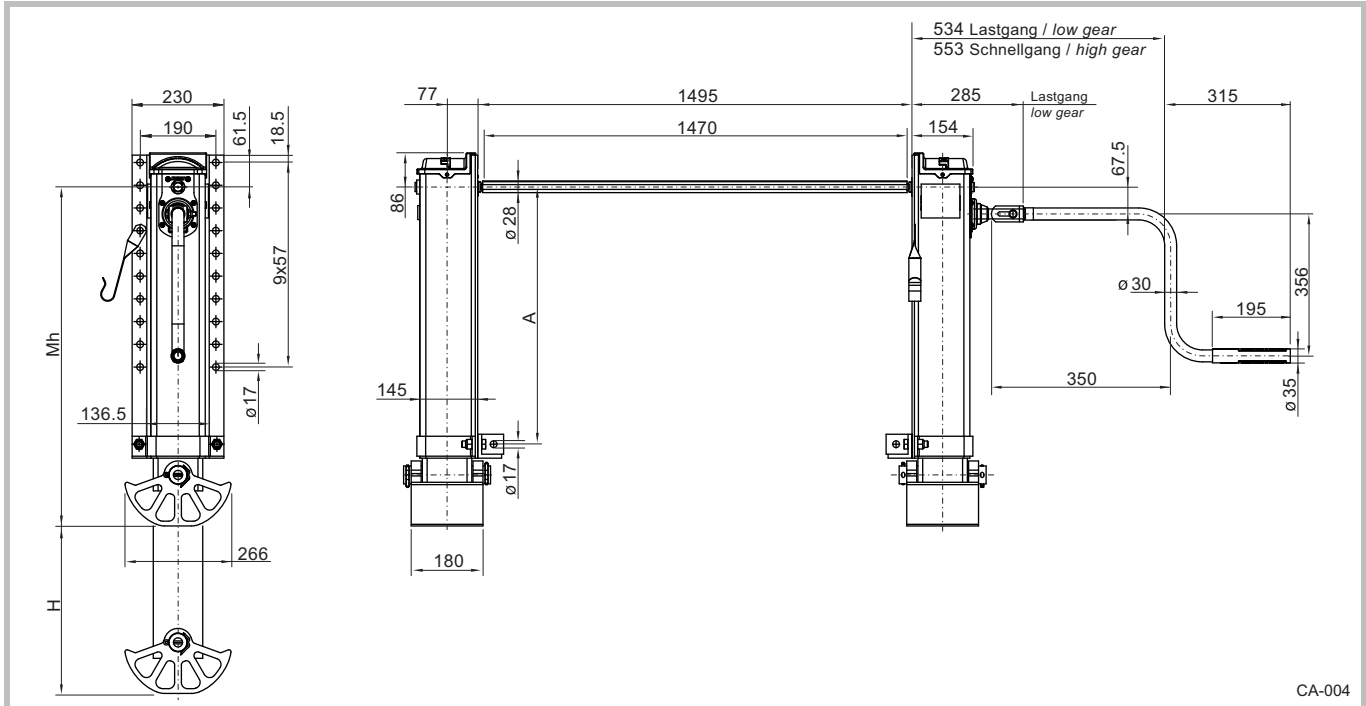
The following applies to grease delivered ex-factory:

- ▶ Dispose of as special waste, disposal key No. 120 112 EAK
- ▶ PCB content: free of PCB
- ▶ Halogen content: free of halogen

4.4 Disposal instructions for landing gear

The installed parts are valuable raw materials that can be recycled. They can be split into plastics, rubber and metallic materials. Plastic and rubber are labelled in accordance with VDA recommendation 260. Before disposal, parts may need to be cleaned of any residual oil or grease.

Fault	Cause	Remedy
Landing gear cannot be extended	Connection shaft too long	Shorten the connection shaft
	Landing gear or inside tube bent Spindle or gear defective	Repair landing gear
Landing gear can only be extended until it touches the ground	Incorrect gear engaged	Engage low gear before leg touches ground
Changing gear not possible	Gear defective	Repair landing gear
Landing gear cannot be retracted	Spindle or gear defective	Repair landing gear
	Landing gear or inside tube bent	



CA-004

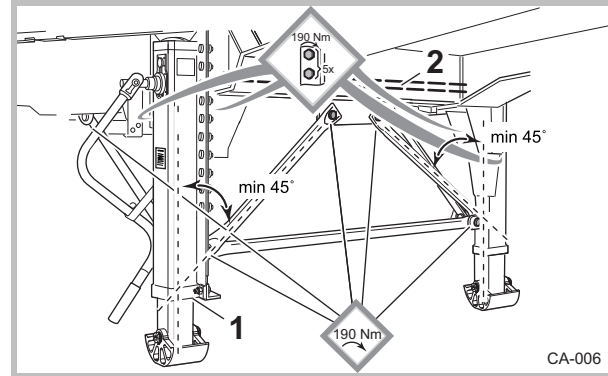
Subject to changes in dimensions and design!

Order number	Mh	H	A
Modul CA 101	900 mm	470 mm	695 mm
Modul CA 102	850 mm	420 mm	645 mm
Modul CA 103	800 mm	370 mm	645 mm
Modul CA 104	750 mm	320 mm	545 mm

Lifting load 24 t
 Static test load 50 t

Lift per turn of crank handle, low gear 0.9 mm
 High gear 15 mm

Crank force with 16 t lifting load 210 N



During installation, make sure that both supports touch the ground at the same time when the landing gear is lowered. Having different loads on the supports leads to damage.

Material required:

When attaching the aluminium support to steel chassis frames or holders, care must be taken to ensure good corrosion protection insulation. We recommend our corrosion-resistant intermediate layer JS118-0003 for this purpose.

- 28 M16 8.8 hexagon screws. Determine the length according to the vehicle frame and bracing
- 28 M16 8.8 hexagon nuts
- 28 Washers
 - ▶ Retract the supports (1) to the stop.
 - ▶ Check the length of the connection shaft (2) and adapt it if necessary.
 - ▶ Align the supports at a right-angle to the chassis of the trailer vehicle.
 - ▶ Align supports parallel to each other.
 - ▶ Insert the connection shaft (2).
Maintain the adjusting play of 8 ± 3 mm when doing this.
 - ▶ Secure the bracing of landing gear at an angle of at least 45 as shown in the drawing.

