

JUST

Montage- und Betriebsanleitung

STÜTZVORRICHTUNG MODUL CF / CK

- 🇬🇧 **Installation and operating instructions**
- 🇫🇷 **Instructions de montage et de d'utilisation**
- 🇮🇹 **Istruzioni per il montaggio e l'uso**
- 🇪🇸 **Instrucciones de montaje y funcionamiento**



This landing gear is not an independent, functional unit. It is designed for mounting on a trailer.

The unit must not be brought into use until it has been established that the trailer with the landing gear complies with the national road traffic regulations.

The landing gear may only be commissioned as described in the owner's manuals for the tractor unit and trailer and for the landing gear itself.



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

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The following safety instructions apply to the installation, servicing and mounting work. The safety instructions for the tractor unit and the trailer also apply.

Safety information that is directly linked to the activity is listed again individually in the various sections.

Tractor unit owner's manual
Trailer owner's manual
VBG 8 "Accident prevention regulations for winches, lifting and towing gear"
VBG 12 "Accident prevention regulations for motor vehicles"
BG regulations "Motor vehicles"



Safety instructions in the following sections are highlighted using the warning triangle shown here. It is essential that you follow these safety instructions at all times.

1.1 Safety instructions for operation

- ▶ The landing gear may only be operated by authorised persons.
- ▶ The landing gear may only be used if the trailer has been secured to prevent it rolling.
- ▶ When you release the crank, watch out for crank recoil.
- ▶ The high or low gear must be engaged at all times.
- ▶ Always place the crank in the crank parking hook when the trailer is being driven.
- ▶ The crank must be installed at all times.
- ▶ Retract the landing gear fully when the trailer is being driven.
- ▶ When jacking the trailer ensure that the ground is sufficiently firm and place the landing gear on suitable supports if necessary.
- ▶ The landing gear feet must move freely or the rollers turn freely during the jacking process.
- ▶ The function area of the foot must be clear and level.
- ▶ Do not place objects under the landing gear, for example for height compensation.
- ▶ Do not crank the landing gear beyond its bottom and top lifting

limits.

- ▶ Do not drive the vehicle with damaged landing gear, if necessary repair or remove the landing gear.
- ▶ Ensure that there is nobody under the trailer whilst it is being coupled and uncoupled.
- ▶ Ensure that there is nobody under the jacked trailer.

1.2 Safety information for servicing

- ▶ Only use the specific lubricants for the servicing work.
- ▶ Servicing work must be carried out by trained personnel.

1.3 Safety information for installation

- ▶ The landing gear must be installed on the trailer as described in the installation instructions.
- ▶ If the landing gear is not installed correctly, warranty claims to the manufacturer and the supplier of the landing gear will be void.

2 Proper usage

The landing gear is designed for trailers such as semi-trailers and single-axle trailers.

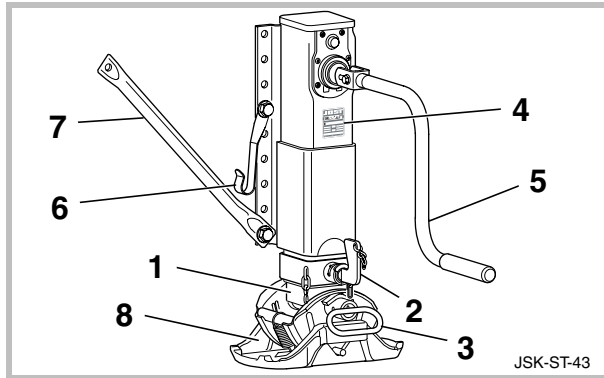
The landing gear is used to jack the trailer when it is not coupled to the tractor unit. To couple or uncouple the trailer the laden or unladen trailer can be set to the coupling height of the fifth wheel or the tow bar using the height adjustment facility.

The landing gear can be used for both laden and unladen trailers.

In addition a jacked trailer may be loaded as long as you comply with the relevant safety regulations.

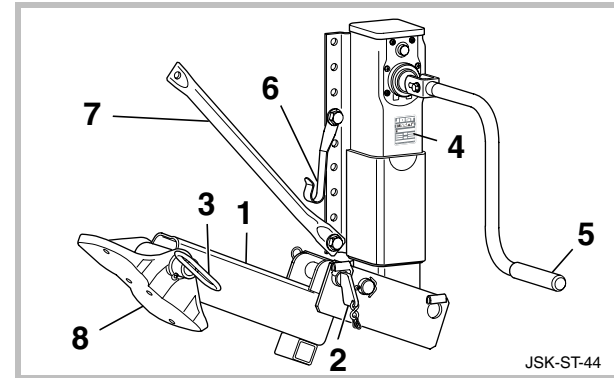
Any other type of use requires the written consent of JOST-Werke.

2.1 Modul CF version



- | | | |
|----------------|----------------------|----------------|
| 1 Support leg | 4 Type plate | 7 Bracing |
| 2 Pin | 5 Crank | 8 Support foot |
| 3 Crank handle | 6 Crank parking hook | |

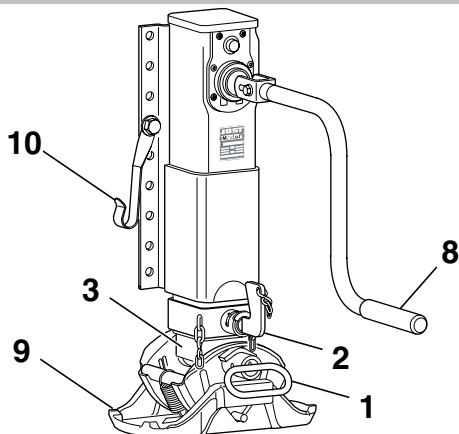
2.2 Modul CK version



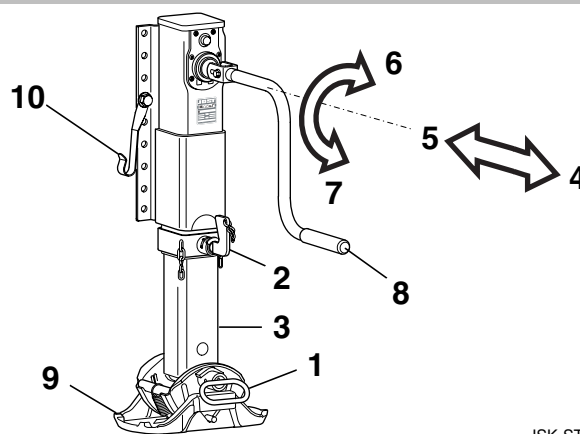
- | | | |
|----------------------|----------------------|----------------|
| 1 Hinged support leg | 4 Type plate | 7 Bracing |
| 2 Pin | 5 Crank | 8 Support foot |
| 3 Crank handle | 6 Crank parking hook | |

3.1 Control element – Modul CF

Support leg (3) in travelling position



Support leg (3) in jacked position



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- | | | | | |
|----------------|---------------|------------|---------|-----------------------|
| 1 Crank handle | 3 Support leg | 5 Low gear | 7 Lower | 9 Support foot |
| 2 Pin | 4 High gear | 6 Lift | 8 Crank | 10 Crank parking hook |

! The crank handle (1) must be used to operate the support leg (3). The support leg (3) can be moved slowly into the relevant extended position using the crank handle (1). Do not release the crank handle (1) whilst you are moving the leg. The support leg (3) must not be moved to its extended position by being allowed to drop.

Whilst moving the support leg ensure that there is nobody and no body parts in the area below the support leg (3). At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously.

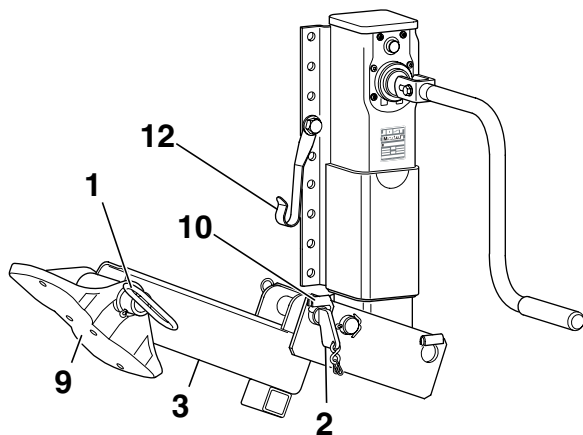
- High gear (4): For extending and retracting the landing gear quickly and for lowering it to the ground.
 Low gear (5): For lifting and lowering the laden and unladen trailer.

To change gear:

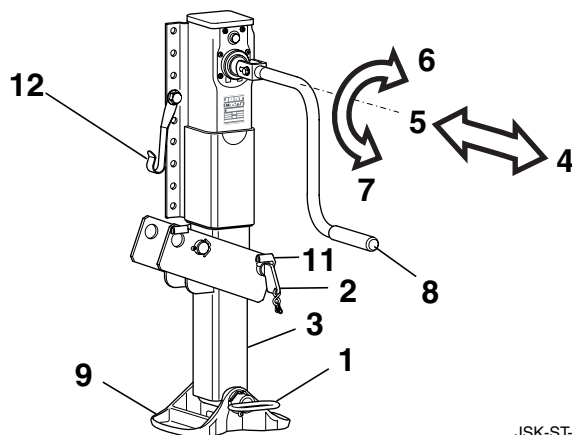
- High gear (4): Take the crank (8) out of the crank parking hook (10) and pull it until the gear engages. A slight turning movement will make engaging the gear easier. The gear must engage fully.
 Low gear (5): Take the crank (8) out of the crank parking hook (10) and push it until the gear engages. A slight turning movement will make engaging the gear easier. The gear must engage fully.

3.2 Control element – Modul CK

Hinged support leg (3) in travelling position



Hinged support leg (3) in jacked position



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- | | | | | | |
|----------------|----------------------|------------|---------|------------------------------------|--------------------------------|
| 1 Crank handle | 3 Hinged support leg | 5 Low gear | 7 Lower | 9 Support foot | 11 Jacked position pin setting |
| 2 Pin | 4 High gear | 6 Lift | 8 Crank | 10 Travelling position pin setting | 12 Crank parking hook |



The crank handle (1) must be used to operate the hinged support leg (3). The hinged support leg (3) can be moved slowly into the relevant extended position using the crank handle (1). Do not release the crank handle (1) whilst you are moving the leg. The hinged support leg (3) must not be moved to its final position by being allowed to drop.

Whilst moving the hinged support leg ensure that there is nobody and no body parts in the area through which the hinged support leg (3) pivots.

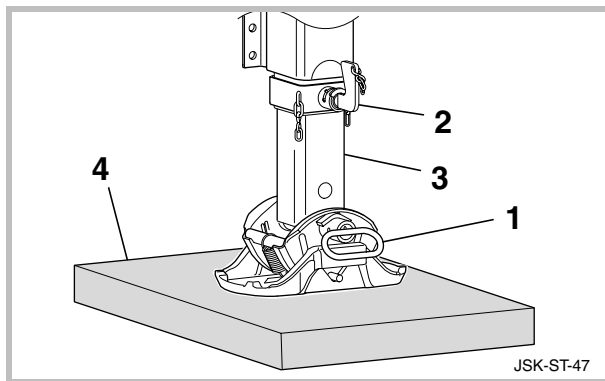
At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously.

- High gear (4): For extending and retracting the landing gear quickly and for lowering it to the ground.
 Low gear (5): For lifting and lowering the laden and unladen trailer.

To change gear:

- High gear (4): Take the crank (8) out of the crank parking hook (12) and pull it until the gear engages. A slight turning movement will make engaging the gear easier. The gear must engage fully.
 Low gear (5): Take the crank (8) out of the crank parking hook (12) and push it until the gear engages. A slight turning movement will make engaging the gear easier. The gear must engage fully.

3.3 Uncoupling – Modul CF



1 Crank handle 2 Pin 3 Support leg 4 Support



At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously. Watch for the end of the travel.

- ▶ Park the trailer on firm, flat ground (see the owner's manual for the trailer) and place a suitable support (4) under the landing gear if necessary.
- ▶ Check the landing gear for signs of damage and repair it, if necessary, before use.
- ▶ Release the spring clip on the pin (2).
- ▶ Raise the support leg (3) using the crank handle (1) until there is no stress on the pin (2).
- ▶ Pull the pin (2) forwards and slowly move the support leg (3) downwards into its final position. Do not release the crank handle (1) as you do this.
- ▶ After it reaches the bottom extended position insert the pin (2) again and secure it with the spring clip.
- ▶ Engage the high or low gear and wind down the landing gear.

- ▶ Switch from high to low gear before the foot touches the ground.
- ▶ Uncoupling the tractor unit (see the owner's manuals for the tractor unit and the trailer).
- ▶ Place the crank in the crank parking hook.

3.4 Coupling – Modul CF



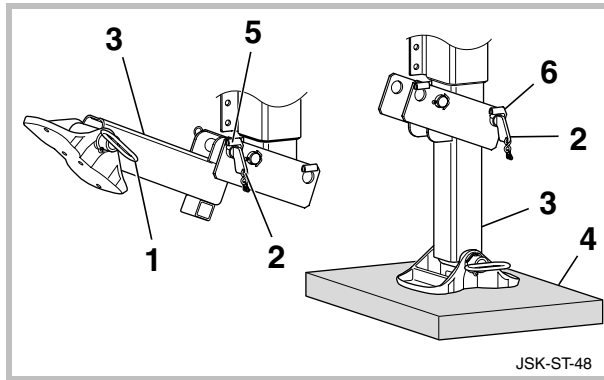
At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously.

- ▶ Engage low gear and set the coupling height (see the owner's manuals for the tractor unit and trailer).
- ▶ After attaching the trailer to the tractor unit, fully retract the landing gear.
- ▶ Place the crank in the crank parking hook with the gear engaged.
- ▶ Release the spring clip on the pin (2).
- ▶ Raise the support leg (3) using the crank handle (1) until there is no stress on the pin (2).
- ▶ Pull the pin (2) forwards and slowly move the support leg (3) upwards into its parked position. Do not release the crank handle (1) as you do this.
- ▶ After it reaches the parked position insert the pin (2) again and secure it with the spring clip.

Note:

This operation must be carried out on the right and the left support leg.

3.5 Uncoupling – Modul CK



- | | | |
|----------------|----------------------|-----------------------------------|
| 1 Crank handle | 3 Hinged support leg | 5 Travelling position pin setting |
| 2 Pin | 4 Support | 6 Jacked position pin setting |



At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously. Watch for the end of the travel.

- ▶ Park the trailer on firm, flat ground (see the owner's manual for the trailer) and place a suitable support (4) under the landing gear if necessary.
- ▶ Check the landing gear for signs of damage and repair it, if necessary, before use.
- ▶ Release the spring clip on the pin (2).
- ▶ Raise the hinged support leg (3) using the crank handle (1) until there is no stress on the pin (2) in the pin position (5).
- ▶ Pull the pin (2) forwards and slowly move the hinged support leg (3) downwards into its final position. Do not release the crank handle (1) as you do this.
- ▶ After it reaches the bottom extended position insert the pin (2) again in the pin position and secure it with the spring clip.

- ▶ Engage the high or low gear and wind down the landing gear.
- ▶ Switch from high to low gear before the foot touches the ground.
- ▶ Uncoupling the tractor unit (see the owner's manuals for the tractor unit and the trailer).
- ▶ Place the crank in the crank parking hook.



The uncoupled trailer must not be moved even with the "R foot" (wheels).

3.6 Coupling – Modul CK



At the end of the cranking movement, slowly release the pressure on the crank. The crank may recoil dangerously.

- ▶ Engage low gear and set the coupling height (see the owner's manuals for the tractor unit and trailer).
- ▶ After attaching the trailer to the tractor unit, fully retract the landing gear.
- ▶ Place the crank in the crank parking hook with the gear engaged.
- ▶ Release the spring clip on the pin (2).
- ▶ Raise the hinged support leg (3) using the crank handle (1) until there is no stress on the pin (2) in the pin position (6).
- ▶ Pull the pin (2) forwards and slowly move the hinged support leg (3) upwards into its final position. Do not release the crank handle (1) as you do this.
- ▶ After it reaches the parked position insert the pin (2) again in the pin position (5) and secure it with the spring clip.

Note:

This operation must be carried out on the right and the left support leg.

3.7 Loading the jacked trailer

**The jacked trailer**

- **must be loaded with a crane**
 - **and forklift trucks may drive on to it as long as you comply with the relevant safety regulations.**
- Do not raise the centre of gravity excessively since otherwise the trailer may tip over.**

4.1 Cleaning

The landing gear can be cleaned with the trailer itself. No special cleaning procedures are required.

Do not direct a high pressure cleaning jet straight at the gearbox opening.

4.2 Servicing intervals

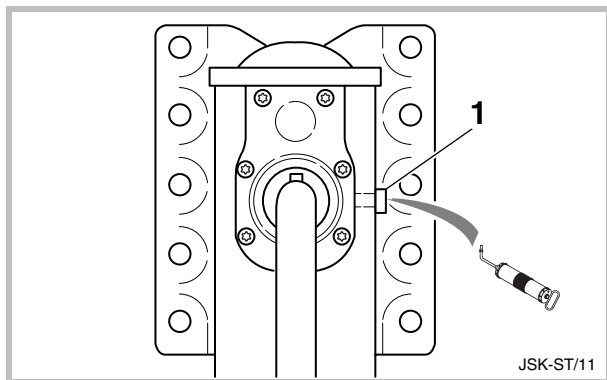
| Servicing work | Servicing interval | Note |
|---|-------------------------------------|---|
| Grease the spindle and spindle nut | After 3 years | 1st servicing interval |
| Grease the spindle and spindle nut | Annually | After the 1st servicing interval |
| Check the spindle and spindle nut for wear | Annually | After the 1st servicing interval |
| Inspect the landing gear for cracks and deformation | Every time you use the landing gear | Repair damaged landing gear without delay |

4.3 Lubricants

To grease the gearbox:

- ▶ Conventional grease

To grease the spindle and spindle nut:



- ▶ Extend the landing gear to the limit of travel.
- ▶ Open the lubrication hole by removing the sealing stopper (1).
- ▶ Fill the grease trough in the spindle nut with approx. 200 g of special grease.
- ▶ Crank the spindle in, out and in again as far as possible.
- ▶ Seal the lubrication hole with the sealing stopper (1).
If you use a grease nipple, use only genuine JOST spare part JS E0084000.

We recommend JOST high-performance lubricant (Art. No. SKE 005 670 000).



If you use other parts, the landing gear may be damaged.

4.4 Disposal instructions for lubricants

The disposal instructions for the lubricants used on the landing gear have been provided by the lubricant manufacturer.

For spindle grease supplied ex-works, the following applies:

- ▶ Disposal as special waste, waste code 54202
- ▶ PCB content: No PCB
- ▶ Halogen content: halogen-free

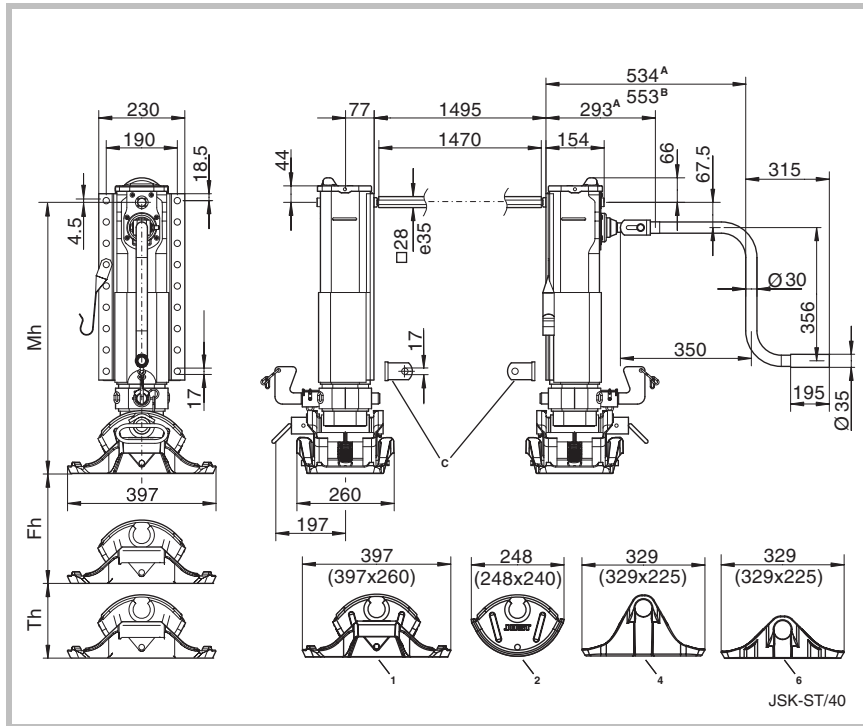
4.5 Disposal instructions for the landing gear

The parts that make up the landing gear are valuable raw materials that can be recycled. They can be split into plastic, rubber and metallic materials.

The plastics and rubber parts are marked in compliance with VDA Recommendation 260. Before disposal any oil and grease on these parts must be removed.

| Fault | Cause | Remedy |
|---|--|--|
| Landing gear cannot be extended | Connection shaft too long Spindle or gearbox defective Inner tube bent | Shorten the connection shaft Repair the landing gear |
| The landing gear can only be extended until it makes ground contact | Incorrect gear selected | Engage low gear before the landing gear reaches the ground |
| The gear cannot be changed | Gearbox defective | Repair the landing gear |
| Landing gear cannot be retracted | Spindle or gearbox defective Inner tube bent | Repair the landing gear |
| Pin cannot be removed | Pin is bent | Repair the landing gear |
| The support leg cannot be moved | The telescopic tubes are jammed | Repair the landing gear |
| The hinged support leg cannot be moved | The hinge joint is warped | Repair the landing gear |

6.1 Modul CF version 142 to 148



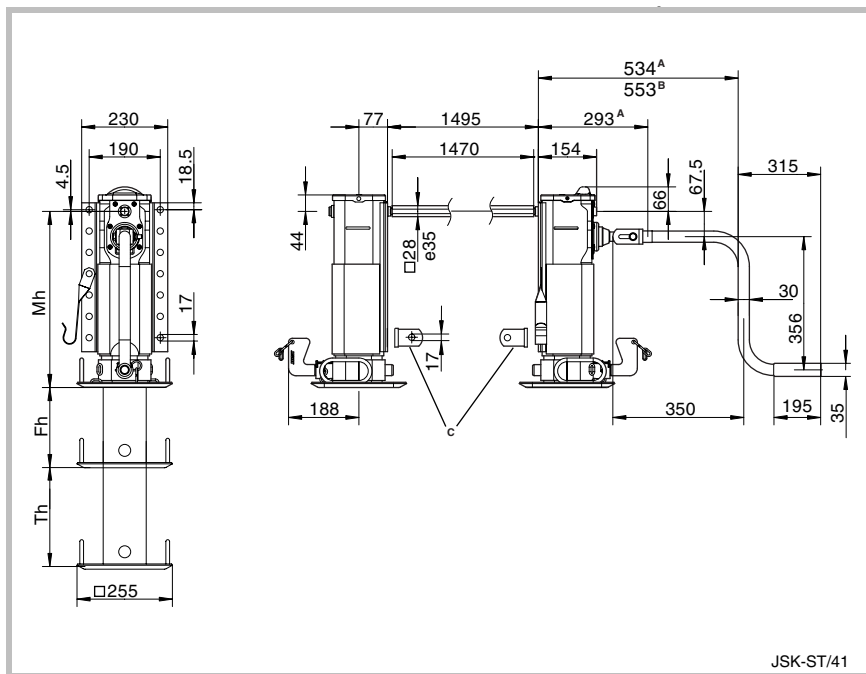
Dimensions and construction subject to change.

| Art. No. | Mh | Fh | Th |
|-------------|--------|--------|--------|
| Modul CF142 | 925 mm | 470 mm | 430 mm |
| Modul CF143 | 875 mm | 420 mm | 400 mm |
| Modul CF144 | 825 mm | 370 mm | 380 mm |
| Modul CF145 | 775 mm | 320 mm | 330 mm |
| Modul CF146 | 725 mm | 270 mm | 280 mm |
| Modul CF147 | 675 mm | 220 mm | 230 mm |
| Modul CF148 | 625 mm | 170 mm | 180 mm |

| | |
|--|-----------------|
| Lifting capacity Stat. test load | 24 t 50 t |
| Lift per crank revolution Low gear High gear | 0.9 mm 15 mm |
| Crank force with a 16 t load | 210 Nm |

| | |
|---|-------------------------------------|
| A | Low gear |
| B | High gear |
| C | Bracing brackets are supplied loose |
| 1 | S foot |
| 2 | A foot |
| 4 | T foot |
| 6 | TC foot |

6.2 Modul CF version 151 to 155



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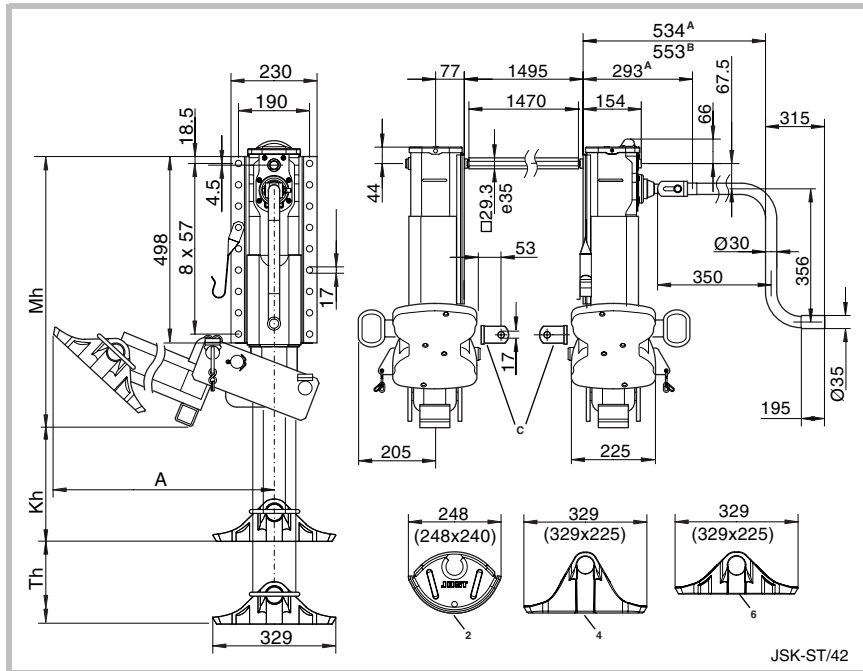
Dimensions and construction subject to change.

| Art. No. | Mh | Fh | Th |
|-------------|--------|--------|--------|
| Modul CF151 | 670 mm | 370 mm | 380 mm |
| Modul CF152 | 620 mm | 320 mm | 330 mm |
| Modul CF153 | 570 mm | 270 mm | 280 mm |
| Modul CF154 | 520 mm | 220 mm | 230 mm |
| Modul CF155 | 470 mm | 170 mm | 180 mm |

| | |
|------------------------------|-----------------|
| Lifting capacity | 24 t 50 t |
| Stat. test load | |
| Lift per crank revolution | 0.9 mm 15 mm |
| Low gear | |
| High gear | |
| Crank force with a 16 t load | 210 Nm |

| | |
|---|-------------------------------------|
| A | Low gear |
| B | High gear |
| C | Bracing brackets are supplied loose |

6.3 Modul CK version

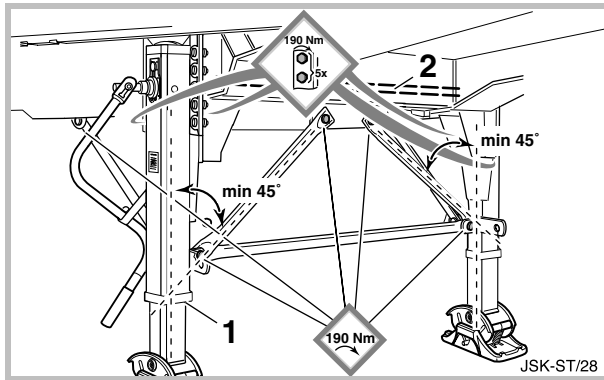


Dimensions and construction subject to change.

| Art. No. | Mh | Kh | Th | A |
|-----------------|--------|--------|--------|--------|
| Modul CK foot 2 | 700 mm | 440 mm | 280 mm | 711 mm |
| Modul CK foot 4 | 700 mm | 440 mm | 280 mm | 762 mm |
| Modul CK foot 6 | 700 mm | 390 mm | 280 mm | 754 mm |

| | |
|--|-----------------|
| Lifting capacity Stat. test load | 24 t 66 t |
| Lift per crank revolution Low gear High gear | 0.9 mm 15 mm |
| Crank force with a 16 t load | 210 Nm |

| | |
|---|-------------------------------------|
| A | Low gear |
| B | High gear |
| C | Bracing brackets are supplied loose |
| 2 | A foot |
| 4 | T foot |
| 6 | TC foot |



During installation ensure that when the landing gear is extended both legs reach the ground at the same time. If the legs are exposed to different loads the landing gear will suffer damage.

Material required:

- 28 Hexagonal screw M16 8.8. Find the length to suit the vehicle chassis.
- 28 Hexagonal nut M16 8.8.
- 28 Washer

- ▶ Retract the legs (1) as far as possible.
- ▶ Check the length of the connection shaft (2) and adjust it if necessary.
- ▶ Align the legs perpendicular to the trailer chassis.
- ▶ Align the legs so that they are parallel.
- ▶ Insert the connection shaft (2).
Maintain a sliding play of 8 ± 3 mm on this shaft.
- ▶ Secure the bracing for the landing gear at an angle of at least 45° as shown in the drawing.

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