



COUPLING AND UNCOUPLING

THE DANGERS

Coupling can be dangerous. Coupling and uncoupling a trailer can lead to serious accidents, injury and vehicle damage if not performed correctly. If your trailer is not coupled correctly, it could flip your truck or become detached on the road and cause an accident.

UNCOUPLING CHECKLIST

Parking surface – Before uncoupling make sure your rig is parked on a level and firm surface that can support the trailer landing gear and its load. Prime mover – Prime mover and semi-trailer are in a straight line. Brakes – Apply parking brakes and trailer brakes. Wheels – chock wheels. Landing gear – lower the landing gear. Disconnect – Disconnect the hoses and cables. Release – Release the turntable jaws. Separation – Separate the truck and trailer.

UNCOUPLING PROCEDURES

- Parking surface, before uncoupling make sure your rig is parked on a level and firm surface that can support the trailer landing gear and its load. Prime mover: move your prime mover and semi-trailer in a straight line.
- Brakes, next you should apply your parking brake and trailer brake. It's the tractor protection valve in the Emergency Position.
- Chock your wheels
- Landing gear. Secure the landing gear and lower the landing gear. If you are working with an empty trailer: lower the firm contact with the surface. If you are working with a loaded trailer turn the crank and lower the gear a few extra turns enough to move away from the tractor suspension
- Disconnect hoses and cables. Connect Airlines and Central cable. Secure lines from snagging or other damage
- Release the fifth wheel latch. Release the turntable jobs, if the handle will not move release trailer brake and back tractor gently to ease pressure. If you cannot reach the latch, use a pull handle or hook.
- Keep your feet and legs clear of the trailer wheels as the truck can be pushed forward.
- Stop with the truck frame stubs under the trailer to prevent the trailer from falling to the ground at the landing gear collapses or sinks
- Secure the truck
- Inspect the trailer supports
- Use the trailer safety Jack under the nose of the trailer if necessary
- Finally, it's time for the separation, separate the truck and trailer

COUPLING CHECKLIST

- Make sure the truck is in position
- Inspect the coupling
- Immobilize the trailer
- Check the height of the trailer
- Then couple up
- Visually check the trailer is locked on
- Check the release lever
- Connect the hoses and cables
- Then activate the trailer brakes

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COUPLING PROCEDURES

Now let's review the coupling procedure:

- Inspect Fifth Wheel.
- Check for damaged/missing parts and proper lubrication.
- Make sure fifth wheel is tilted toward rear of tractor, jaws open and release handle in the automatic position.
- Use left mirror to lineup outside edge of left rear outer dual wheel with outer edge of trailer. Check alignment by sighting down side of trailer.
- Back Slowly until Jaws Just Touch Pickup Apron of Trailer. Secure the Trailer. Inspect the Area and Chock Front and Back of Left Trailer Wheels.
- Make Visual Check of Trailer Height.
- Connect Air Lines to Trailer. Check washers (rubber grommets) on all four glad hands to make sure they are not damaged and glad hands are properly seated to prevent air leaks.
- Apply and release trailer brake to check for crossed lines. Apply Trailer Brakes to Prepare for Backing under Trailer.
- Back Slowly under Trailer until Fifth Wheel Engages Kingpin. Check Connection for Security by Pulling Tractor Gently Forward.
- Secure Vehicle.
- Connect the Electrical Cable. Don't force the connection if it doesn't fit.
- Raise Landing Gear
- Check for air leaks, that trailer lights work, and remove chocks

Name: _____

Date: _____

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