



# LOWLUBE

## 3500 LOWLUBE OPERATING INSTRUCTIONS

INCLUDES AIR RELEASE



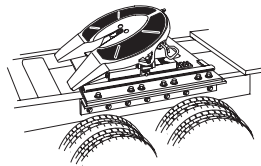
### ⚠️ WARNING

You must read and understand the following instructions before operating your fifth wheel. Failure to follow all of the important operating procedures contained in these instructions may result in a hazardous condition or cause a hazardous condition to develop.

These instructions apply to the proper operation of your **fifth wheel only**. There are other important checks, inspections, and procedures not listed here that are necessary, prudent, and/or required by law.

### FIFTH WHEEL INSPECTIONS:

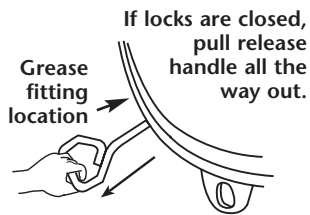
1. Inspect the fifth wheel and mounting.
  - Confirm that the lube plate inserts are in place and firmly attached.
  - Tighten loose fasteners.
  - Replace missing fasteners.
  - Repair/replace missing, cracked or otherwise damaged components.



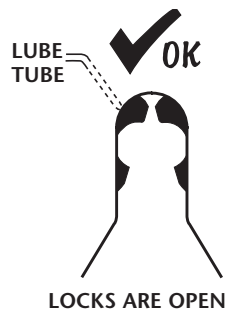
If you have a sliding fifth wheel, make sure both plungers are fully engaged (*see page 4, Figure 4b*).

2. Make sure the locks are open. To open locks, pull release handle.
 

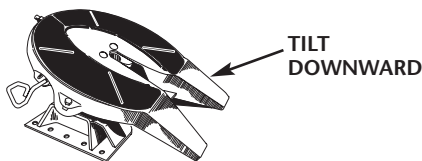
If Air Release equipped, set tractor brakes and actuate the fifth wheel control valve to open the locks.



3. Inspect the lock jaws. If they appear dry, apply grease to lock jaws and front of throat directly or through the lube tube grease fitting. Coupled lock jaws and front of throat **can** be lubricated through lube tube grease fitting (*see Holland publication XL-FW309-XX Maintenance Procedures*).

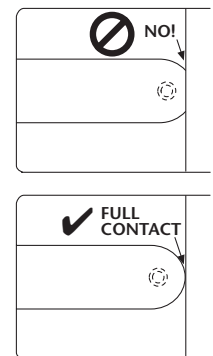
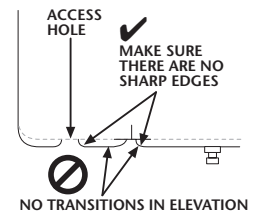
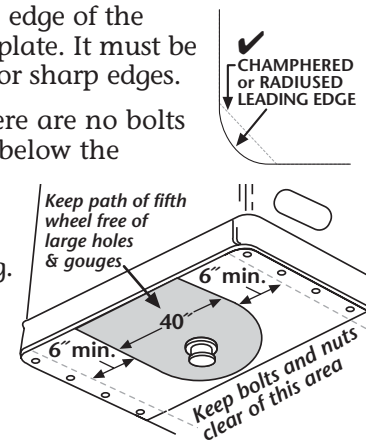


4. Tilt the ramps down.



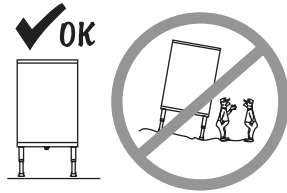
### TRAILER UPPER COUPLER INSPECTIONS:

1. Inspect the leading edge of the trailer bolster/skid plate. It must be free of any square or sharp edges.
2. Make sure that there are no bolts or nuts extending below the bolster/skid plate within 8" of the fifth wheel travel path while coupling.
3. The area that is supported by the fifth wheel should be free of any large holes or gouges.
4. Any access holes that the fifth wheel passes below should have chamfered and radius edges.
5. Check that any splits from the skid plate to bolster plate are welded adequately and that there are no sharp edges or abrupt changes in elevation.
6. The upper coupler should extend adequately rearward to maintain full contact with the fifth wheel during tight turning. If it does not, at a minimum, the rear edges should be chamfered and radiused.
7. Make sure that any upper coupler residual grease is free of heavy coarse grit.
8. Ensure that the upper coupler fifth wheel contact surface is free of rust. **Do not paint contact area!** The area can be conditioned with rust inhibitor.
9. Inspect the kingpin for excessive wear and damage (use Holland tool TF-0110 "Kingpin Gage") along with bolster bow (*see SAE J700*).

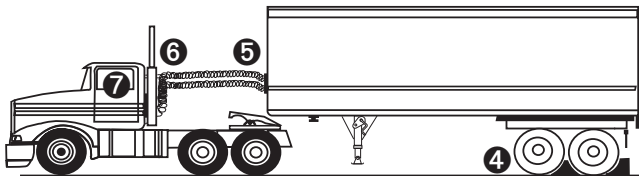
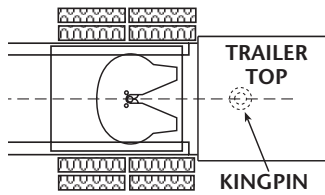


## COUPLING PROCEDURES:

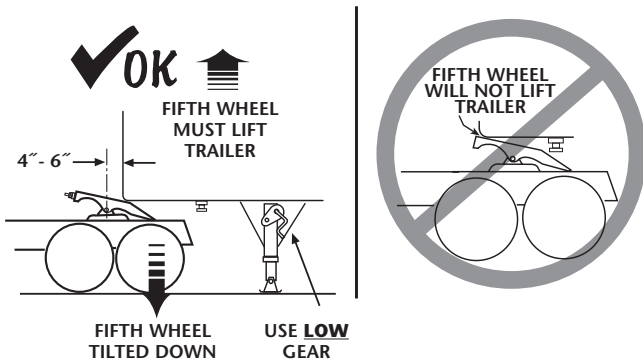
1. Make sure coupling area is flat, level and clear of persons and obstacles.



2. Center kingpin with fifth wheel.
3. Back tractor close to trailer and **STOP**.



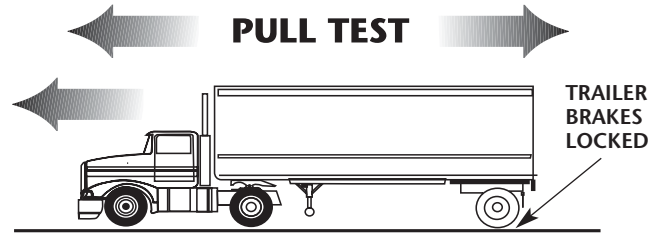
4. Chock trailer wheels.
5. Connect brake lines and light cord.
6. Support slack in lines to prevent interference.
7. Set trailer brakes.



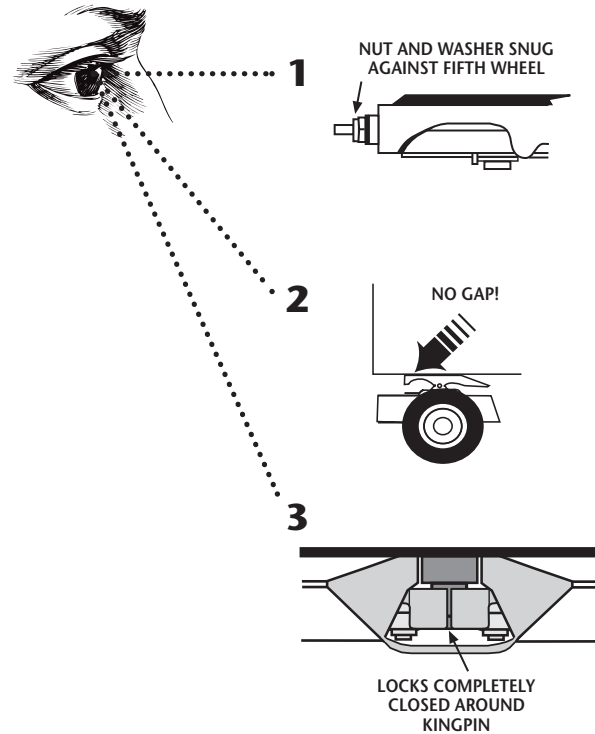
8. Adjust trailer height so fifth wheel will lift trailer. Trailer should contact fifth wheel 4"-6" behind fifth wheel bracket pin.
9. Slowly back into trailer.

**WARNING** The coupling procedure is not complete without a visual inspection. You must get out of the tractor and verify that the fifth wheel is properly coupled to the kingpin as shown in Item 11.

10. Do a pull test.



11. Get out of the tractor and visually inspect.

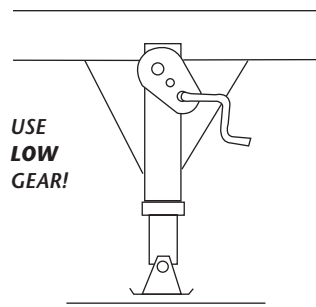


Be sure to complete all three inspections.

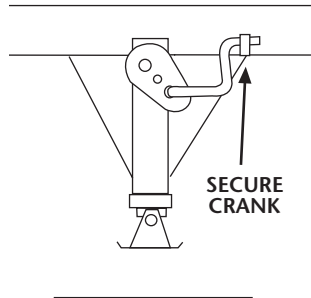
**WARNING** If you do not obtain a proper couple, repeat the coupling sequence. Do not use any fifth wheel that fails to operate properly.

## COUPLING PROCEDURES *continued*

- 12.** Retract landing gear until pads come off the ground.



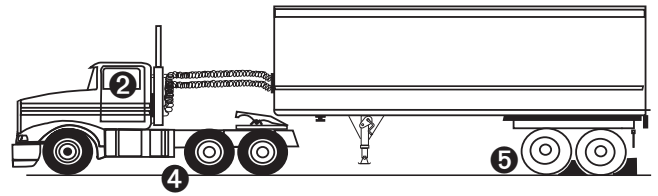
- 13.** Switch to high gear, fully retract, and secure crank handle.



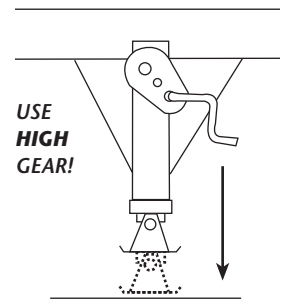
- 14.** Re-check brake lines and light cord. Remove wheel chocks, continue with pre-trip inspection.

## UNCOUPLING PROCEDURES:

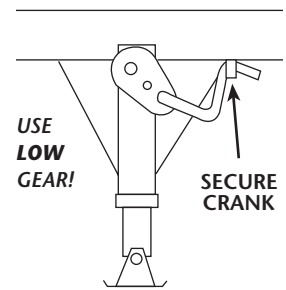
- 1.** Position tractor and trailer on firm, level ground clear of obstacles and persons.



- 2.** Set trailer brakes.  
**3.** Slowly back tractor tightly against trailer.  
**4.** Set tractor brakes.  
**5.** Chock trailer wheels.  
**6.** Lower landing gear until pads just touch the ground.

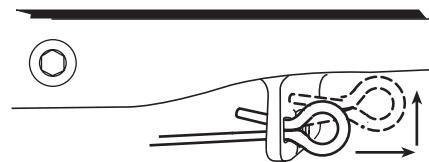


- 7.** Switch to low gear and crank an additional 4-8 turns.



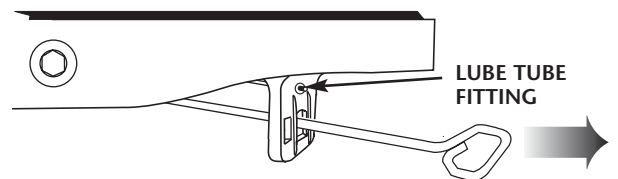
- 8.** Disconnect brake lines and light cord.

- 9.** If equipped, pull secondary lock handle and hook on casting.



- 10.** Pull primary release handle.

*If Air Release equipped, actuate the fifth wheel control valve to open the locks.*



- 11.** Release tractor brakes and slowly drive away from trailer.

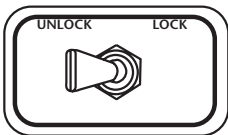
## FIFTH WHEEL SLIDE ADJUSTMENT:

1. Position tractor and trailer in a straight line on level ground.
2. Lock the trailer brakes.

**⚠️ WARNING** The trailer must be stopped and the trailer brakes locked to prevent damage to the tractor or trailer by uncontrolled sliding of the fifth wheel.

3. Release slide locking plungers.

### AIR OPERATED



Move cab switch to unlock position.

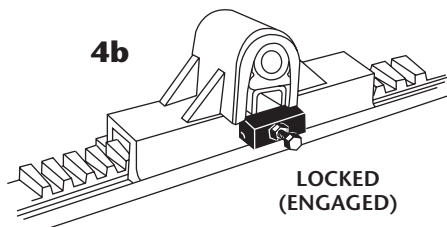
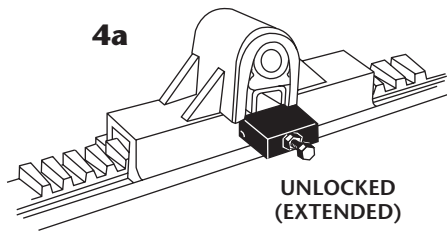
### MANUAL SLIDE



Pull release lever, lift up and hook in place.

4. Visually check that both plungers are fully extended as shown in figure 4a.

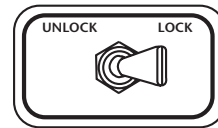
**NOTE:** If the plungers do not release, raise the trailer to relieve pressure on the plungers. This will allow the fifth wheel to slide easier.



5. Slowly drive the tractor forward or backward to position the fifth wheel.
6. Re-engage the slide locking plungers. Verify that both plungers have fully engaged.

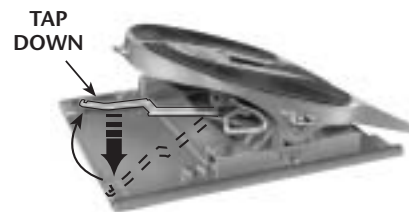
**NOTE:** Retract landing gear if lowered.

### AIR OPERATED



Move cab switch to lock position.

### MANUAL SLIDE



Trip the release lever by tapping it downward as shown and allowing it to spring back.

**⚠️ WARNING** Do not operate the vehicle if the plungers are not fully engaged and landing gear fully retracted, as damage to the tractor, trailer, and landing gear may occur.

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