



### **Uncoupling & Coupling Inspection.**

- Tractor brakes applied, 4-way flashers working, transmission in neutral.
- 5th Wheel Handle is in and no gap between 5th wheel and trailer.
- wheels and chocked and vehicle is safe and secure.
- Surface hard & flat both sides, both side landing gear is down, & handle secured.
- 5<sup>th</sup> wheel handle out, Jaw is open.
- All lines disconnected & secure.
- Uncouple truck. (5<sup>th</sup> wheel should still be under trailer but should not be touching trailer body)
- Trailer standing on its own weight.
- Uncouple truck
- Tractor Inspection- all lines no cut no crack no damage, Glad hands no crack no damage rubber no cut no crack no damage. 7-pin (electric plug) no crack no damage rubber no cut no crack no damage no blockage.
- 5<sup>th</sup> wheel handle is out, 5th wheel no crack no damage and enough grease, 5<sup>th</sup> wheel properly mounted on coupler assembly all fasteners tight & secure no lose no missing.
- Jaw is open, 4-way flashers working.
- Other side 5<sup>th</sup> wheel properly mounted on coupler assembly all fasteners tight & secure no lose no missing.
- My Way is clear, tractor city horn (2 times)
- all lines no cut no crack no damage, (both) Glad hands no crack no damage rubber no cut no crack no damage all fasteners tight & secure. 7-pin no crack no damage rubber no cut no crack no damage no blockage all fasteners tight & secure.
- trailer upper plate no crack no damage, king pin no crack no damage no bend, king pin in line with jaw, tractor & trailer are at same height.  
Couple trailer, tug test (2 times)
- No gap tractor and trailer upper plate 5<sup>th</sup> wheel handle is in, Jaw is locked around king pin, connect all lines, electric line is good.
- Landing gear up, handle is secured.



- I am going to charge my trailer, 4-way flashers off, Pressure is 110 PSI, truck switch off & ignition on, trailer brake in, no audible air leak from outside, step on service brake, pressure is 108 PSI, no audible air leak from air lines and pressure is still 108 PSI, release service brake pulls trailer parking brakes- trailer spring break is working.
- I am going to remove wheel chocks.

**Key points:**

- In the beginning (uncoupling) we start from the trailer wheel chocks coming to the front. We have to follow **3 MAIN steps**. 1. Landing gear down, 2. 5<sup>th</sup> wheel handle out, 3. Disconnect all lines.
- After coupling we will start from the front going back, 1<sup>st</sup> connect lines then landing gear up.
- Every time you go under the trailer the next step is always going to be Trailer Glad hands. Example, when uncoupling we go under trailer to check jaw is open then we go disconnect lines, secondly when coupling we go under trailer to check trailer upper plate and king pin then next step is going to be glad hand inspections, lastly when coupled we go under trailer to check jaw is locked, we will again go to connect lines.