

Heavy Duty Couplings and Trailer Legs from Jost Australia

Truckies will be familiar with the Jost brand of trailer couplings, because this brand has the lion's share of the heavy truck coupling market in Australia. Jost has historically marketed a range of fifth wheel and drawbar couplings, as well as a lineup of trailer landing legs, from medium truck up to road train size.

Now Jost has moved into 4x4 and light truck scene with a range of couplings, trailer legs and jockey wheels. Where these products need ADR compliance they're locally tested and come with a CRN – component registration number.

Swivel towing eye couplings are the industry standard for towed items such as plant trailers, connecting to towing-vehicle-mounted pintle hooks. This arrangement provides towing security and great flexibility, but is not the ideal arrangement for recreational trailers,

because the slack between the swivel eye and the pintle hook causes the trailer to 'tug' at the towing vehicle, in a slightly delayed reaction. The 50mm ball and cup-shaped coupling is a snug, jerk-free arrangement and by far the most popular recreational choice.



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The new Jost dual-purpose hitch combines both pintle and 50mm ball couplings in the one unit. A 'tradie' can use pintle hook mode to haul a plant trailer during the week and then flip the pintle jaw open to expose the ball coupling for boat trailer, camper trailer or caravan towing on weekends.

A captive pin and chain locks the coupling in either mode.

The Jost BPC BH 850mm coupling is rated to pull a

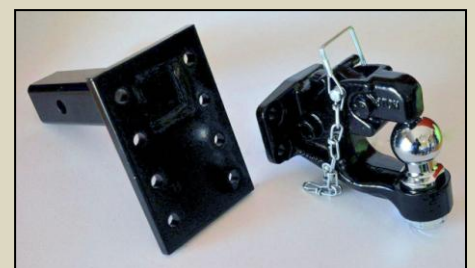
whopping 7.25 tonnes and has a vertical load tolerance of 1360kg.

It can be mounted directly to a heavy chassis rear cross member on a light truck or to an adaptor plate that slides into a conventional towbar square socket. The adaptor tongue is solid bar, not square tube, so the locking pin hole cannot lozenge out of shape under heavy loads. The adaptor plate is pre-drilled and offset, allowing the buyer to set whatever towing height is required.



If a straight pintle hook is desired, Jost has a five-tonne-rated, BPC PH 5WMK unit that can be chassis or towbar mounted.

In concert with these pintle hooks, Jost has released a range of fixed and swivel towing eyes. The swivel eye comes with a machined stock, coarse-thread end with thrust block, castellated nut and split pin, inside a heavy block that can be welded to the trailer drawbar and features a centrally located grease nipple.



Jost Couplings in Action

We checked out the dual-purpose hitch, using Dave Coldy's 100 Series LandCruiser. Dave runs 'Coldy's', a 4x4 accessories business at McGrath's Hill, in Sydney's west and is a distributor for Jost couplings.



Dave's vehicle is set up with a standard square-socket towbar and we found it very easy to slide the Jost adaptor into place. Not so easy was actually picking up the adaptor, which was a cast-steel version. However, the current fabricated steel adaptor is no lighter, thanks to a heavy steel plate and a solid square bar tongue! Both adaptors lock into place using the towbar's standard pin.

The adaptor can slide in one of two ways and that, combined with an offset pre-drilled mounting plate, made it very easy to dial up towing heights.

We coupled to one of Mac's Hire's mulching plant trailers and also a low-riding boat trailer, provided by Quicksilver Marine.

The plant trailer coupled easily to the dual-purpose hitch, with its swivel eye dropped in front of the ball and locked in place by the flip-over pintle top. As expected, towing was a tad 'back and forth' because of the inevitable slack in the pintle, but plant trailers are normally hauled only short distances.

For coupling to the boat trailer we opened up the dual-purpose hitch and locked the pintle cap out of harm's way with its captive locking pin. The now-exposed ball slid under the trailer cup, just as a conventional coupling would do. Towing was jerk-free, as expected.

Jost would seem to be on a winner with this heavy-duty coupling design that can handle different trailer types. This flexibility means that the one coupling can handle different trailer types, so there's no need to carry alternative couplings in the back of the ute – items that are easily misplaced or 'borrowed'. The adaptor tongue and ball mount are also substantially stronger than those supplied with towbars.



[Click here to visit the Jost website](#)

Legs to Stand On

As trailers and caravans put on weight, so do the demands on the landing legs and jockey wheels. With a background in heavy trailer landing legs Jost was ideally placed to enter the lighter end of this market.



The range starts with an economical jockey leg that's designed to replace cheap units that can't handle modern trailer nose weights. It's a swing-up type, with a solid wheel, side action crank, grease nipple and substantial mounting brackets and bolts.

Next is a swivelling, top-crank landing leg that locks into vertical (lifting) position or lateral (travelling) mode, or can be removed and stowed. Each is provided with a cylindrical mounting tube that can be welded to the trailer drawbar. This leg comes with a choice of 53mm or 74mm travel and is rated at 800kg lifting capacity.



Heavier duty, square-tube legs are also available, with a choice of 3300kg lifting capacity in side and top cranking action and 4500kg capacity, in side action only. These legs can be used for trailer levelling purposes as well as drawbar support.

