

Uncoupling C+E

At the Trailer

- **BRAKE** Walk around the front of the vehicle, alongside the trailer and apply the brake
- **LEGS** Then Lower the landing legs
- **AIRLINES** Disconnect & Stow the cables (closest first)
- **CLIP** Disconnect the Bulldog on the fifth wheel uncoupling lever
- **KINGPIN** slide the handle towards the front of the trailer, holding the lever and pull out to unlock the kingpin

In Vehicle

Drive the Tractor unit forward slowly to disengage from the trailer & park alongside the trailer (as directed by the examiner)

Re-Coupling C+E

In Vehicle

- Drive Tractor Unit Forward, Stop, Engage Reverse & Line Up with the Trailer
- Stop When Rear Mudguards are Just Short of the Trailer
- Apply Handbrake Select Neutral & Switch Engine Off
- Exit Cab & Check the Height of the Turntable Against the Trailer

At the Trailer

Walk Down the side of the body checking for damage & that the lights are secure. Check each wheel for faults or damage on the first axle. Check Wheel Nuts, then move to the second & third axles repeating the checks. At the rear check the tail lights & reflectors checking the certificates & MOT disc, check tyres etc. At brake Check that it is **ON**. Return to the Tractor Unit.

At Vehicle

- Reverse the vehicle to the trailer until the lever snaps shut
- Try to pull forward **TWICE**
- Apply the handbrake, select neutral, switch engine off & Exit the Cab

At the Trailer

- **KINGPIN** already secure during tug test
- **CLIP** Re-Connect the safety clip on the fifth wheel uncoupling lever
- **AIRLINES** connect in reverse order of disconnection
- **LEGS** Safely climb down and go to the landing legs and raise the legs
- **BRAKE** Go to brake and push in to release

Ask the Examiner to check the taillights

In any order, apply stop lights, side lights, taillights, hazard warnings & left / right indicators

Uncouple
Brake Legs Airlines Clip Kingpin

Re-Couple
Kingpin Clip Airlines Legs Brake