



Uncouple/Recouple

Correct sequence and procedure - uncouple (HC):

1. Apply park brake to truck.
2. Alight from the cab facing the vehicle (three points of contact).
3. Secure wheel chocks. (Note: This is necessary only for vehicles that do not have a spring brake system or brake away system not fitted or operational.)
4. Lower trailer/drawbar support legs.
5. Disconnect, retract and secure:
 - a. Electric cable from the trailer
 - b. Hydraulic lines from the trailer
 - c. Chains where applicable
 - d. Brake hoses from the trailer.
6. Release turntable jaws/pin coupling.
7. If the vehicle is fitted with air bag suspension, where necessary, the air dump valve should be operated to prevent any damage to the vehicle.
8. Drive prime mover/truck forward for a distance of approximately 10m. (Note: Where applicable, the examiner will be seated next to you to fulfill regulations regarding an accompanying licence holder. Also - your seat belt must be worn when driving forward).

Correct sequence and procedure - recouple (HC):

1. Ensure pin coupling/jaws are in the correct position for recoupling.
2. Reverse prime mover/truck back towards the trailer. You are permitted to stop and observe the position of the prime mover/truck in relation to the trailer coupling. Where applicable, activate valve to refill air bag suspension. (Note: Where applicable, the examiner will be seated next to you to fulfill regulations regarding an accompanying licence holder.)
3. After the primemover/truck and trailer have coupled, you should check that all mechanisms have locked by:
 - a. Attempting to carefully ease forward against the trailer brakes (i.e. tug test)
 - b. Visually checking the coupling to ensure locking pin/jaws have engaged (after first applying the park brake).
4. Connect and check the condition of:
 - a. Brake hoses
 - b. Hydraulic lines
 - c. Electric cables
 - d. Chains if applicable (ensuring they are crossed).
5. Wind up trailer support legs and lock in position or secure draw bar leg.
6. Start engine and build up air pressure to operating level.
7. You should turn engine off and walk around vehicle listening for air leaks and checking the condition of all tyres.
8. Remove wheel chocks if applicable.
9. Check trailer brake light, foot brake lights, indicators and sound the horn. N.B This is to ensure the correct functioning of the electrical system.
10. An additional trailer brake - tug test should then be conducted on the trailer brake at low speed after recouple and at the direction of the examiner.