



NO LUBE COUPLING AND UNCOUPLING PROCEDURES FIFTH WHEELS



FW31 and FW^{AL} NoLube and FW33 LowLube Fifth Wheels

Coupling and Uncoupling Procedures for Fifth Wheels Equipped with Lube Plates

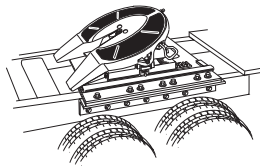
PURPOSE

Following proper coupling and uncoupling procedures for LowLube and NoLube fifth wheels is extremely important. Extra precautions must be taken when preparing to couple and uncouple fifth wheels equipped with lube plates. Failure to follow all of the important procedures contained in these instructions may result in damage to the lube plates.

PRE-COUPLING INSPECTIONS

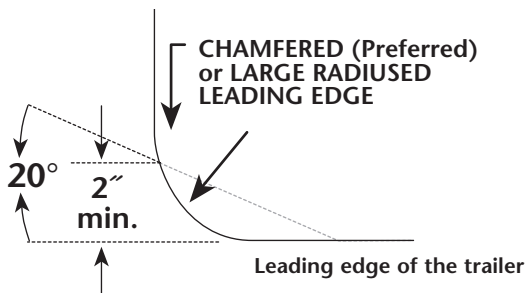
1. Inspect the fifth wheel and mounting.

- 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.

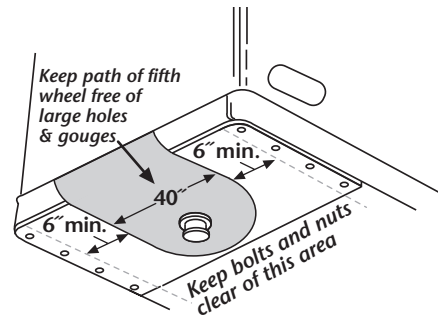


If you have a sliding fifth wheel, make sure both plungers are fully engaged

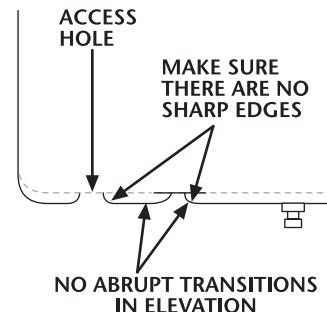
2. Inspect the leading edge of the trailer bolster/skid plate. It must be free of any square or sharp edges.



3. Make sure there are no bolts or nuts extending below the bolster/skid plate within 6" of the fifth wheel travel path while coupling.
4. The area supported by the fifth wheel should be free of any large holes or gouges.



5. Any access holes that the fifth wheel passes below should have chamfered or radius edges.
6. 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.
7. Make sure that any upper coupler residual grease is free of heavy course grit.



continued

PRE-COUPLING INSPECTIONS *continued*

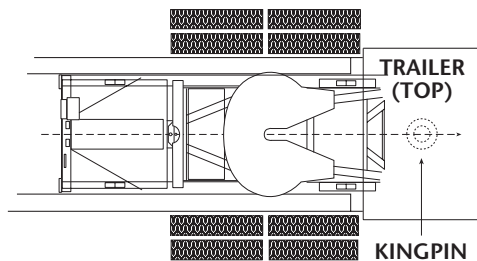
8. Ensure that the upper coupler fifth wheel contact surface is free of rust and is not painted. The area should be conditioned with a rust inhibitor such as a light oil.
9. Verify that kingpin is not obstructed by a kingpin lock or other security device.

10. Inspect the kingpin for excessive wear and damage (use Holland tool TF-0110 Kingpin Gage) along with bolster bow (see SAE 1700).

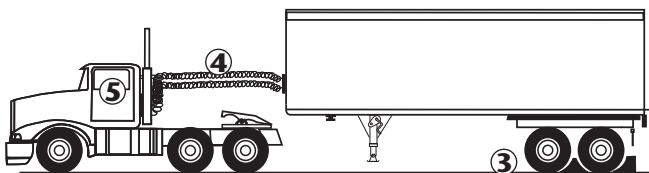
COUPLING INSTRUCTIONS

1. Make sure the tractor and trailer coupling area is flat, level, and clear of persons and obstacles.
2. Center the fifth wheel with the kingpin and back up straight. Back the tractor close to the trailer and STOP.

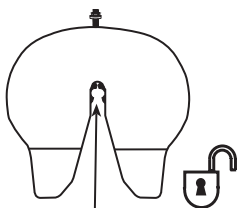
IMPORTANT: DO NOT MAKE CONTACT BETWEEN THE FIFTH WHEEL AND TRAILER.



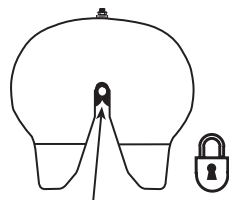
3. Chock the trailer wheels.
4. Connect the brake lines and light cord. (Slack in the lines should be supported to prevent interference.)
5. Set the trailer brakes.



6. Verify that fifth wheel lock is open (ready to couple position). If lock is closed, pull release handle to open.

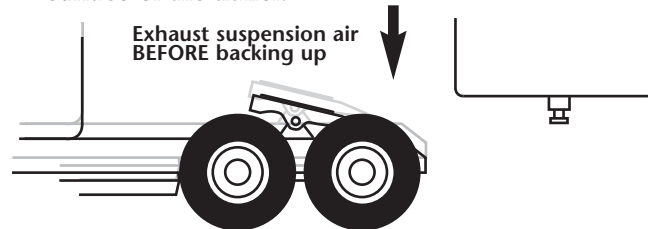


OPEN
"Ready to Couple"

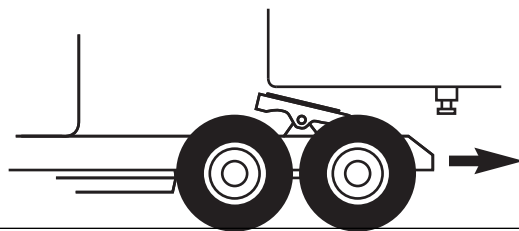


CLOSED Wheel is Locked!
DO NOT Attempt to Couple!

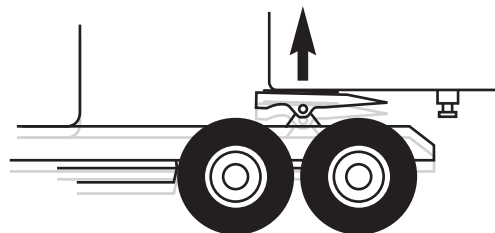
7. Completely exhaust air from tractor suspension, ensuring that the fifth wheel is below the contact surface of the trailer.



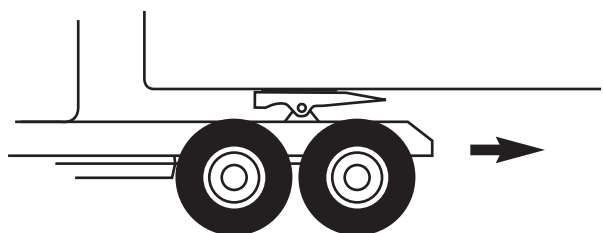
8. Slowly back the tractor just past the leading edge of the trailer so that fifth wheel is under the trailer. **DO NOT ATTEMPT TO COUPLE. KINGPIN SHOULD NOT BE ENGAGED AT THIS STEP.**



9. Air-up the tractor air suspension to ride height. Fifth wheel plate face must make complete contact with the bolster plate.



10. Slowly back into trailer engaging the kingpin in the fifth wheel, and completing the couple.

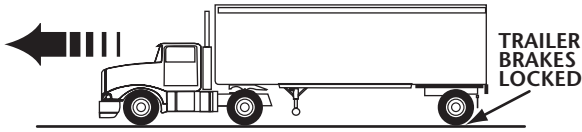


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COUPLING INSTRUCTIONS *continued*

11. Perform a pull test as an INITIAL CHECK.

PULL TEST

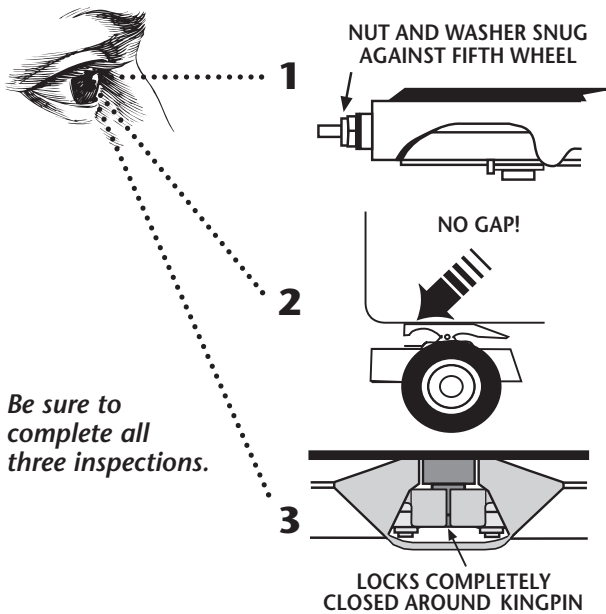


12. Perform a visual inspection to verify a correct couple.

DO NOT RELY ON SOUND.

⚠ WARNING An improperly coupled tractor and trailer may separate while in use which, if not avoided, could result in death or serious injury.

⚠ WARNING Do not use any fifth wheel that fails to operate properly. Failure to properly couple tractor and trailer may cause separation which, if not avoided, could result in death or serious injury.

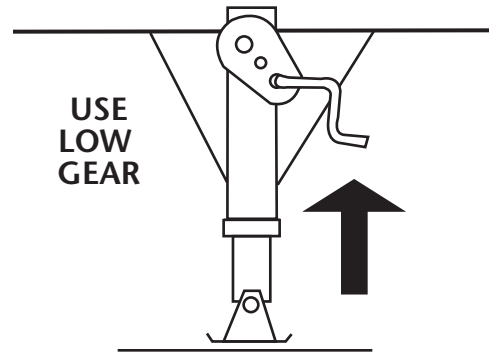


Be sure to complete all three inspections.

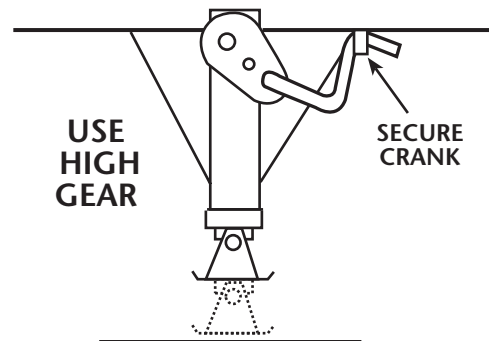
13. If you do not obtain a proper couple, repeat the coupling sequence. **DO NOT** use a fifth wheel that fails to operate properly.

14. Using the low gear setting, raise the landing gear until the pads come off of the ground.

IMPORTANT: Refer to the landing gear manufacturer's instructions before operating the landing gear.



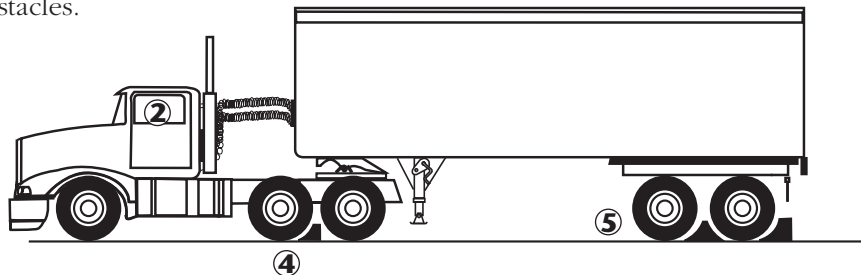
15. Switch to high gear and fully retract landing gear. Secure the crank handle.



16. Check the brake lines and light cord. Remove the wheel chocks and continue with a pre-trip inspection.

UNCOUPLING INSTRUCTIONS

1. Make sure that the tractor and trailer coupling area is flat, level, and clear of persons and obstacles.
2. Set the trailer brakes.
3. Slowly back the tractor tightly against the trailer.
4. Set the tractor brakes.
5. Chock the trailer wheels.

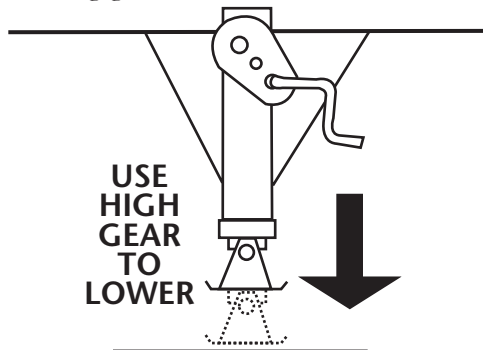


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UNCOUPLING INSTRUCTIONS *continued*

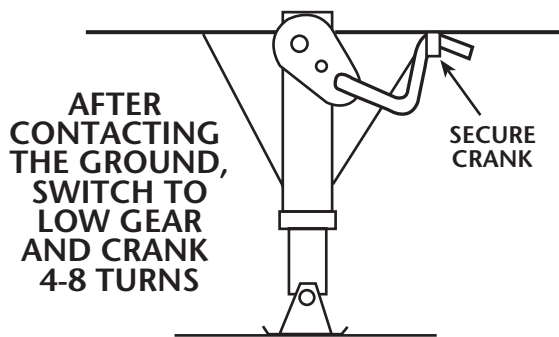
6. Using the high gear setting, lower the landing gear until the pads touch the ground.

IMPORTANT: Refer to the landing gear manufacturer's instructions before operating the landing gear.

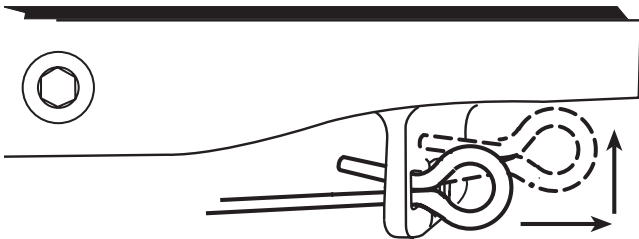


7. Switch to LOW GEAR and crank an additional 4-8 turns.

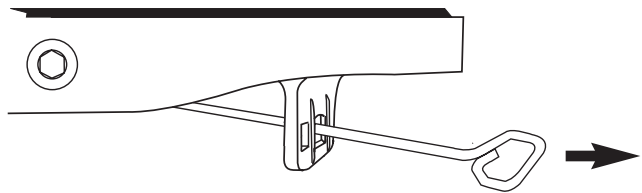
IMPORTANT: DO NOT raise the trailer off of the fifth wheel.



8. Disconnect and secure the brake lines and light cord.
9. If equipped with a secondary lock, pull handle and hook on the casing (located left/road side of the fifth wheel).

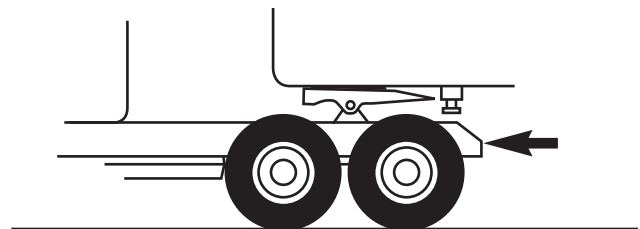


10. Pull the primary release handle, disengaging the locking mechanism.

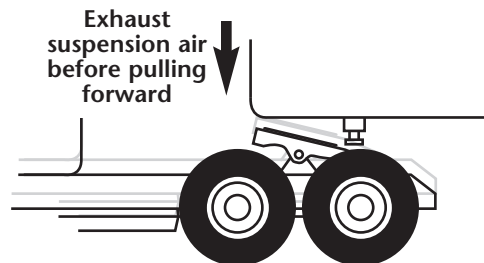


11. Release the tractor brakes and slowly pull forward 12" to disengage kingpin from fifth wheel. The fifth wheel should be between the front edge of the trailer and kingpin.

IMPORTANT: DO NOT DRIVE THE TRACTOR FREE OF THE TRAILER.

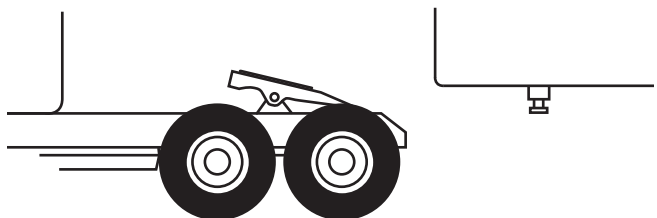


12. Completely exhaust air from tractor suspension, ensuring that the fifth wheel is below the bolster plate contact surface of the trailer.



13. Slowly pull forward away from the trailer.

14. Air-up tractor air suspension to ride height.



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