Introduction

This manual provides the information necessary for the proper operation and maintenance of HOLLAND® FW17/XA-171 Series Fifth Wheels.

Read this manual before using or servicing this product and keep it in a safe location for future reference. Updates to this manual, which are published as necessary, are available on the internet at www.safholland.us.

When replacement parts are required, SAF-HOLLAND® highly recommends the use of ONLY SAF-HOLLAND Original Parts. A list of technical support locations that supply SAF-HOLLAND Original Parts and an Aftermarket Parts Catalog are available on the internet at www.safholland.us or contact Customer Service at 888-396-6501.

Notes, Cautions, and Warnings

Before starting any work on the unit, read and understand all the safety procedures presented in this manual. This manual contains the terms “NOTE,” “IMPORTANT,” “CAUTION,” and “WARNING” followed by important product information. These terms are defined as follows:

**NOTE:** Includes additional information to enable accurate and easy performance of procedures.

**IMPORTANT:** Includes additional information that, if not followed, could lead to hindered product performance.

**CAUTION**

Used without the safety alert symbol, indicates a potentially hazardous situation which, if not avoided, could result in property damage.

**WARNING**

Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
1. General Safety Instructions

- Read and observe all Warning and Caution hazard alert messages. The alerts provide information that can help prevent serious personal injury, damage to components, or both.

**WARNING** Failure to follow the instructions and safety precautions in this manual could result in improper servicing or operation leading to component failure which, if not avoided, could result in death or serious injury.

- All fifth wheel installation and maintenance MUST be performed by a properly trained technician using proper/special tools, and safety procedures.

**NOTE:** In the United States, workshop safety requirements are defined by federal and/or state Occupational Safety and Health Act (OSHA). Equivalent laws could exist in other countries. This manual is written based on the assumption that OSHA or other applicable employee safety regulations are followed by the location where work is performed.

**IMPORTANT:** Prior to operation of the fifth wheel, verify that the fifth wheel has been properly installed on the vehicle.

**WARNING** Failure to properly install the fifth wheel could result in tractor-trailer separation which, if not avoided, could result in death or serious injury.

**IMPORTANT:** These instructions apply to the proper operation of FW17/XA-171 Series Fifth Wheel top plates ONLY. There are other important checks, inspections, and procedures not listed here that are necessary, prudent, and/or required by law.


**WARNING** Failure to follow all the operating procedures contained in these instructions could result in a hazardous condition or cause a hazardous condition to develop which, if not avoided, could result in death or serious injury.
2. Model Identification

Fifth wheel serial tags are located on the handle side of the fifth wheel top plate above the fifth wheel bracket pin, or on the pickup ramps (Figure 1).

The part number and serial number are listed on the tag (Figure 2).

3. Decal Requirements

Decal XL-FW352 (Figure 3) enclosed in the plastic bag with the Owner’s Manual, MUST be installed near the fifth wheel and easily viewed by the operator. Place the decal on a flat surface such as the frame rail or on the back of the cab (Figure 4).

NOTE: Ensure that the surface is free of oil and grease before applying the decal.

It is the responsibility of the end user to periodically inspect the decal and ensure that it is clean and completely legible. If the label is missing, loose, damaged or difficult to read, contact SAF-HOLLAND Customer Service at 888-396-6501 to order replacements immediately.
4. Fifth Wheel Intended Use

1. Pulling trailers with standard SAE kingpins which are in good condition and securely mounted or locked in position on the trailer.
2. Transporting loads that are within the maximum fifth wheel rated capacities: 50,000 lbs. Maximum Vertical Load 150,000 lbs. Maximum Drawbar Pull.
3. In on-road applications.

**IMPORTANT:** SAF-HOLLAND definition of off-road refers to terrain on which a tractor-trailer operates which is unpaved and rough, or ungraded. Any terrain NOT considered part of the public highway system falls under this heading.


5. Fifth Wheel Non-Intended Use

1. Operating with a non-SAE compliant kingpin, such as kingpins which are bent, have improper size or dimensions, not secured to maintain SAE configuration, or are installed on warped trailer bolster plates or upper coupler and fifth wheel lube plates that do not maintain the SAE kingpin dimensions. Refer to the SAF-HOLLAND Service Bulletin XL-SB004-01 (available on the internet at www.safholland.us) for more information on fifth wheel lube plates.

**WARNING** Failure to couple with a SAE compliant kingpin could result in improper coupling, allowing tractor-trailer separation, which, if not avoided, could result in death or serious injury.

2. Tow-away operations which damage or interfere with the proper operation of the fifth wheel.
3. The attachment of lifting devices.
4. The transport of loads in excess of rated capacity.
5. In off-road applications.
6. Applications other than those recommended in SAF-HOLLAND literature available on the internet at www.safholland.us.

6. Coupling Preparation

1. Prior to coupling, an inspection MUST be performed on the fifth wheel and mounting to verify the following:
   - Tighten loose fasteners.
   - Replace missing fasteners.
   - Repair/replace missing, cracked or otherwise damaged components.
   - Clean grease grooves if a large amount of debris is present.
   - Lubricate fifth wheel-to-trailer contact surfaces, if needed.
   - Inspect fifth wheel mechanism. Lubricate dry or rusty components.
   - For a sliding fifth wheel, ensure that both plungers are fully engaged.
   - Inspect air line connections.
   - Ensure that the fifth wheel is in the appropriate position for weight distribution on the tractor. For proper positioning of the fifth wheel, refer to SAF-HOLLAND publication XL-FW10008BM-en-US available on the internet at www.safholland.us.

2. Ensure that the coupling area is flat, level, and clear of persons and obstacles.
3. Tilt the ramps of the fifth wheel downward (Figure 5).

4. Ensure that the lock is open (Figure 6).
   If the lock is closed:
   a. **Manual Release**: Slide the release handle forward, pull all the way out and forward, and hook on the top plate casting (Figure 7).
   b. **Air Release**: Set the tractor parking brake and pull the fifth wheel release valve until the locking mechanism opens and locks into place. Release the pull valve. Release the tractor parking brake.
7. Coupling Procedures

1. Chock the trailer wheels.
2. Position the tractor so the center of the fifth wheel is aligned with the kingpin.
3. Traveling in a straight line, slowly back the tractor to the trailer. STOP the tractor before making contact with the trailer (Figure 8).
4. Place the tractor into neutral and set the parking brake.
5. Completely exhaust the air from the tractor suspension, ensuring that the fifth wheel is below the contact surface of the trailer (Figure 9).
6. Exit the cab and ensure that the fifth wheel is below the upper coupler plate. Verify proper fifth wheel height. If the trailer is too low, use the landing gear to raise the trailer height.

**NOTE:** For proper operation of landing gear, follow the instructions published by the landing gear manufacturer.

7. Slowly back up, using the lowest gear possible. Stop when the fifth wheel is under the leading edge of the trailer (Figure 10).
8. Place the tractor into neutral and set the parking brake. Exit the cab and verify proper fifth wheel-to-kingpin alignment.
9. Adjust the tractor suspension to ride height. The fifth wheel top plate face MUST make contact with the upper coupler plate (Figure 11). If the fifth wheel DOES NOT make contact with the upper coupler plate, use the landing gear to lower the trailer until the fifth wheel makes contact.

**IMPORTANT:** If the trailer is too high, the kingpin will NOT properly connect with the lock.
**WARNING** Failure to couple with the trailer at the proper height could result in improper coupling, allowing tractor-trailer separation which, if not avoided, could result in death or serious injury.

**IMPORTANT:** NEVER inflate the tractor suspension when the kingpin is above the throat of the fifth wheel.

**CAUTION** Failure to avoid inflating the tractor suspension when the fifth wheel is NOT forward of the kingpin, could result in damage to the kingpin and fifth wheel.

10. Slowly back into the trailer, engaging the kingpin into the fifth wheel.
11. Connect the air and electrical lines.
12. Raise the landing gear legs until the pads are just above the ground.
13. Perform a pull test as an INITIAL CHECK by locking the trailer brakes and pulling forward with the tractor to ensure that tractor-trailer separation DOES NOT occur (Figure 12).
14. Place the tractor into neutral and set the parking brake.
15. Exit the cab and visually inspect for the following to ensure that the lock is closed.
   a. Release handle fully retracted with the lock notch behind the rib (Figure 13).
   b. No gap is permissible between the trailer upper coupler plate and the fifth wheel (Figure 14).
   c. Lock securely closed behind the kingpin (Figure 15).

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Figure 12
LOCK TRAILER BRAKES AND PULL FORWARD WITH TRACTOR

Figure 13
LOCK NOTCH BEHIND RIB
CLOSED POSITION

Figure 14
NO GAP!

Figure 15
LOCK COMPLETELY CLOSED AROUND KINGPIN
16. If proper coupling has NOT been achieved, repeat the coupling procedure.

**WARNING** Failure to properly couple the tractor and trailer could result in tractor-trailer separation while in use which, if not avoided, could result in death or serious injury.

**IMPORTANT:** DO NOT use any fifth wheel that fails to operate properly.

**WARNING** Failure to repair a malfunctioning fifth wheel before use could result in tractor-trailer separation which, if not avoided, could result in death or serious injury.

17. Fully retract the landing gear legs off the ground and secure the crank handle (*Figure 16*).

**NOTE:** For proper operation of landing gear, follow the instructions published by the landing gear manufacturer.

18. Remove the wheel chocks and continue with the pre-trip inspection.
8. Uncoupling Procedures

1. Position the tractor and trailer, in straight alignment, on firm, level ground clear of obstacles and persons.
2. Set the trailer brakes.
3. Slowly back the tractor tightly against the trailer to relieve pressure on the fifth wheel lock.
4. Place the tractor into neutral and set the parking brake.

**IMPORTANT:** DO NOT exhaust air from the tractor suspension before uncoupling.

**CAUTION** Failure to avoid exhausting air from the tractor suspension before uncoupling could result in difficulty uncoupling the tractor from the trailer which, if not avoided, could result in damage to the fifth wheel and kingpin.

5. Chock the trailer wheels.
6. Lower the landing gear until the pads just touch the ground *(Figure 17)*.

**NOTE:** For proper operation and ability to transfer the trailer weight from the fifth wheel, follow the instructions published by the landing gear manufacturer. DO NOT raise the trailer off of the fifth wheel.

7. Disconnect the air and electrical lines from the trailer and secure to the tractor.
8. Slide the release handle forward, pull all the way out and forward, and hook on the top plate casting (Figure 18). If equipped with air release, pull and hold the fifth wheel release valve until the locking mechanism opens and locks into place.

9. Release the tractor parking brake and slowly pull forward 12"-18" (306-457 mm) to disengage the kingpin from the fifth wheel. The fifth wheel should be between the front edge of the trailer and the kingpin (Figure 19).

**IMPORTANT:** DO NOT drive the tractor free of the trailer.

10. Place the tractor into neutral and set the parking brake. Completely exhaust the air from the tractor suspension, ensuring that the fifth wheel is below the contact surface of the trailer (Figure 20).

11. Visually inspect uncoupling. Ensure that the trailer is completely supported by the landing gear.

12. Release the tractor parking brake and slowly pull away from the trailer.

13. Apply air to the tractor air suspension and allow the suspension to return to ride height (Figure 21).
9. Positioning Sliding Fifth Wheels

WARNING NEVER reposition a sliding fifth wheel while the tractor-trailer is in motion or on public roads. Failure to avoid could cause loss of vehicle control or tractor-trailer separation which, if not avoided, could result in death or serious injury.

1. Position the tractor and trailer, in straight alignment, on firm, level ground clear of obstacles and persons.
2. Place the tractor into neutral and set the tractor and trailer parking brakes.

CAUTION Failure to stop and properly lock the tractor and trailer brakes could cause uncontrolled sliding of the fifth wheel which, if not avoided, could result in component damage to the tractor or trailer.

3. Release the slide locking plungers by moving the cab switch to the unlock position (Figure 22). If equipped with manual slide release (Traditional Sliders only), pull the release lever. If the plungers DO NOT come out, lower the landing gear to relieve pressure on the fifth wheel. This will allow the fifth wheel to slide easier.

NOTE: Cab switch style may differ by OEM.

4. Visually inspect and verify that the plungers are disengaged.
   - Figure 23 - ILS Sliders
   - Figure 24 - Traditional Sliders

5. Release the tractor parking brake while keeping the trailer brakes engaged.

6. Slowly drive the tractor forward or backward to position the fifth wheel. Stop the tractor at the desired position.
7. Re-engage the slide locking plungers by moving the cab switch to the lock position (Figure 25). If equipped with manual slide release (Traditional Sliders only), pull the release arm to allow the plungers to retract.

8. Place the tractor into neutral and set the parking brake.

9. Visually inspect the plungers to ensure proper engagement.
   - Figure 26 - ILS Sliders
   - Figure 27 - Traditional Sliders

10. Retract the landing gear legs, if lowered.

11. Verify that the slide locking plungers have been re-engaged by performing a pull test (Figure 28).

   **IMPORTANT:** DO NOT operate the vehicle if the plungers are NOT fully engaged (locked).

   **WARNING** Failure to properly engage the plungers and slide base could cause loss of vehicle control which, if not avoided, could result in death or serious injury.
10. Fifth Wheel Maintenance

**IMPORTANT:** All maintenance MUST be performed by a properly trained technician using proper tools and safety procedures.

**IMPORTANT:** All maintenance MUST be performed while the tractor is uncoupled from the trailer.

**WARNING** Failure to properly maintain the fifth wheel could result in tractor-trailer separation which, if not avoided, could result in death or serious injury.

1. For steps required for fifth wheel maintenance, refer to Step 1 of Section 6 and all steps in Sections 11 through 17.

**NOTE:** Removal of the fifth wheel top plate is NOT required for maintenance but may be required when performing repairs.

11. Top Plate Removal

**IMPORTANT:** The FW17 series fifth wheel assembly has replaceable pocket inserts installed between the fifth wheel top plate and mounting base. When removing the top plate, the pocket inserts will either remain inside of the top plate pockets, on top of the mounting bracket caps, or may fall out. Take care NOT to lose the pocket inserts.

**CAUTION** Failure to prevent pocket inserts from falling out of the top plate could cause a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.

1. Remove the bracket pin retention nuts and bolts from both sides of the fifth wheel top plate *(Figure 29).*

2. Using a pry bar, pull the bracket pins out of the fifth wheel top plate *(Figure 29).*

3. Using a lifting device capable of lifting 500 lbs. (227 kg), remove the top plate from the mounting base. Place the fifth wheel on a flat, clean working area.

**NOTE:** Follow the instructions published by the lifting device manufacturer for proper operation of the lifting device.

*Figure 29*
12. Fifth Wheel Lubrication

**IMPORTANT:** Fifth wheel lubrication is necessary to get the maximum service life from the FW17 series fifth wheel. Perform the following procedures at the intervals listed.

- Lubricate the locking mechanism every three (3) months or 30,000 miles.
- Thoroughly clean the locking mechanism every six (6) months or 60,000 miles.

**IMPORTANT:** For fifth wheels that operate in snowy or icy winter conditions, lubrication should be performed every spring in addition to routine lubrication (as noted above) to ensure optimum operation.

12.A Proper Lubrication Method

1. Remove old grease and debris from all fifth wheel-to-trailer contact surfaces. Apply new water-resistant lithium-based grease to all fifth wheel-to-trailer contact surfaces (*Figure 30*).

2. Using water-resistant lithium-based grease, lubricate the (A) swing lock-to-hook contact areas, (B) lock area where contact is made with the kingpin, and (C) cam track (*Figure 31*).

3. Using a light oil, lubricate the (D) hook pin, and the (E) release handle pivot point. (*Figure 31*).

If equipped with air release, follow Steps 4-9 for lubrication of the air cylinder.

4. Inspect the air cylinder tube and shaft for dents, bending, or other damage and replace as necessary.
5. Activate the air cylinder control to extend the piston and shaft to its full travel length (Figure 32).

6. Clean the exposed piston shaft with penetrating oil and a clean shop towel. DO NOT use any abrasives on the exposed shaft as they could damage the piston shaft.

7. De-activate the air cylinder.

8. Remove the supply air line and add two to four (2-4) drops of air tool oil to the cylinder through the supply fitting. Reinstall the supply air line (Figure 33).

9. Activate and de-activate the air cylinder two to three (2-3) times to work the air tool oil into the cylinder and onto the piston and verify proper operation.

12.B As-Needed Lubrication

- Maintain lubrication on fifth wheel-to-trailer contact surfaces using a water-resistant lithium-based grease. Clean crease grooves if a large amount of debris is present (Figure 34).

- Clean and lubricate the locking mechanism if operational difficulties arise during the service life of the fifth wheel (i.e., problems with coupling, uncoupling, or pulling the release handle (Figure 35).
13. Slide Base Lubrication

**NOTE:** Slide base should be moved fore and aft at least once a year to maintain optimum performance.

**IMPORTANT:** If equipped with air release, lubricate the air cylinder every three (3) months or 30,000 miles whichever comes first.

**ILS (Integrated Low-Weight) Sliders:**

1. Spray the spring-covered piston shaft thoroughly with penetrating oil *(Figure 36).*

**IMPORTANT:** DO NOT use any abrasives on the exposed shaft as they could damage the piston shaft.

2. Remove the supply air line and add two to four (2-4) drops of air tool oil to the cylinder through the supply fitting. Re-install the supply air line *(Figure 37).*

3. Activate and de-activate the air cylinder two to three (2-3) times to work the air tool oil into the cylinder and onto the piston and verify proper operation.

**Traditional Sliders (discontinued):**

1. With the piston shaft in the exposed position, clean with penetrating oil and a clean shop towel *(Figure 38).*

**IMPORTANT:** DO NOT use any abrasives on the exposed shaft as they could damage the piston shaft.

2. Remove the supply air line and add two to four (2-4) drops of air tool oil to the cylinder through the supply fitting. Re-install the supply air line *(Figure 39).*

3. Activate and de-activate the air cylinder two to three (2-3) times to work the air tool oil into the cylinder and onto the piston and verify proper operation.
14. Fifth Wheel Adjustment

Fifth wheel adjustments should be performed at a minimum of every 60,000 miles or if excessive movement between the kingpin and fifth wheel is noticed while driving the vehicle.

**IMPORTANT:** Excessive movement between the tractor and trailer can affect vehicle handling.

**WARNING** Failure to maintain proper fifth wheel adjustment could result in loss of vehicle control which, if not avoided, could result in death or serious injury.

**NOTE:** To obtain proper fifth wheel adjustment, SAF-HOLLAND recommends the use of HOLLAND lock tester Part No. TF-TLN-5001, available from a local HOLLAND distributor.

1. If the fifth wheel is locked, slide the release handle forward, pull all the way out and forward, and hook on the top plate casting (Figure 40). If equipped with air release, pull and hold the fifth wheel release valve until the locking mechanism opens and locks into place.

2. Set the lock tester on the fifth wheel top plate.

3. To lock the fifth wheel, rotate the handle on the lock tester clockwise until the lock closes around the kingpin (Figure 41).

4. Slide the lock tester forward and backward in the closed lock to check for play between the lock and the kingpin. Ensure that the tool remains flat with full contact on the fifth wheel top plate. Use a pin gage to measure free play. If free play exceeds 0.080" (2.03 mm), adjust the lock mechanism (Figure 42).
5. To adjust the lock, unscrew the socket head cap screw until the head clears the adjustment pin. Rotate the adjustment pin counter-clockwise until the next notch lines up with the socket head cap screw. Re-tighten the socket head cap screw. Adjust only one notch at a time (Figure 43).

**NOTE:** If the screw cannot be removed, remove the cotter pin from the bottom of the adjustment pin, then lift and rotate the pin to the next notch. Re-install the cotter pin and spread the pin legs beyond 20°.

6. Unlock the fifth wheel by pushing down and rotating the lock tester J-hook to secure it under the front skirt of the top plate casting. Then pull the handle back.

7. Verify proper adjustment by locking and unlocking the fifth wheel several times with the lock tester. Check that the fifth wheel is properly locked (Figure 44).

**NOTE:** To unlock the fifth wheel, push down on the lock tester and rotate the “J” hook under the front skirt of the casting. Then pull the lock tester handle back.

8. Rotate the lock tester from side-to-side to ensure that the lock is not overtightened. The lock should not grip the kingpin and the tool should rotate freely (Figure 45).

9. Re-check for free play in the lock by sliding the lock tester forward and backward, using a pin gage to measure free play (Figure 45). Free play should be 0.040” (1.02 mm) minimum. If free play still exceeds 0.080” (2.03 mm), repeat the procedure and adjust one more notch.

**NOTE:** If there is still excessive free play in the lock with the adjustment pin on the last (third) notch, the fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.

**IMPORTANT:** Before using your fifth wheel, you MUST verify that it is operating properly.

**WARNING** Failure to verify that the fifth wheel is operating properly could result in tractor-trailer separation which, if not avoided, could result in death or serious injury.
15. Slide Base Adjustment (Traditional Sliders Only - discontinued)

**NOTE:** ILS slider locking plungers DO NOT require adjustment.

Some HOLLAND slide bases are equipped with adjustable locking plungers. Adjustment should be performed at a minimum of every 60,000 miles or if excessive movement is noticed while driving the vehicle. To obtain proper adjustment, follow these procedures:

1. Loosen the lock nut and turn the adjustment bolt counterclockwise *(Figure 46).*
2. Disengage and engage the locking plungers. Verify that the locking plungers have engaged properly *(Figures 47 and 48).*
3. Tighten the adjustment bolt until it contacts the rack.
4. Turn the adjustment bolt clockwise an additional 1/2 turn, then tighten the lock nut securely.

If the locking plungers DO NOT release fully to allow the fifth wheel to slide:

- Check the air cylinder for proper operation. Replace if necessary.
- Check the locking plunger adjustment as explained above.
- If a locking plunger is binding in the plunger pocket, remove the locking plunger using a HOLLAND TF-TLN-2500 spring compressor. Grind the top edges of the locking plunger 1/16" (1.5 mm) *(Figure 49).* Re-install and adjust the locking plungers as explained above.

**NOTE:** If problems persist, contact SAF-HOLLAND Customer Service: 888-396-6501.
16. Pocket Insert Inspection
Replace pocket inserts if:
- The pocket insert thickness is 1/16" (1.5 mm) or less.
- The free vertical movement of the top plate on the bracket is 1/2" (12.7 mm) or greater, without compressing the rubber bushings (Figure 50).
- The pocket inserts are severely chipped, cracked or gouged.

17. Top Plate Installation
1. If the pocket inserts are dislodged from the fifth wheel casting, clean the pocket areas of the casting and apply a strip of double-face tape into the bottom of each pocket. Install the pocket inserts by pressing them down firmly into the pocket areas (Figure 51).
2. Using a lifting device capable of lifting 500 lbs. (227 kg), install the fifth wheel top plate onto its mounting base.

NOTE: Follow the instructions published by the lifting device manufacturer for proper operation of the lifting device.
3. Install the bracket pins through the fifth wheel casting and mounting base and secure by installing the bracket pin retention bolts and nuts (Figure 52). Torque the retention fasteners to 50-60 ft.-lbs. (68-81 N•m).
## 18. Troubleshooting

### Difficult to Couple to Trailer:

<table>
<thead>
<tr>
<th>✓</th>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Attempting to couple too fast.</td>
<td>Couple in accordance with the procedures in Section 7.</td>
</tr>
<tr>
<td></td>
<td>The trailer may be too high; the kingpin is not entering the lock properly.</td>
<td>Lower the trailer in accordance with the manufacturer’s instructions.</td>
</tr>
<tr>
<td></td>
<td>The lock is closed.</td>
<td>Slide the release handle forward, pull all the way out and forward, and hook on the top plate casting. If equipped with air release, set the tractor brakes and actuate the fifth wheel control valve/switch to open the lock.</td>
</tr>
<tr>
<td></td>
<td>Accumulated rust or grime are interfering with the lock operation.</td>
<td>Thoroughly clean the fifth wheel and re-lubricate in accordance with the procedures in Section 12.</td>
</tr>
<tr>
<td></td>
<td>The lock is adjusted too tightly.</td>
<td>Check lock adjustments in accordance with the procedures in Section 14.</td>
</tr>
<tr>
<td></td>
<td>The lock may be damaged.</td>
<td>The fifth wheel MUST be rebuilt using the appropriate service kit.</td>
</tr>
<tr>
<td></td>
<td>The release handle may be damaged or bent.</td>
<td>Replace the release handle using the appropriate service kit.</td>
</tr>
<tr>
<td></td>
<td>The air cylinder tube and/or shaft (on air release-equipped fifth wheels) may be dented, bent, or otherwise damaged.</td>
<td>Replace the air cylinder using the appropriate service kit.</td>
</tr>
<tr>
<td></td>
<td>The air release system on the tractor is not functioning properly.</td>
<td>Disconnect the air line at the air cylinder and operate the fifth wheel manually. If the fifth wheel functions properly, contact the truck dealer/service for instructions on troubleshooting the air release control system.</td>
</tr>
<tr>
<td></td>
<td>Bent kingpin, damaged upper coupler, or improper use of lube plates may be interfering with lock movement.</td>
<td>Check the kingpin and upper coupler plate as detailed in HOLLAND Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to HOLLAND Service Bulletin XL-SB004-01 for lube plate warnings.</td>
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### Hard Steering or Binding:

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<tr>
<th>✓</th>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
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<tbody>
<tr>
<td></td>
<td>Lack of lubrication on the fifth wheel top surface.</td>
<td>Lubricate the top of the fifth wheel plate using a high pressure, lithium-based grease. Follow the recommended lubrication schedule as described in Section 12.</td>
</tr>
<tr>
<td></td>
<td>Warped trailer upper coupler plate.</td>
<td>Check the upper coupler plate for flatness and replace, if necessary. Refer to HOLLAND Service Bulletin XL-SB020.</td>
</tr>
</tbody>
</table>
### Troubleshooting

#### Difficult to Uncouple from Trailer

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>The tractor may be putting pressure against the lock.</td>
<td>Lock the trailer brakes and back the tractor tightly against the kingpin to relieve pressure on the fifth wheel lock. Set the brakes, then pull the release handle or activate air release.</td>
</tr>
<tr>
<td>The tractor is too low.</td>
<td>Raise the tractor suspension to the proper ride height.</td>
</tr>
<tr>
<td>The release handle is not pulled out completely and hooked on the notch in the casting.</td>
<td>Slide the release handle forward, pull all the way out and forward, and hook on the top plate casting. If equipped with air release, set the tractor brakes and actuate the fifth wheel control valve/switch to open the lock.</td>
</tr>
<tr>
<td>Accumulated rust or grime are interfering with the lock operation.</td>
<td>Thoroughly clean the fifth wheel and re-lubricate in accordance with the procedures in Section 12.</td>
</tr>
<tr>
<td>The lock is adjusted too tightly.</td>
<td>Check lock adjustments in accordance with the procedures in Section 12.</td>
</tr>
<tr>
<td>The release handle will not stay out or must be held out when unlocking.</td>
<td>The fifth wheel MUST be rebuilt using the appropriate service kit.</td>
</tr>
<tr>
<td>Missing or damaged release system parts.</td>
<td>The fifth wheel MUST be rebuilt using the appropriate service kit.</td>
</tr>
<tr>
<td>The air cylinder tube and/or shaft (on air release-equipped fifth wheels) may be dented, bent, or otherwise damaged.</td>
<td>Replace the air cylinder using the appropriate service kit.</td>
</tr>
<tr>
<td>The air release system on the tractor is not functioning properly.</td>
<td>Disconnect the air line at the air cylinder and operate the fifth wheel manually. If the fifth wheel functions properly, contact the truck dealer/service for instructions on troubleshooting the air release control system.</td>
</tr>
<tr>
<td>The top plate casting is bent/damaged at the throat area, restricting movement.</td>
<td>The entire fifth wheel top plate MUST be replaced.</td>
</tr>
<tr>
<td>Bent kingpin, damaged upper coupler, or improper use of lube plates may be interfering with lock movement.</td>
<td>Check the kingpin and upper coupler plate as detailed in HOLLAND Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to HOLLAND Service Bulletin XL-SB004-01 for lube plate warnings.</td>
</tr>
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#### Excessive Movement between Fifth Wheel and Kingpin:

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>The fifth wheel lock requires adjustment</td>
<td>Follow the procedures contained in Section 14.</td>
</tr>
<tr>
<td>The fifth wheel cannot be adjusted further</td>
<td>The fifth wheel MUST be rebuilt using the appropriate service kit.</td>
</tr>
<tr>
<td>The kingpin is loose</td>
<td>Repair the trailer.</td>
</tr>
<tr>
<td>The kingpin is worn</td>
<td>Check the kingpin for acceptable wear with HOLLAND Kingpin Gauge TF-0110. Replace the kingpin if necessary.</td>
</tr>
</tbody>
</table>
Rebuild and Replacement Kits

Lock Pins Raising:

<table>
<thead>
<tr>
<th>✓</th>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The kingpin is too short or the lube plates are improperly installed.</td>
<td>Check the kingpin and upper coupler plate as detailed in HOLLAND Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to HOLLAND Service Bulletin XL-SB004-01 for lube plate warnings. Check to see if there is evidence on the bottom of the locks, of the kingpin making contact and “lifting” the locks.</td>
</tr>
<tr>
<td></td>
<td>The locks are too tight around the kingpin</td>
<td>Check lock adjustment in accordance with the procedures in Section 14.</td>
</tr>
<tr>
<td></td>
<td>The kingpin is worn.</td>
<td>Check the kingpin for acceptable wear with HOLLAND Kingpin Gauge TF-0110. Replace the kingpin if necessary.</td>
</tr>
<tr>
<td></td>
<td>The kingpin/locks are not lubricated enough.</td>
<td>Re-lubricate in accordance with the procedures in Section 12.</td>
</tr>
<tr>
<td></td>
<td>The lock pins are not lubricated enough.</td>
<td>Lubricate the lock pins with Never-Seez®.</td>
</tr>
<tr>
<td></td>
<td>If issues persist:</td>
<td>Order grease-able lock pin repair kit with retaining rings and shims, RK-07292-82.</td>
</tr>
</tbody>
</table>

19. Rebuild and Replacement Kits

<table>
<thead>
<tr>
<th>REBUILD AND REPLACEMENT KITS</th>
<th>PART NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rebuild Kit: Air Release</td>
<td>RK-17-A-80-L</td>
</tr>
<tr>
<td>Lock and Hook Replacement Kit (Standard)</td>
<td>RK-171-11078</td>
</tr>
<tr>
<td>Lock and Hook Replacement Kit (Air Release)</td>
<td>RK-171-11078-AR</td>
</tr>
<tr>
<td>Cam Plate Pivot Bolt Hardware Replacement Kit</td>
<td>RK-171-108101</td>
</tr>
<tr>
<td>Release Handle Replacement Kit (Left-Hand)</td>
<td>RK-171-11079</td>
</tr>
<tr>
<td>Release Handle Replacement Kit (Air Release)</td>
<td>RK-171-11384</td>
</tr>
<tr>
<td>Air Cylinder Replacement Kit</td>
<td>RK-171-10999</td>
</tr>
<tr>
<td>Pocket Inserts (Pair)</td>
<td>RK-PKT-2</td>
</tr>
</tbody>
</table>
From fifth wheel rebuild kits to suspension bushing repair kits, SAF-HOLLAND Original Parts are the same quality components used in the original component assembly.

SAF-HOLLAND Original Parts are tested and designed to provide maximum performance and durability. Will-fits, look-alikes or, worse yet, counterfeit parts will only limit the performance potential and could possibly void SAF-HOLLAND’s warranty. Always be sure to spec SAF-HOLLAND Original Parts when servicing your SAF-HOLLAND product.