



COUPLER PRODUCTS

SAFETY RECALL SERVICE BULLETIN



CP-400-H



CP-400-CA



Draft hook retaining nut recall (NHTSA recall No. 02E-041 for USA and 02-133 for Canada) for CP-400-H and CP-400-CA

July 8, 2002

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holland USA, Inc. has determined that a defect, which relates to motor vehicle safety, exists in certain CP-400-H and CP-400-CA couplers.

REASON FOR THE DRAFT HOOK RETAINING NUT RECALL

Model CP-400-H and CP-400-CA couplers manufactured between July 18, 2001 and June 18, 2002 were assembled with a hex jam lock nut (XB-10089), see **FIGURE 2** on page 2, which replaced a slotted hex nut (XB-120-2) and retaining cotter pin (XB-129), see **FIGURE 1** on page 2.

Reportedly, the hex jam lock nut may become loose during shipment, or—over time—it may rotate off the bolt. This may occur, during normal use, because of vibration or the dynamic interaction between the draft hook and the towed trailer's drawbar.

If the nut completely unfastens from the hook bolt, the bolt can fall out and the draft hook can detach from the coupler frame. This may allow the drawbar of a towed trailer to uncouple from the coupler frame. At that point, only the required safety chains will secure the trailer to the tow vehicle.

If safety chains are not being used; malfunction; or otherwise fail to secure the trailer to the tow vehicle, there is the potential for the trailer to collide with other vehicles, causing death or serious injury.

PURPOSE OF THIS BULLETIN

This bulletin is intended to assist you in identifying and repairing the couplers subject to the recall that you may have in your inventory, or that you sold to your customers. The parts will be provided, and the labor will be reimbursed free of charge.

IDENTIFICATION OF THE DRAFT HOOK RETAINING NUT RECALL

The instructions on the following pages describe two ways to identify the particular CP-400-H and CP-400-CA couplers that are subject to this recall. The first, is to visually inspect the nut to determine whether or not it is one of the suspect hex jam lock nuts. The second, is to identify the date code stamped on the coupler frame.

continued

VISUAL INSPECTION OF THE NUT

If the coupler has a draft hook retaining nut that looks like the nut shown in **FIGURE 1**, the coupler is **NOT** subject to this recall and you do **NOT** need to make any changes to the coupler.

FIGURE 1 No change necessary



If your coupler has a draft hook retaining nut that looks like the nut shown in **FIGURE 2**, your coupler **IS** subject to this recall and you **MUST** replace the nut according to the procedure outlined in this service bulletin.

FIGURE 2 Change is necessary



DATE CODE IDENTIFICATION

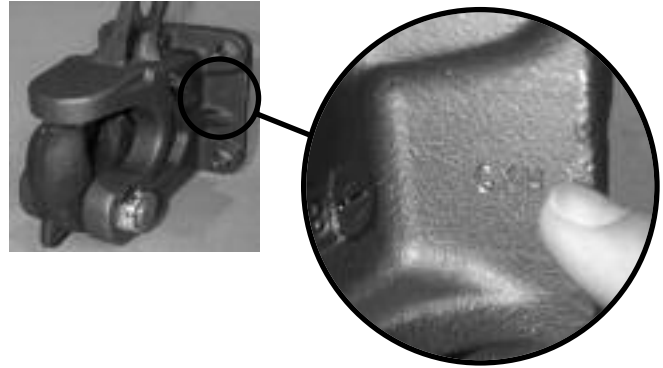
If the coupler has a manufacturing date code listed below (**CHART A**), the coupler **IS** subject to this recall and you **MUST** replace the nut according to the procedure outlined in this service bulletin.

CHART A
Manufacturing Date Codes Affected:

GWH	AXH
HWH	BXH
IWH	CXH
JWH	DXH
KWH	EXH
LWH	FXH

The manufacturing date code is located as shown in **FIGURE 3**.

FIGURE 3 Manufacturing Date Code location



If you have verified that your coupler needs modification, proceed with the following instructions.

PARTS ORDERING AND LABOR REIMBURSEMENT

Parts are now available free of charge. Holland will also provide a labor allowance of 0.25 hours at the local labor rate. To order parts; receive labor reimbursement; or for answers to any questions, please contact Jeremy Harrower at:

Holland Hitch of Canada, Ltd.
Customer Service
P.O. Box 698
Woodstock, Ontario N4S 7Z5
Phone: 1-519-537-2366

You will be required to provide a copy of the repair order referencing the NHTSA assigned recall No. 02E-041 (USA) or No. 02-133 (Canada), and the following information:

1. The vehicle identification number or serial number (if installed on a vehicle), and
2. The coupler date code.

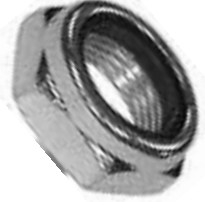
RESPONSIBILITIES OF DEALERS, RETAILERS, AND DISTRIBUTORS

Dealers, retailers, and distributors are prohibited, by law, from selling defective or non-complying vehicles or items of motor vehicle equipment, until the defect or non-compliance is remedied. The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle, which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. Failure to repair within (60) days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

REMOVAL AND REPLACEMENT PROCEDURE

1. Remove the existing nut (XB-10089) (shown in **FIGURE 2**).
2. Replace it with the top lock nut (XB-04473) available from Holland free of charge, (see **FIGURE 4** for what it should look like).

FIGURE 4



Contact Jeremy Harrower at Holland Hitch of Canada, Ltd.: 1-519-537-2366, to order them free of charge.

3. Add one drop of Loctite permanent thread locker #277 (or Permatex large diameter thread locker – Red) to the threads of the bolt as shown in **FIGURE 5**.

FIGURE 5



4. Tighten the new nut (see **FIGURE 6**) onto the bolt until the nut bottoms out on the coupler housing, as shown in **FIGURE 7**.

FIGURE 6

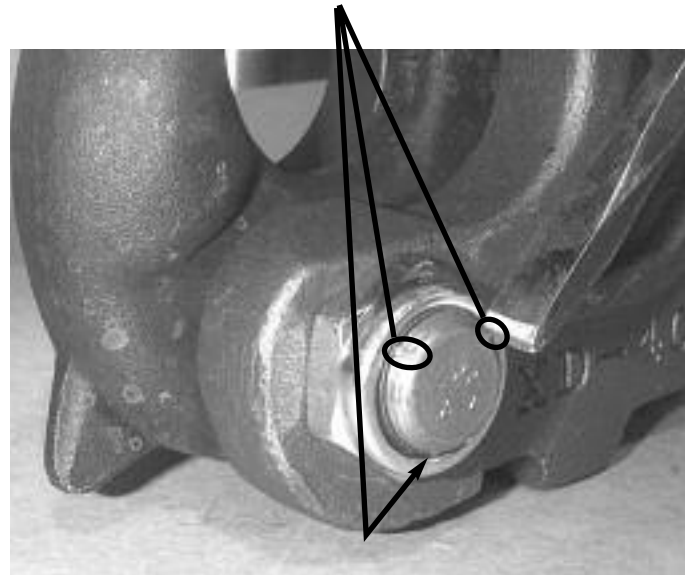


FIGURE 7



5. Torque the nut to a minimum of 50 ft-lbs. Make sure that the jaw can still rotate freely on the bolt.
6. If you do not have any Loctite you must stake (deform) the exposed threads of the bolt in three places around the bolt, as shown in **FIGURE 8**.

STAKE THE BOLT END



9. Discard the old nut.

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