

MOUNTING AND OPERATING INSTRUCTIONS

for kingpins type 65, 63, 66, 67, 64

General notes

The kingpin is the connection between the fifth wheel installed on the tractor and the semi-trailer. The back plate is welded to the semi-trailer skid-plate.

The dimensions of the kingpins underneath the semi-trailer skid-plate correspond to DIN 74080, DIN 74083 and ISO 337, ISO 4086.

For this reason, the evenness of the semi-trailer skid-plate and its thickness must be checked before mounting.

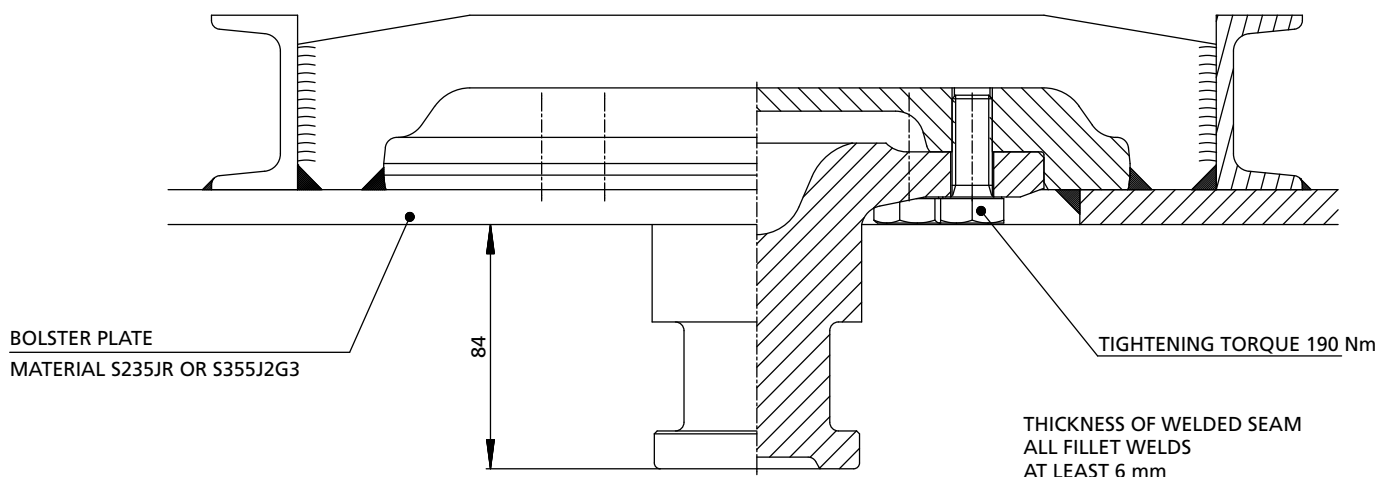
The attachment of the kingpin must be checked during the vehicle type approval procedure.

Depending on the type of kingpin used as well as the respective semi-trailer skid-plate thickness and its bracing, different permissible D-values may result.

Permissible tolerances in semi-trailer skid-plate thickness

Plate thickness mm	Tolerances
6, 7, 8, 10	+0.4/-0.3
12	+0.2/-0.5
16	+0.4/-0.5

Mounting instructions using type 65 as an example



Attachment

The back plate is welded to the semi-trailer skid-plate according to the assembly drawing and the above-mentioned regulations. The kingpin is equipped with a bolt connection* that can be loosened. The following applies:

Type	D-value (kN)	DIN		Tightening torque	
65	165	8 Hex-head screws	M14 x 35	933/10,9	micro-encapsulated 190 Nm
63	200	8 Hex-head screws	M20 x 50	933/8,8	micro-encapsulated 400 Nm
66	150	8 Hex-head screws	M20 x 50	933/8,8	micro-encapsulated 400 Nm
67	165	8 Hex-head screws	M14 x 35	933/10,9	micro-encapsulated 190 Nm
64	159	8 Wheel studs	M14 x 1.5 x 36	267/10,9	and
		8 Lock nuts	M14 x 1.5	980/10,9	self-locking 190 Nm

* After dismantling, new bolts of similar grade and quality must always be used for re-mounting. We recommend using original SAF-HOLLAND spare parts.

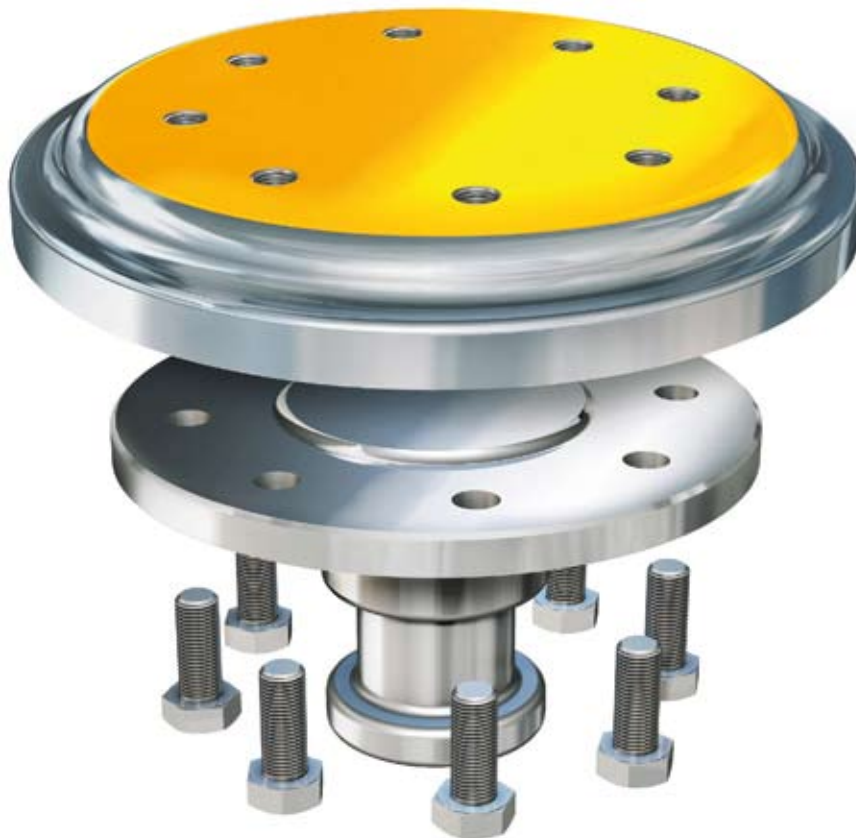


NOTE

- The semi-trailer skid-plate must be reinforced sufficiently according to the load.
- For reasons of material strength we recommend a semi-trailer skid-plate thickness of 12 mm for 2" kingpins and a semi-trailer skid-plate thickness of 16 mm for 3.5" kingpins.
- The kingpins must be inserted centrally and planar, and the angled seat must be checked.
- The bolted in kingpins must be protected from weld splatter.
- After welding, the attachment bolts or nuts (depending on the type) must be checked for correct torque.
- This checking procedure must also be included in all future vehicle inspections.

Permissible welding procedure:

- Electrode: EN 499 - E 42 0 RR 12
- Shielding gas: EN 440 - G 42 0 G3 Si 1



IMPORTANT NOTES

- Kingpins are parts that require type approval and which are subject to maximum safety requirements. Modifications of any kind render any guarantee claims invalid and lead to the type approval becoming void.
- Before the semi-trailer is put into operation, the kingpin must be thoroughly lubricated using a high-pressure grease (EP) with MoS₂ or graphite additive. Adequate lubrication is decisive for the service life of the kingpin and the fifth wheel.



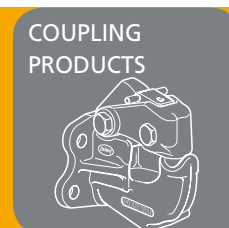
SAF's history begins in 1881 in a village forge in Germany with the invention of a new plough. The family business soon starts building steel axles for agricultural vehicles, and under the name Otto Sauer Achsenfabrik (SAF) develops into one of the leading manufacturers of trailer axles and suspension systems in Europe.

A safety coupling between plough and horse team can be found at the beginning of Holland's history. The Safety Release Clevis Company was founded in South Dakota, USA, in 1910. After its move to Holland, Michigan, the company emerges as one of the largest supplier companies to the commercial vehicles industry under the name The Holland Hitch Company.

The merger of the two companies to form SAF-HOLLAND in 2006 creates one of the leading global suppliers of high-quality components and services for the commercial vehicle industry. Alongside axle and suspension systems for trailers and semi-trailers, the product range also includes kingpins and landing gear as well as fifth wheels for tractors, air suspensions, coupling products and numerous other components for buses and trucks.

Today SAF-HOLLAND is represented on all continents and distributes its products and services worldwide under the brand names SAF and HOLLAND. It can boast of an extensive distribution network with global service and dealer locations.

HIGH QUALITY COMPONENTS FOR THE COMMERCIAL VEHICLE INDUSTRY



EUROPE · NORTH AMERICA · SOUTH AMERICA · AFRICA · ASIA · AUSTRALIA

SAF-HOLLAND GmbH

Hauptstraße 26 · 63856 Bessenbach · Germany · Tel +49 6095 301-0

www.safholland.com

