



THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

COMMUNICATION CONCERNING THE APPROVAL GRANTED ⁽¹⁾/ APPROVAL EXTENDED ⁽¹⁾/
APPROVAL REFUSED ⁽¹⁾/ APPROVAL WITHDRAWN ⁽¹⁾/ PRODUCTION DEFINITELY
DISCONTINUED ⁽¹⁾ OF A TYPE OF MECHANICAL COUPLING DEVICE OR COMPONENT,
PURSUANT TO REGULATION NO 55.01



Approval No: 55R-018550

Extension No: 01

1. Trade name or mark of the device or component: SAF or HOLLAND or SAF-HOLLAND
2. Manufacturer's name for the type of device or component: SK-HD38.36.2
3. Manufacturer's name and address: SAF – HOLLAND GmbH
Julius-Bührer-Straße
Singen
D-78224
Germany
4. If applicable, name and address of the manufacturer's representative: Not applicable
5. Alternative supplier's names or trademarks applied to the device or component: Not applicable
6. Name and address of company or body taking responsibility for the conformity of production:
See item 3
7. Submitted for approval on: 18 July 2018
8. Technical service responsible for conducting approval tests: TÜV SÜD Auto Service GmbH

9. Brief description:
- 9.1. Type and class of device or component: Non-standard fifth wheel coupling 50mm, G50-X
- 9.2. Characteristic values:
- 9.2.1. Primary values:
- | | | |
|------------|---------------------|--------|
| D 162kN | D _c - kN | S - kg |
| U 23tonnes | V - kN | |
- Alternative values:
- | | | |
|------------|---------------------|--------|
| D - kN | D _c - kN | S - kg |
| U - tonnes | V - kN | |
- 9.3. For Class A mechanical coupling devices or components, including towing brackets:
- Vehicle manufacturer's maximum permissible vehicle mass: - kg
- Distribution of maximum permissible vehicle mass between the axles: -
- Vehicle manufacturer's maximum permissible towable trailer mass: - kg
- Vehicle manufacturer's maximum permissible static mass on coupling ball: - kg
- Maximum mass of the vehicle, with bodywork, in running order, including coolant, oils, fuel, tools and spare wheel (if supplied) but not including driver: - kg
- Loading condition under which the tow ball height of a mechanical coupling device fitted to category M₁⁽²⁾ vehicles is to be measured -see paragraph 2 of Annex 7, Appendix 1: -
- 9.4. For class B coupling heads, is the coupling head intended to be fitted to an unbraked O₁ trailer
 YES/NO Not applicable
10. Instructions for the attachment of the coupling device or component type to the vehicle and photographs or drawings of the mounting points (see Annex 2, Appendix 1) given by the vehicle manufacturer: See manufacturer's documentation
11. Information on the fitting of any special reinforcing brackets or plates or spacing components necessary for the attachment of the coupling device or component (see Annex 2, Appendix 1):
 Not applicable
12. Additional information where the use of the coupling device or component is restricted to special types of vehicles - see Annex 5, paragraph 3.4.: Not applicable
13. For Class K hook type couplings, details of the drawbar eyes suitable for use with the particular hook type.: Not applicable

14. Date of test report: As before and 22 May 2018
15. Number of test report: 12-00916-CX-GBM including extension 01
16. Approval mark position: Type plate on the side of the coupler plate
17. Reason(s) for extension of approval:
1) Amended name of manufacturer
2) Amended name of technical service
3) Updated regulation to .07
4) Modified coupler plate
5) Minor modifications
6) Cancelled make +GF+
7) Cancelled assembly plant
8) Related modifications on drawings
18. Approval ~~GRANTED/EXTENDED/REFUSED/WITHDRAWN~~ ⁽¹⁾

19. Place: BRISTOL

20. Date: 23 JULY 2018

21. Signature:



D LAWLOR
Chief Technical and Statutory Operations Officer

22. The list of documents deposited with the Administration Service which has granted approval is annexed to this communication and may be obtained on request.

Any remarks:

(1) Strike out what does not apply.

(2) As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html.