

Owner's Manual

E-Hitch Wear Gage

Inspection Procedures



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Introduction

This manual provides information necessary for the proper Usage of the SAF-HOLLAND® E-Hitch Wear Gage

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.

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

WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

Figure 1

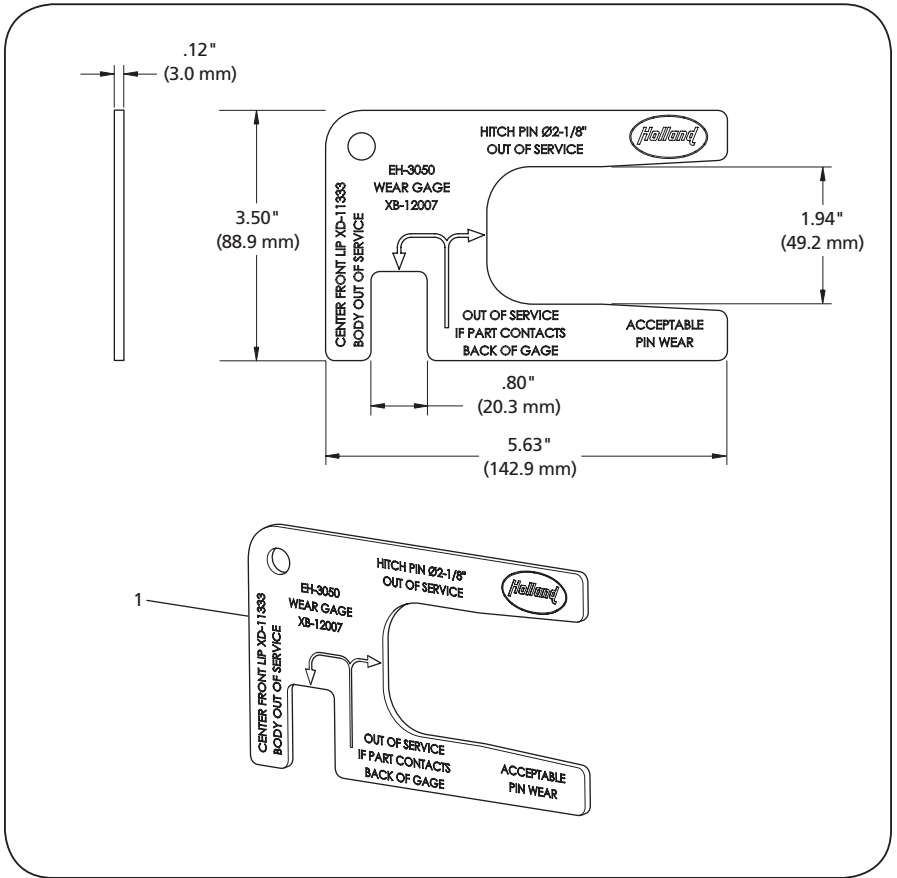


Table 1

E-HITCH WEAR GAGE PART DETAIL			
ITEM	DESCRIPTION	PART NUMBER	QTY.
1	Wear Gage, E-Hitch	XB-12007	1

2. E-Hitch Pin Inspection

1. The hitch pin is nominal 2.1" in diameter. the pin can have up to 3/16" of wear on it's diameter. Insert the gage as shown over the worn part of the pin to check the amount of wear. As long as you cannot insert the gage to the point that the pin hits the back of the slot the pin is still usable (**Figure 2**).
2. If any portion of the E-Hitch pin fits into the "Acceptable Wear" portion of the gage, but is closely bordering the "Out of Service" line, the pin should be considered "usable", but scheduled for replacement as soon as possible (**Figure 3**).

NOTE: Check 360° around the pin and any areas that appear to be worn (**Figure 4**).

3. If any portion of the pin fits in the gage to the point that the pin contacts the rear of the slot, the pin has reached it's service life and **MUST** be replaced (**Figure 5**). Be sure to check the pin 360° around the diameter of the pin (**Figure 4**) usually most of the wear will be on the backside of the pin (**Figure 6**).

Figure 2

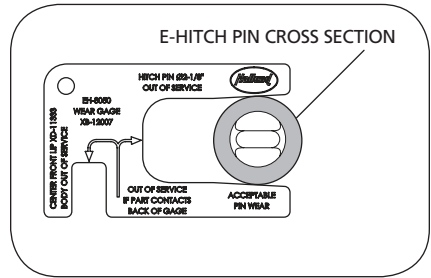


Figure 3

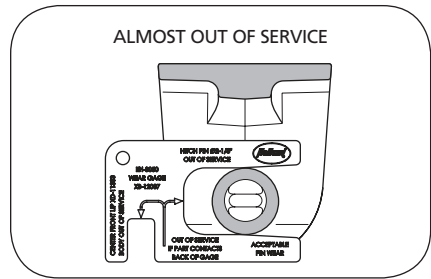


Figure 4

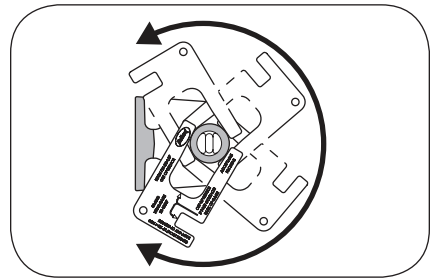
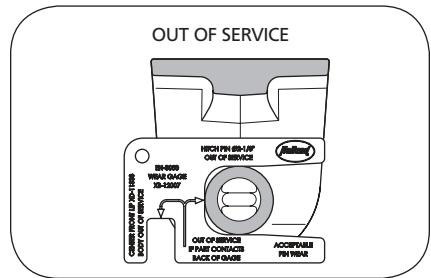


Figure 5



3. E-Hitch Lip Inspection

1. The front lip of the hitch body can wear due to heavy drawbar drag when use on ramps with steep inclines. The front lip is the thickest at the top to be used to check the thickest portion of the front lip. Place the gage as shown over the center of the front lip. (**Figure 7**).
2. If at any point on the center of the front lip you can insert the gage to the point that the back of the slot in the gage hits the front of the lip, the hitch **MUST** be replaced.

WARNING

Failure to replace an out-of-service hitch pin or hitch frame as instructed could cause component failure which, if not avoided, could result in death or serious injury.

Figure 6

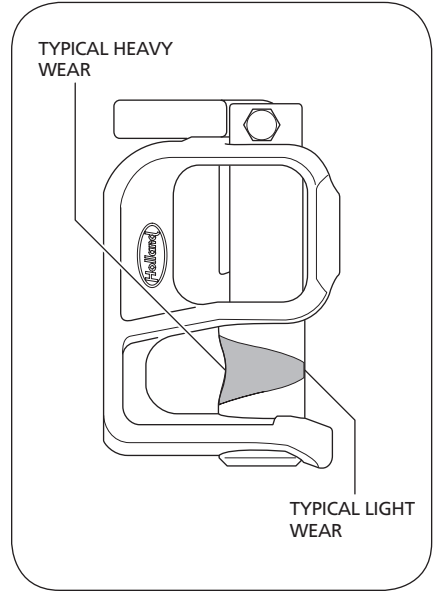
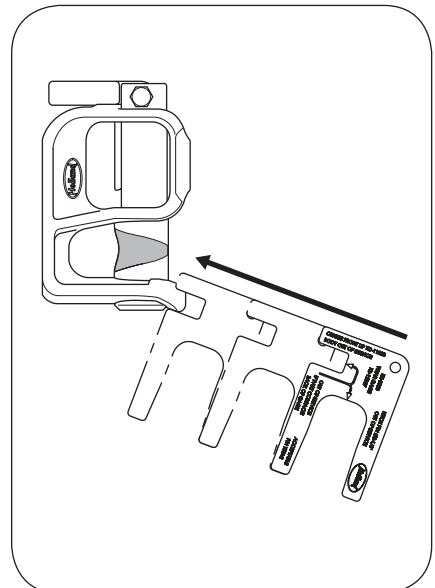


Figure 7









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.

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