



GO THE DISTANCE.

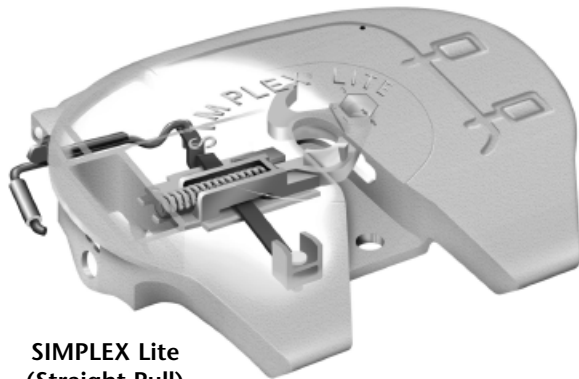
FIFTH WHEELS

OPERATING, MAINTENANCE and REBUILDING

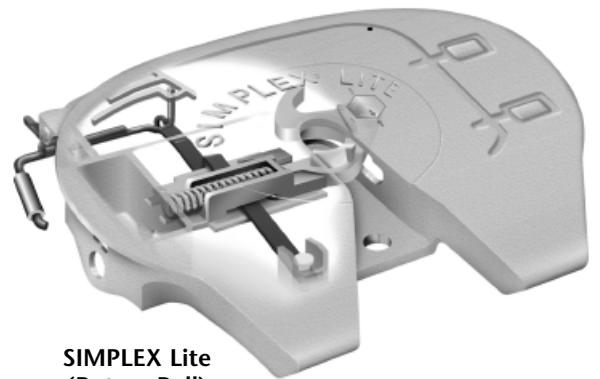


Discontinued Fifth Wheels

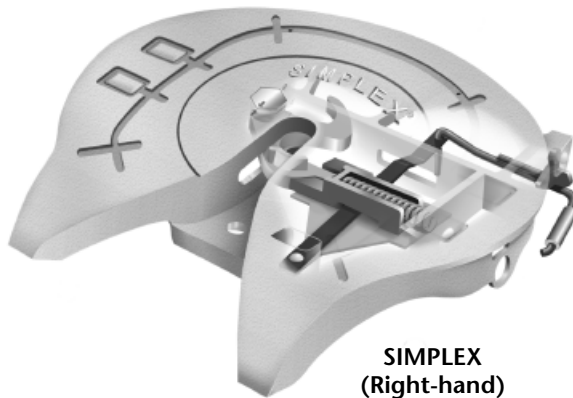
- SIMPLEX Lite - Rotary Pull
- SIMPLEX Lite - Straight Pull
- SIMPLEX IIR
- SIMPLEX - Right-Hand
- CASTLOC
- CASTLOC II



SIMPLEX Lite
(Straight Pull)



SIMPLEX Lite
(Rotary Pull)



SIMPLEX
(Right-hand)

TABLE OF CONTENTS

General Operating Instructions	3
Coupling Procedure - Non Air Suspension	3 – 4
Uncoupling Procedure - Non Air Suspension - Straight Pull Release	5
Uncoupling Procedure - Non Air Suspension - Rotary Pull Release	6
Uncoupling Procedure - Non Air Suspension - Right-hand Release	7
Coupling Procedure - Air Suspension	8 – 9
Uncoupling Procedure - Air Ride Suspension	10
General Maintenance Instructions	11
Lubrication	12
Bracket Connection - Simplex Series	13
Bracket Connection - Castloc Series	13
Jaw/Kingpin Clearance Adjustment	14 – 15
Jaw Removal and Replacement on Tractor	16
Bracket Pad Removal and Replacement	17
Field Replacement of Safety Indicator Stud for Castloc and Simplex IIR	18
Complete Rebuild	19 – 20
Simplex Lite - Straight Pull Release Breakdown	21
Simplex Lite - Rotary Pull Release Breakdown	22
Simplex IIR Breakdown	23
Simplex - Right-hand Breakdown	24
Castloc Breakdown	25
Castloc II Breakdown	26
Troubleshooting Guide	27

DISCONTINUED FIFTH WHEELS GENERAL OPERATING INSTRUCTIONS

Castloc and Simplex series fifth wheels are designed for coupling to a 2" diameter SAEJ-700 kingpin for over-the-road semi-trailer operation meeting U.S. standard, federal and state legal axle load limits. The capacities of 70,000 lbs. static vertical and 200,000 lbs. trailing loads for SIMPLEX IIR, Castloc and Castloc II and 50,000 lbs. static vertical and 150,000 trailing loads for Simplex Lite are not to be exceeded.

⚠ DANGER The free movement of fifth wheel components, including the handle, lever bar, lock and jaw, is essential to proper locking and unlocking of a fifth wheel. Blocking, bracing and other items used to secure a fifth wheel during transport can limit or compromise the free movement of fifth wheel components, resulting in a "false couple" where the wheel is not locked. This condition can result in the separation of trucks in transit causing property damage, serious injury or death. Always visually check to assure that bracing is not interfering with components and that the wheel is locked after you attempt to couple.

The improper installation, use and/or maintenance of any fifth wheel, can result in an unintended separation of the trailer from the tractor with potential for serious personal injury or loss of life and/or major property damage.

⚠ CAUTION Do not use the operating handle to move or lift fifth wheel. Do not attach cables or hooks to the handle as this misuse may result in damage and thereby prevent proper operation.

The driver **MUST BE FAMILIAR** with the content of the **DANGER TAG** affixed to the side of the fifth wheel near the operating handle (Figure 1) and, which information is also contained on the **DRIVER'S CARD that is furnished with each fifth wheel must be kept in the tractor cab.** These items describe the fifth wheel coupling and uncoupling procedures which must be executed before moving a tractor/trailer and/or dolly combination. Check to make sure the OEM has not painted over the danger tag. The danger tag is protected by a peel off transparent cover which can be removed if painted. No one should be around the tractor, trailer or fifth wheel when coupling or uncoupling the tractor and trailer.

Additional danger tags and/or driver's cards may be obtained from Holland. Driver's card for:

Straight Pull Wheels - Holland part number 4000190

Rotary Pull Wheels - Holland part number 4100314

Figure 1



Figure 1 shows the location of the danger tag on lefthand fifth wheels. On Simplex - right-hand, the danger tag is located on the opposite side.

DISCONTINUED FIFTH WHEELS (all models) COUPLING PROCEDURE (Non Air-Ride Suspension)

NOTE: If truck is equipped with air-ride suspension, refer to the section "Coupling & Uncoupling Procedure (Air-Ride Suspension)".

1. Apply the tractor and trailer brakes before attempting to couple; place chock blocks at trailer wheels.

Inspect the fifth wheel and stationary brackets or slider for damaged or missing parts and loose or missing mounting bolts.

Be sure that the top surface of the fifth wheel is tilted downward to the rear and adequately lubricated. Adjust the landing gear so that the height of the trailer at first contact with the fifth wheel plate will be approximately 8" behind bracket center (Figure 2).

Figure 2



Be sure that the fifth wheel jaw is in the unlocked or open position (Figure 3) and the operating rod is at the extended position (Figure 4). If not as illustrated, pull operating rod to extended position, use a bar or block to rotate jaw to the open position (Figure 5).

⚠ WARNING The lock is spring loaded. Keep hands away from lock and jaw to avoid injury.

DISCONTINUED FIFTH WHEELS (all models) COUPLING PROCEDURE (Non Air-Ride Suspension) - continued

Figure 3

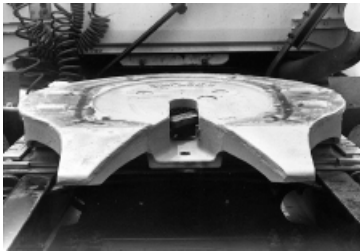
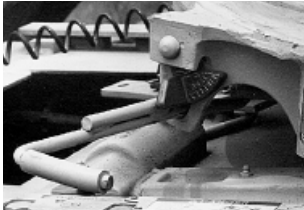


Figure 4



Straight Pull



Rotary Pull

Figure 5



2. While maintaining alignment of the tractor and trailer or converter dolly, slowly back tractor until the fifth wheel contacts the trailer (Figure 6).



Figure 6

Proceed with just enough power to lift the trailer and level fifth wheel. Continue rearward movement until there is full trailer resistance. The fifth wheel locking action is automatic.

⚠ DANGER Sound and tug tests are not reliable for proper coupling verification.

Failure to properly couple tractor and trailer could result in a separation causing death and property damage.

3. Before departure, the driver must visually verify that:

a. The trailer bed plate is resting on the top surface of the fifth wheel plate (Figure 7). **NO GAP** is visible between the fifth wheel and trailer bed plate.

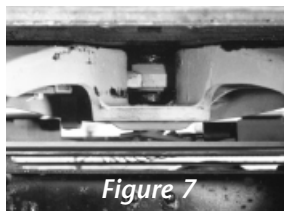


Figure 7

- b.** The operating rod is fully retracted (Figures 8a & 8b).



Figure 8a



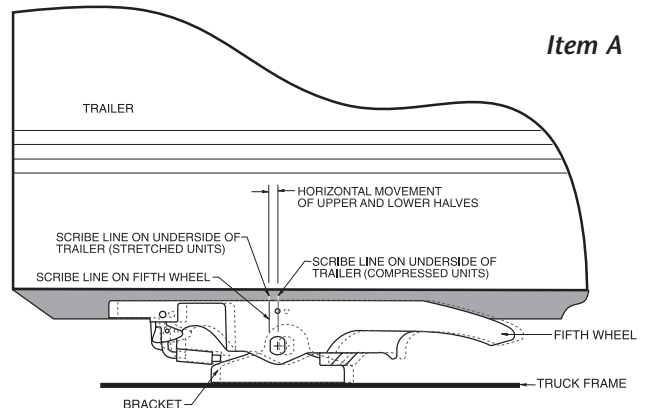
Figure 8b

Straight Pull: Safety indicator is positioned above the handle and swings freely (Figure 8a). Applicable models: Castloc II, Simplex Lite and Simplex - right-hand.

Rotary Pull: Safety indicator is horizontal and cam is in contact with indicator (Figure 8b). Applicable models: Castloc, Simplex IIR and Simplex Lite.

- c.** When locked, the kingpin is in the fifth wheel slot with jaw closed behind pin. The lock is engaged when the jaw and lock tip are visible in the fifth wheel slot (Figure 7). This must be viewed from the rear. Use a flashlight if available light is not adequate.

4. Check kingpin clearance by moving the tractor forward and backward with trailer brakes set. If clearance exceeds 1/8" or there is inability to lock, the wheel should be inspected by a qualified mechanic.



To measure the horizontal movement between the upper and lower halves (kingpin clearance) apply the trailer brakes and move the tractor forward (stretched units). Scribe two lines, one on the side of the fifth wheel plate above the pin hole and another line on the underside of the trailer bed plate even with the line on the fifth wheel. Move the tractor rearward and scribe another line, even with the line on the fifth wheel, underside of the trailer bed plate (compressed units). See *Item A*. The horizontal movement between the upper and lower halves is the distance between the two scribed lines on the underside of the trailer bed plate.

DISCONTINUED FIFTH WHEELS

STRAIGHT PULL FIFTH WHEEL UNCOUPLING PROCEDURE (Non Air-Ride Suspension) (Castloc II & Simplex Lite-straight)

NOTE: If truck is equipped with air-ride suspension, refer to the section "Coupling & Uncoupling Procedure (Air-Ride Suspension)".

1. Before attempting to uncouple apply the tractor and trailer brakes. Place chock blocks at trailer wheels.

Lower the trailer landing gear sufficiently to raise trailer approximately 1/2".

LOCKED POSITION (Figure 9) - Pivoting jaw and spring actuated lock encircle the kingpin (not shown).

In the locked position, the safety indicator (A) swings freely over the operating rod (B) (Figure 9).

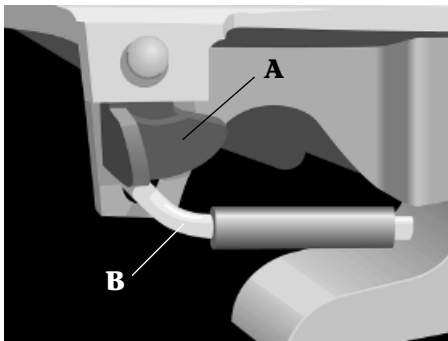


Figure 9

2. **UNLATCHED (LOCKSET)** - to unlock, manually rotate the safety indicator toward the rear of the fifth wheel (Figure 10).

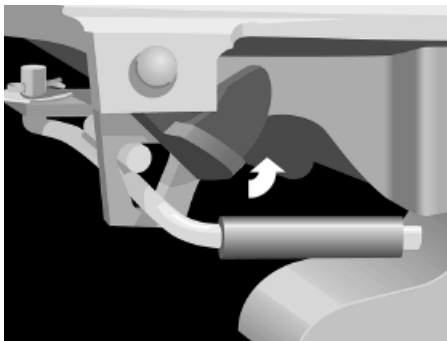


Figure 10

Pull the operating rod out. When the operating rod shoulder is outside the fifth wheel operating slot, raise the operating rod handle and place the upper operating rod shoulder against the plate casting above the operating rod slot. The fifth wheel is now in the lockset position and is ready for uncoupling (Figure 11).

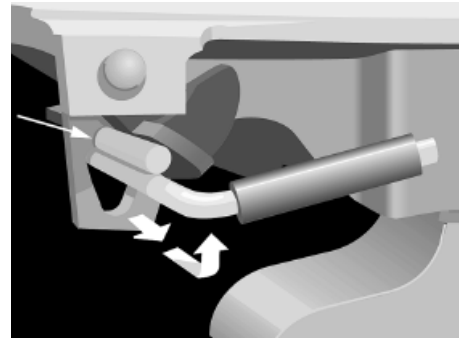


Figure 11

3. **OPEN POSITION (Figure 12)** - With the operating rod in the lockset position, the trailer may be uncoupled. Release tractor brakes and pull the tractor away from the trailer.

As the tractor (or dolly) is pulled away from the trailer, the kingpin forces the jaw to rotate, contacting the lock. Continued rotation of the jaw forces the lock to move outward and drops the operating rod out of lockset. The wheel is now ready for recoupling.

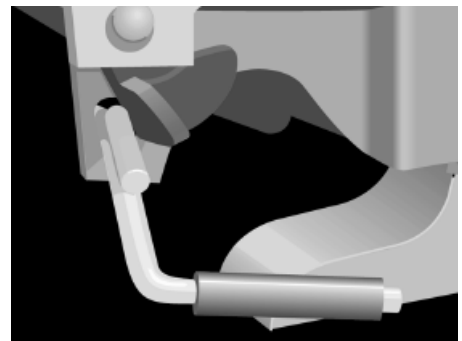


Figure 12

Driver **MUST BE FAMILIAR** with location and content of Danger Tag affixed to side of fifth wheel near operating rod. The tag describes the coupling procedures which must be followed before moving tractor-trailer (dolly) combination.

The **DRIVER'S CARD, TO BE KEPT IN THE TRACTOR CAB**, describes the steps outlined in section "Coupling Procedure (Non Air-Ride Suspension)". Additional copies may be obtained from Holland.

DISCONTINUED FIFTH WHEELS

ROTARY PULL FIFTH WHEEL UNCOUPLING PROCEDURE

(Non Air-Ride Suspension) (Castloc, Simplex IIR & Simplex Lite-Rotary)

NOTE: If truck is equipped with air-ride suspension, refer to the section "Coupling & Uncoupling Procedure (Air-Ride Suspension)".

1. Before attempting to uncouple apply the tractor and trailer brakes. Place chock blocks at trailer wheels.

Lower the trailer landing gear sufficiently to raise trailer approximately 1/2".

LOCKED POSITION (Figure 13) - Pivoting jaw and spring actuated lock encircle the kingpin (not shown).

In the locked position, the safety indicator (A) is parallel with the top of the fifth wheel and the operating rod handle (B) is angled down, with cam in contact with the indicator (Figure 13).

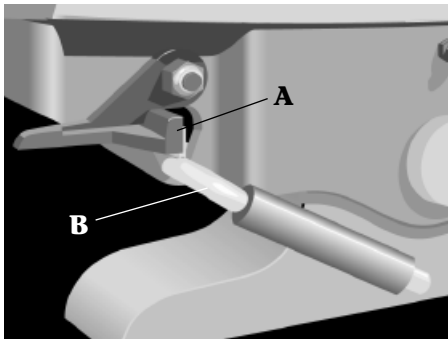


Figure 13

IMPORTANT: On the rotary pull fifth wheels, the cam is always in contact with the indicator (Figure 13).

2. **UNLATCHED (LOCKSET)** - to unlock, rotate the operating rod handle upward until motion stops. The indicator tilts automatically. **Do not lift handle (Figure 14).**

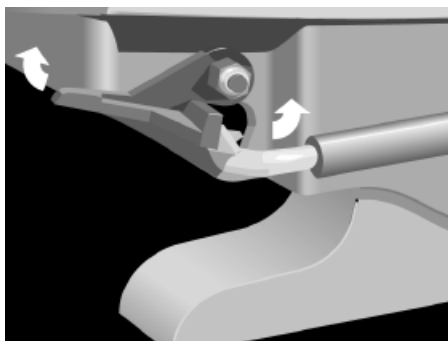


Figure 14

Once rotation stops, pull the handle straight out while continuing to apply upward rotary pressure (Figure 15).

When rotation increases (handle is out about 6" and pointing to the 2 o'clock position), slowly allow the handle to pull back into the fifth wheel. The indicator and handle will be tilted up. The fifth wheel is now in the lockset position and is ready for uncoupling (Figure 15).

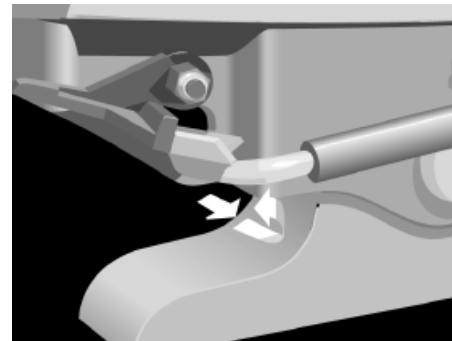


Figure 15

3. **OPEN POSITION (Figure 16)** - With the operating rod in the lockset position, the trailer may be uncoupled. Release tractor brakes and pull the tractor away from the trailer.

As the tractor (or dolly) is pulled away from the trailer, the kingpin forces the jaw to rotate, contacting the lock. Continued rotation of the jaw forces the lock to move outward and drops the operating rod out of lockset. The wheel is now ready for recoupling.

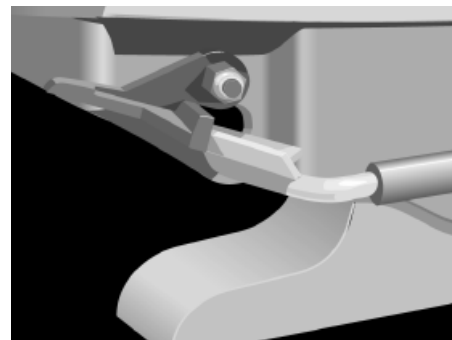


Figure 16

Driver **MUST BE FAMILIAR** with location and content of Danger Tag affixed to side of fifth wheel near operating rod. The tag describes the coupling procedures which must be followed before moving tractor-trailer (dolly) combination.

The **DRIVER'S CARD, TO BE KEPT IN THE TRACTOR CAB**, describes the steps outlined in section "Coupling Procedure (Non Air-Ride Suspension)". Additional copies may be obtained from Holland.

DISCONTINUED FIFTH WHEELS SIMPLEX RIGHT-HAND - STRAIGHT PULL FIFTH WHEEL UNCOUPLING PROCEDURE (Non Air-Ride Suspension)

NOTE: If truck is equipped with air-ride suspension, refer to the section "Coupling & Uncoupling Procedure (Air-Ride Suspension)".

1. Before attempting to uncouple apply the tractor and trailer brakes. Place chock blocks at trailer wheels.

Lower the trailer landing gear sufficiently to raise trailer approximately 1/2".

LOCKED POSITION (Figure 17) - Pivoting jaw and spring actuated lock encircle the kingpin (not shown).

In the locked position, the safety indicator (A) is parallel with the top of the fifth wheel and the operating rod handle (B) is angled down, with cam in contact with the indicator (Figure 17).

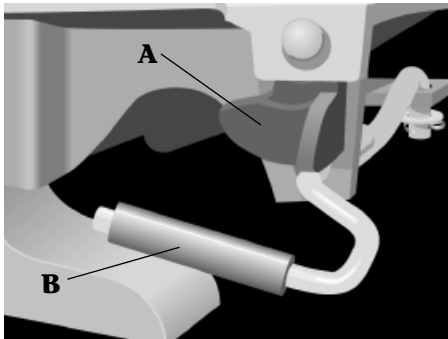


Figure 17

2. **UNLATCHED (LOCKSET)** - to unlock, manually rotate the safety indicator toward the rear of the fifth wheel. (Figure 18).



Figure 18

Lift the operating rod until the lower operating rod portion clears the slot in the fifth wheel plate (Figure 18).

Pull the operating rod out with a slight upward movement (Figure 19).

When the operating rod shoulder is outside the

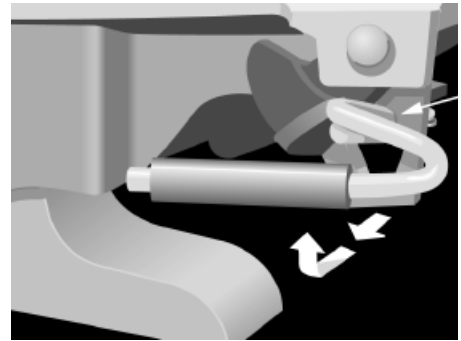


Figure 19

fifth wheel operating slot, raise the operating rod handle and place the upper operating rod shoulder against the plate casting above the operating rod slot. The fifth wheel is now in the lockset position and is ready for uncoupling (Figure 19)

3. **OPEN POSITION (Figure 20)** - With the operating rod in the lockset position, the trailer may be uncoupled. Release tractor brakes and pull the tractor away from the trailer.

As the tractor (or dolly) is pulled away from the trailer, the kingpin forces the jaw to rotate, contacting the lock. Continued rotation of the jaw forces the lock to move outward and drops the operating rod out of lockset. The wheel is now ready for recoupling.

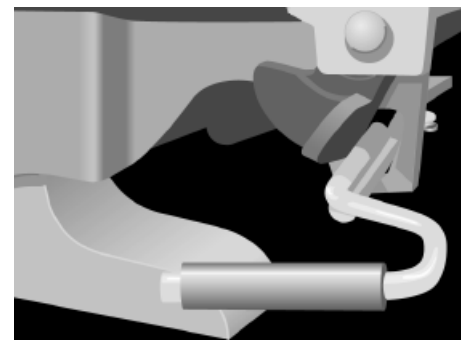


Figure 20

Driver **MUST BE FAMILIAR** with location and content of Danger Tag affixed to side of fifth wheel near operating rod. The tag describes the coupling procedures which must be followed before moving tractor-trailer (dolly) combination.

The **DRIVER'S CARD, TO BE KEPT IN THE TRACTOR CAB**, describes the steps outlined in section "Coupling Procedure (Non Air-Ride Suspension)". Additional copies may be obtained from Holland.

DISCONTINUED FIFTH WHEELS (all models) COUPLING PROCEDURE (Air-Ride Suspension)

NOTE: This information is for reference only. Use the following information to create procedures that match your particular application and vehicle. It is the operator's responsibility to ensure that proper trailer coupling and uncoupling procedures are used for a particular situation and vehicle application.

1. The fifth wheel should be in the **FULL DOWN** position and adequately lubricated (Figure 21). Be sure that the fifth wheel jaw is in the **UNLOCKED** or open position (Figure 22). If the jaw is in the locked position, use a bar or block to rotate jaw to the open position (Figure 23).

⚠ WARNING The lock is spring loaded. Keep hands away from lock and jaw to avoid injury.

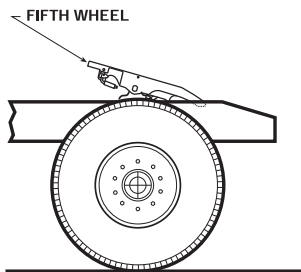


Figure 21



Figure 22



Figure 23

2. Deflate the air bags.
3. Apply the tractor and trailer brakes before attempting to couple; place chock blocks at trailer wheels.
4. Align the tractor with the front of the trailer or converter dolly, centering the fifth wheel to the center line of the trailer. The leading edge of the trailer should initially contact the fifth wheel plate between bracket center and 4" forward of bracket center. Adjust the landing gear to obtain this trailer height (Figure 24).
5. Slowly back the tractor **UNDER** the trailer until the **ENTIRE** fifth wheel disappears under the leading edge of the trailer. **STOP** approximately 12" from the kingpin (Figures 25 & 26).

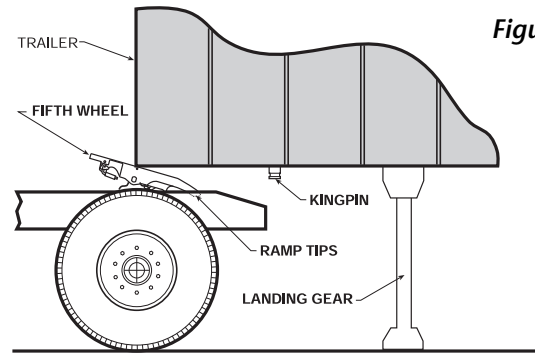


Figure 24

Figure 25

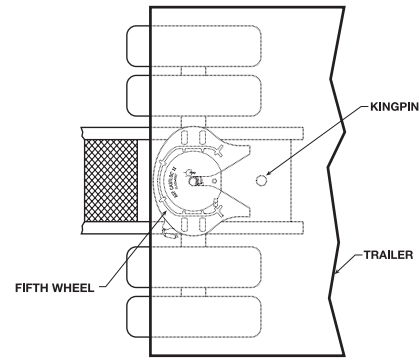
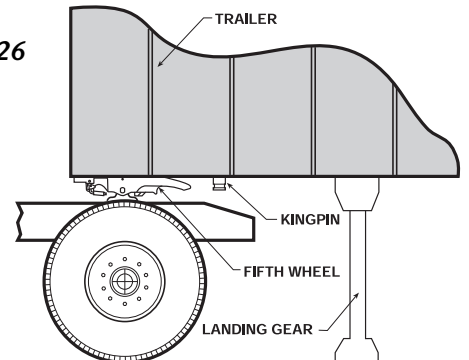


Figure 26



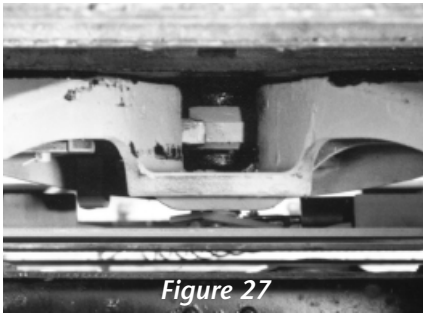
6. Inflate the air bags.
7. Back firmly but not abusively into the trailer kingpin until there is full trailer resistance. The fifth wheel locking action is automatic. As an **INITIAL** check, pull forward to test for a complete coupling.
8. Crank the trailer landing gear to its fully retracted position according to the landing gear manufacturer's instructions.

⚠ DANGER Sound and tug tests are not reliable for proper coupling verification. Failure to properly couple tractor and trailer could result in a separation causing death and property damage.

DISCONTINUED FIFTH WHEELS (all models) COUPLING PROCEDURE (Air-Ride Suspension) - *continued*

9. Before departure, the driver must visually verify that:

a. The trailer bed plate is resting on the top surface of the fifth wheel plate. **NO GAP** is visible between the fifth wheel and trailer bed plate (*Figure 27*).



b. The operating rod is fully retracted (*Figure 28a & 28b*).

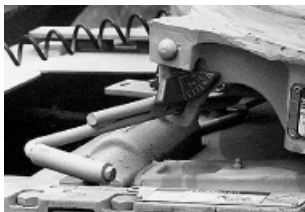


Figure 28a



Figure 28b

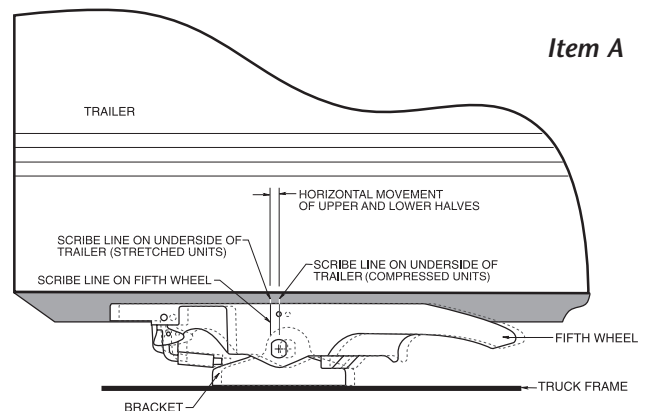
Straight Pull: Safety indicator is positioned above the handle and swings freely (*Figure 28a*).
Applicable models: Castloc II, Simplex Lite and Simplex - right-hand.

Rotary Pull: Safety indicator is horizontal and cam is in contact with indicator (*Figure 28b*).
Applicable models: Castloc, Simplex IIR and Simplex Lite.

c. When locked, the kingpin is in the fifth wheel slot with the jaw closed behind pin. The lock is engaged when the jaw and lock tip are visible in the fifth wheel slot (*Figure 27*). This must be viewed from the rear. Use a flashlight if available light is not adequate.

10. Check kingpin clearance by moving the tractor forward and backward with trailer brakes set. If clearance exceeds 1/8" or there is inability to lock, the wheel should be inspected by a qualified mechanic.

To measure the horizontal movement between the upper and lower halves (kingpin clearance) apply the trailer brakes and move the tractor forward (stretched units). Scribe two lines, one on the side of the fifth wheel plate above the pin hole and another line on the underside of the trailer bed plate even with the line on the fifth wheel. Move the tractor rearward and scribe another line, even with the line on the fifth wheel, underside of the trailer bed plate (compressed units) (*See Item A*). The horizontal movement between the upper and lower halves is the distance between the two scribed lines on the underside of the trailer bed plate.



DISCONTINUED FIFTH WHEELS UNCOUPLING PROCEDURE (Air-Ride Suspension) (all models)

⚠ WARNING Do not move the tractor when a person is working with the fifth wheel. Do not deflate the air bags prior to uncoupling. Deflating before uncoupling may result in damage to the fifth wheel, kingpin or both.

1. Apply the tractor and trailer brakes before attempting to uncouple; place chock blocks at trailer wheels.
2. Lower the trailer landing gear until it contacts the ground according to the landing gear manufacturer's instructions.
3. Unlock the fifth wheel.
 - a. For straight pull models (Castloc II) see page 5.
 - b. For rotary pull models (Castloc, Simplex IIR and Simplex Lite-rotary) see page 6.
 - c. For straight pull model Simplex right-hand see page 7.

If the operating rod is difficult to pull, back the tractor into the trailer to relieve any kingpin load against the fifth wheel jaw.

4. Pull the tractor away from the kingpin approximately 12" and **STOP** (Figure 29).

⚠ WARNING Do not allow the fifth wheel to lose contact with the underside of the trailer bed plate (Figure 29). Loss of contact may result in damage to the tractor air suspension.

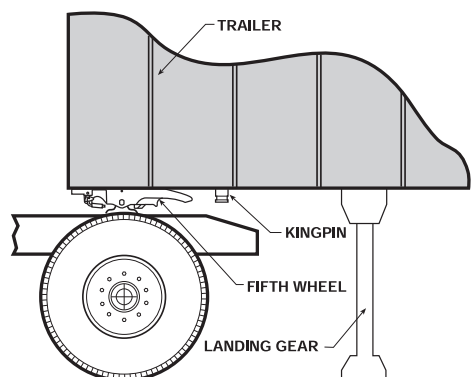


Figure 29

5. Deflate the air bags. **WAIT** 30 seconds for full air bag deflation.
6. With the air bag suspension lowered, pull tractor clear of the trailer and immediately restore the air bag suspension to the tractor manufacturer's operating height for proper operation.

DISCONTINUED FIFTH WHEELS GENERAL MAINTENANCE INSTRUCTIONS

Fifth wheels must be regularly inspected and properly serviced. A three month or 30,000 mile service interval is recommended.

For safe and efficient operation, the following should be checked:

Replace any cracked, broken, bent or missing parts. For components refer to the parts listing or contact Holland.

Clamp the legs of the short straight leg clinch pin (old design) together and insert into the bracket pin hole with the short leg in the upward direction (toward cover plate). The long straight leg clinch pin (new design) can be applied in any direction. The hump should be fully exposed on both clinch pins (*Figure 30*).

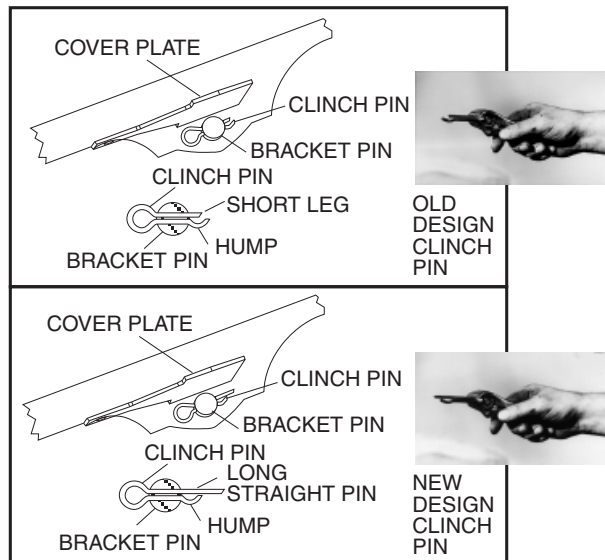


Figure 30

Cotter or clinch pins located in the jaw pin, bracket pins, lever bar pin and safety indicator pin must be in place. Both legs of cotter pins should be adequately spread to insure retention. Clinch pins should not be modified.

All mounting bolts are to be torqued to the bolt manufacturer's recommended level.

Inspect for sharp edges on the casting top plate and chamfer 1/8" to 1/4" as required.

For Straight Pull Wheels: Insure that the safety indicator swings freely over the operating rod when the operating rod is fully retracted (*Figure 31*).

For Rotary Pull Wheels: Insure that in the locked position, the safety indicator is parallel with the top of the fifth wheel and the operating rod is fully retracted with handle angled down and cam in contact with the indicator (*Figure 32*).

IMPORTANT: On the CASTLOC, SIMPLEX IIR & SIMPLEX LITE (Rotary Pull) Fifth Wheels, the cam is always in contact with the safety indicator.

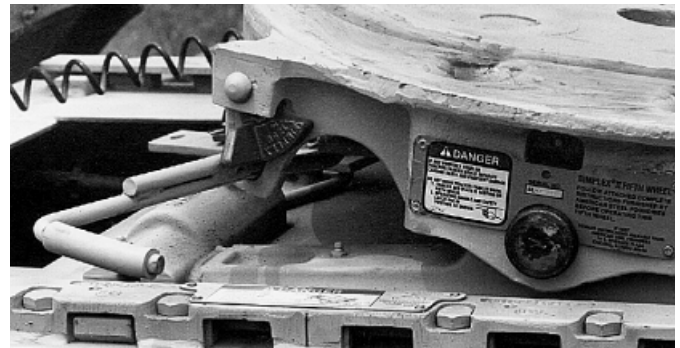


Figure 31 - Straight Pull



Figure 32 - Rotary Pull

DISCONTINUED FIFTH WHEELS LUBRICATION

All newer SIMPLEX IIR and SIMPLEX Lite-Rotary fifth wheels are equipped with polyurethane bracket shoes which **DO NOT** require lubrication at the bracket trunnion interface.

Castloc and older Simplex series have grease fittings located above the bracket pin for lubrication of the pivot connection.

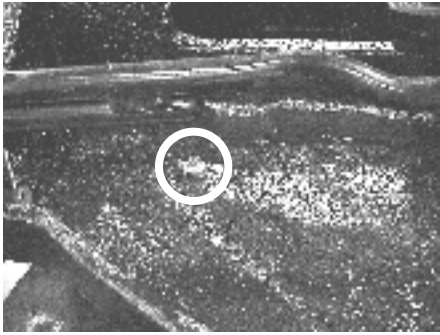


Figure 33

Maintain a heavy grease coating on the top surface of the wheel either through the grease fittings located on the underside of the plate casting (*Figure 33*), or by direct application.

Apply grease directly to the lock mechanism (*Figure 34*).

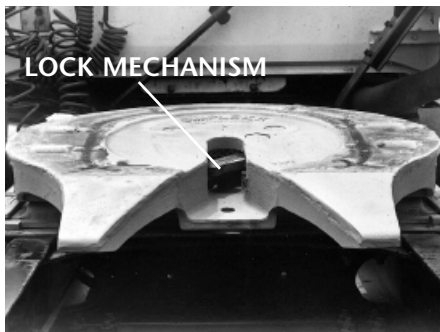


Figure 34

If installed to a Taperloc slider:

- a. Apply grease to the slider bracket fittings (*Figure 35*) to lubricate the sliding surfaces between the saddle and base plates.

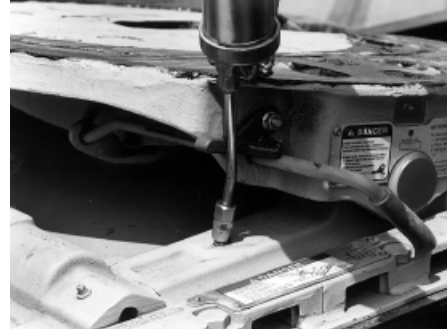


Figure 35

- b. Apply grease to the slider lock pin pocket fittings to lubricate the lock pins (*Figure 36*).

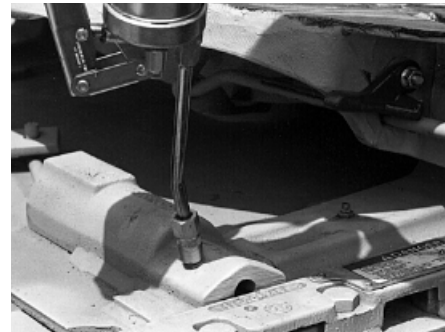
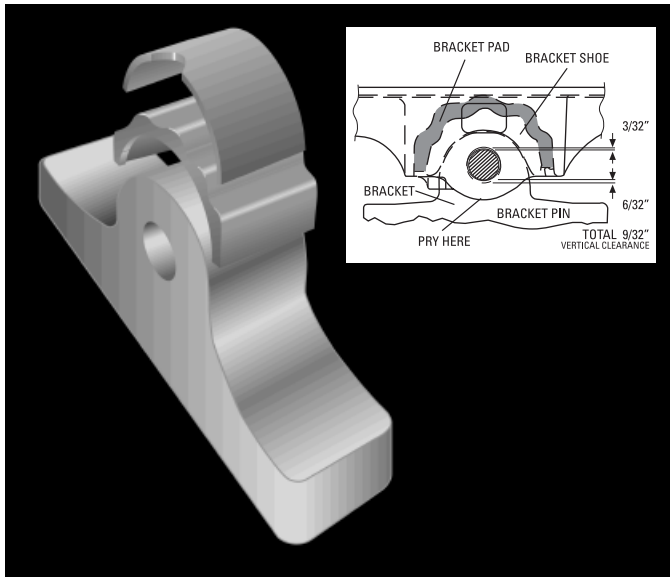


Figure 36

Always relubricate after steam cleaning.

Recommended lubricant classification:
Kendall L-427 Super-Blu
Leahy-Wolf Cling Master W, L1, LC-EP-1

BRACKET CONNECTION SIMPLEX, SIMPLEX IIR & SIMPLEX LITE



The bracket connection contains pads for cushioning. To avoid downward pin loading, the assembly provides a total of 9/32" vertical clearance.

When adding or removing a fifth wheel from its mounting brackets, it may be necessary to compress the wheel against the brackets (e.g. with C-clamps) to remove the bracket pins. For complete replacement

instructions see Bracket Pad Removal and Replacement on pages 17 and 18 of this manual.

To maintain adequate vertical cushioning, replace the rubber or polyurethane bracket pads if unloaded plate lift exceeds 5/16". To check the vertical lift, put the fifth wheel plate in a horizontal position (unloaded without trailer), and lift by prying up on the plate casting to the maximum raised position. Check both sides.

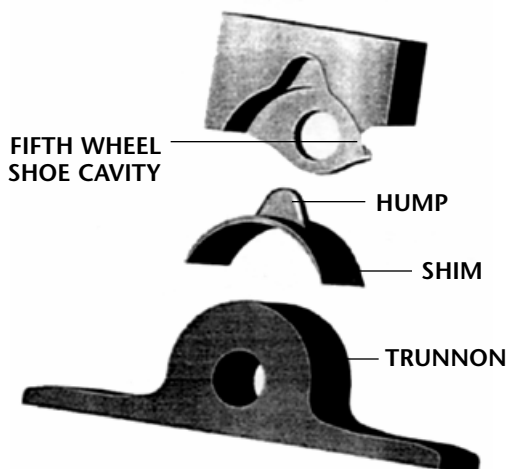
Replace the bracket pads if required. Holland Kit Number 4000504.

If replacement is required, both sides must be replaced, even if only one side is worn.

Replace the bracket pins if their 1-1/2" diameter is worn 1/8".

NOTE: *The Simplex and Simplex IIR models may be equipped with either steel or polyurethane (plastic) bracket shoes. The Simplex Lite model is only equipped with polyurethane shoes. The steel shoe contains a hole near the top and a grease fitting for lubrication. The polyurethane shoe does not have a similar hole or grease fitting as lubrication is not required.*

BRACKET CONNECTION CASTLOC & CASTLOC II



The CASTLOC series plate/bracket connection will allow up to 3/32" vertical movement of the plate, in new condition. To check the vertical lift, put the fifth wheel plate in a horizontal position (unloaded without trailer), and lift by prying up on the plate casting to the maximum raised position. If vertical movement exceeds 5/16", a 3/16" bracket shim should be installed (above). Holland Kit Number 4000506.

When installing the bracket shim, any high or uneven spots on the trunnion area should be removed with a hand grinder. Add grease to the hump of the shim. Insert the shim into the mating fifth wheel shoe cavity. Lower and secure the fifth wheel onto the mounting brackets.

NOTE: *When the shims (polyurethane material) are installed, the grease fittings located in the plate casting above the bracket pins may be removed as lubrication is no longer required.*

JAW/KINGPIN CLEARANCE ADJUSTMENT

Check for excessive clearance at the kingpin at regular intervals. New fifth wheels provide approximately 1/16" clearance between the kingpin and jaw. This clearance is necessary to permit proper locking and to accommodate SAE kingpin tolerances.

CAUTION The lock is spring loaded. To avoid injury, keep hands away from lock and jaw. Use a bar or block to rotate jaw when opening or closing the locking mechanism. When locking the jaw, stand clear of the operating rod as it retracts rapidly during lockup.

1. Be sure that the fifth wheel jaw is in the unlocked or open position (*Figure 37a*). If not as illustrated, pull operating rod to extended position and use a bar or block to rotate jaw to the open position (*Figure 37b*).



Figure 37a



Figure 37b

2. Ram a kingpin gauge (Holland# 4000171) into the open jaw to achieve a coupled and locked condition (*Figure 38*). For Straight Pull wheels; the safety indicator must swing freely over the operating rod (*Figure 39*). For Rotary Pull wheels; the safety indicator is horizontal and cam is in contact with the indicator (*Figure 40*).

NOTE: For complete instructions on a properly coupled condition, see the tag affixed to the side of the fifth wheel near the operating handle and the drivers card that is furnished with each fifth wheel.

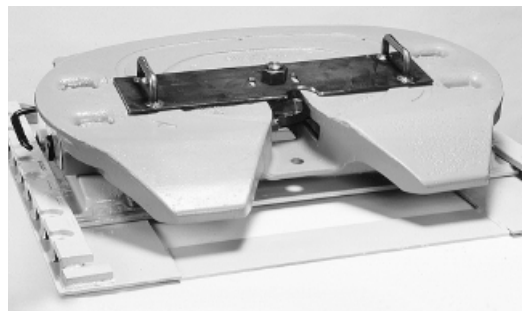


Figure 38



Figure 39



Figure 40

3. Measure the longitudinal gauge movement. The gauge plate must be flat on the wheel.
4. If clearance exceeds 1/8", it should be **DIALED OUT** using the eccentric jaw pin on which the jaw pivots.
 - a. With the kingpin gauge still locked in the fifth wheel and the jaw in the locked position, rotate the kingpin gauge until the cutout in the gauge is in a position to allow access to the jaw pin (*Figure 41*).



Figure 41

- b. Remove the clinch pin from the jaw pin (*Figure 42*).



Figure 42

JAW/KINGPIN CLEARANCE ADJUSTMENT - *continued*

- c. Lift the jaw pin sufficiently to clear the indexing hexagon head (*Figure 43*), and rotate the pin to the next higher number position in a clockwise direction for a left hand release wheel, and counter clockwise direction for a right-hand release wheel.



Figure 43

CAUTION *DO NOT rotate the jaw beyond position 3. If more than 1/8" clearance remains at position 3, replace the jaw and jaw pin. ALWAYS recheck using a gauge to assure that a positive lock (safety indicator down or safety indicator horizontal) can be achieved. Remember to secure the jaw pin by installing a clinch pin. DO NOT overadjust, or the fifth wheel will not lock to a kingpin. The eccentric jaw pin can be reused. If excessive wear occurs in the plate casting jaw pin head cavity, an oversize eccentric jaw pin (left hand kit 4000502 and right-hand kit 4000523) can be used.*

- d. Remeasure the clearance at the kingpin. If the clearance remains excessive, repeat Steps 4a-4d until the clearance allows approximately 1/16" movement of the kingpin gauge.

- e. After the final adjustment, reinstall the clinch pin in the jaw pin.

- f. Remove the gauge*. When removing the gauge two people are usually required. The operating rod must be fully extended and held out beyond lockset, while the gauge is pulled straight back out of the fifth wheel jaw opening towards the rear (*Figure 44*). Considerable force is required for removal.



Figure 44

- g. Check for a positive locking condition by coupling to a trailer, equipped with a new kingpin, several times. For complete instructions, see the appropriate coupling and uncoupling procedures on pages 3-10 of this manual. Also, see the tag affixed to the side of the fifth wheel near the operating handle and the driver's card that is furnished with each fifth wheel.

*The kingpin gauge tester (Holland Gauge Number 4000171) is used to test fifth wheel coupling. It is NOT used to test uncoupling.

JAW REMOVAL AND REPLACEMENT ON TRACTOR

For components, refer to the individual fifth wheel parts lists at the end of this document.

Disassembly

1. Lock the jaw mechanism using a bar or block (Figure 45).

⚠ WARNING The lock is spring loaded. Keep hands away from lock and jaw to avoid injury. Stand clear of the operating rod as it retracts rapidly during lockup.

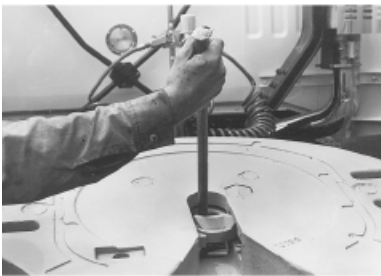


Figure 45

2. Remove the clinch pin (Figure 46) and completely remove the eccentric jaw pin (Figures 47, 48 and 49).



Figure 46

(wheel shown removed from brackets and upside down for purpose of illustration.)



Figure 47



Figure 48



Figure 49

3. Slide the jaw away from the lock and remove from the underside of the fifth wheel plate casting (Figure 50).



Figure 50

Assembly

1. Clean and lubricate the fifth wheel plate jaw area and the replacement jaw.
2. Reassemble the parts in the reverse order of disassembly. **NOTE: Position the eccentric jaw pin with its arrow pointing to the arrow on the fifth wheel plate casting.**
3. Reinstall the clinch pin.
4. Perform Steps 1 through 4g in the section "Jaw/Kingpin Clearance Adjustment" of this manual.

SIMPLEX, SIMPLEX IIR AND SIMPLEX LITE BRACKET PAD REMOVAL AND REPLACEMENT

Disassembly

Lock the fifth wheel jaw using a bar or block (Figure 51).

CAUTION

The lock is spring loaded. Keep hands away from lock and jaw to avoid injury. Stand clear as the extended operating rod retracts rapidly during lockup.

1. Remove the bracket pin clinch pins and the bracket pins at both sides (Figure 52).



Figure 51



Figure 52

(Wheel shown already removed from mounting brackets and upside down for purposes of illustration.)

2. If the pins are difficult to remove, compress the fifth wheel downward against the mounting bracket trunnions with a clamp or any other suitable means (for example, placing it under a light trailer), to relieve the load on the bracket pins.
3. Using a chain hoist, carefully turn over the fifth wheel plate assembly to expose its underside. **DO NOT** use the operating handle to move or lift the fifth wheel.

4. Drive out the bracket shoes at both sides with a hammer (Figure 53) and a drift pin (Figure 54) or similar tools at the bracket shoe stop side of the plate casting pocket. A screwdriver may be wedged between the bracket shoe and pad to assist in bracket shoe removal (Figure 55).

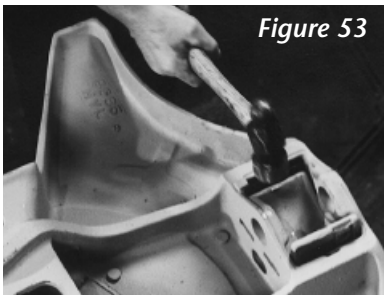


Figure 53

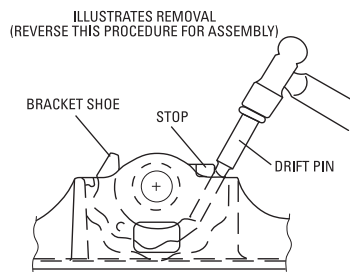


Figure 54

5. After removal of the bracket shoes, use a screwdriver or similar tool to pop one end of the bracket pad out of the place casting pocket and remove at both sides (Figure 56).

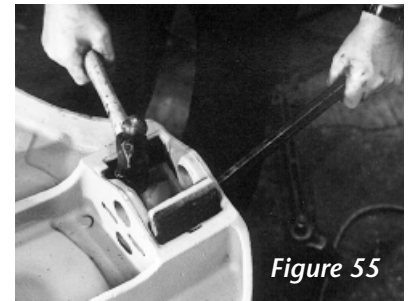


Figure 55

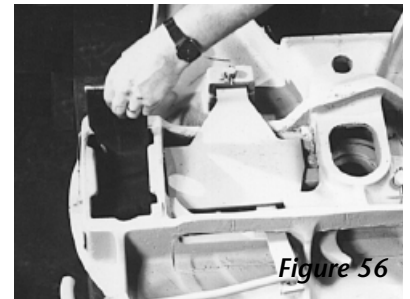


Figure 56

Assembly

1. Install the new bracket pads. It may be necessary to use a block and hammer to tap the bracket pads entirely within the plate casting pocket end stops.
2. Drive the bracket shoes in place against the plate casting bracket shoe end stops using a hammer (Figure 57). Lubrication is not required for polyurethane bracket shoe applications.
3. Using a chain hoist, carefully turn over the fifth wheel plate assembly and position on the mounting bracket trunnions.
4. If necessary compress the fifth wheel downward against the mounting bracket trunnions with a clamp or any other suitable means (for example, placing it under a light trailer), and install the bracket pins at both sides.
5. Install the bracket pin clinch pins in the bracket pins at both sides. The clinch pins must not be jammed against the cover plate or casting.



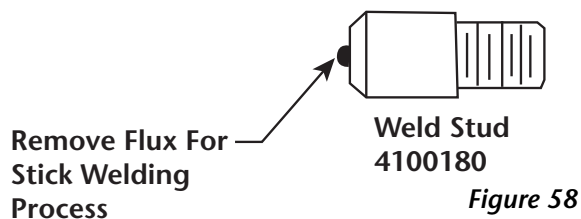
Figure 57

FIELD REPLACEMENT OF SAFETY INDICATOR STUD FOR CASTLOC AND SIMPLEX IIR

There are two field repair methods for reapplying the safety indicator if damaged or broken off.

WELD STUD APPLICATION

The weld stud (4100180) can be applied by the stick welding process. First remove the flux bead at the tip of the weld stud to ensure the stud seats flush against the fifth wheel plate casting (*Figure 58*).



Remove all paint, grease and oil from the area to be welded (*Figure 59*). The fifth wheel must be dry and at a minimum temperature of 50° F when welding is done. Apply the weld stud 90° to the plate casting vertical wall at the location illustrated in *Figure 59*. Secure the weld stud to the fifth wheel plate casting and weld with a 1/8" maximum fillet weld.

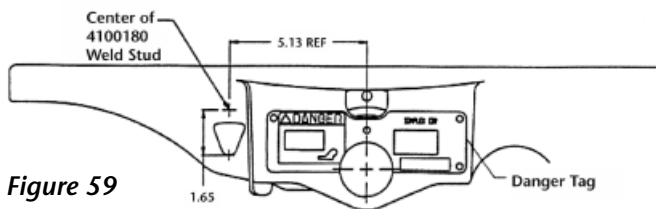


Figure 59

Apply safety indicator (4100150) to weld stud and secure with self locking flange nut (9900113). See *Figure 60*.

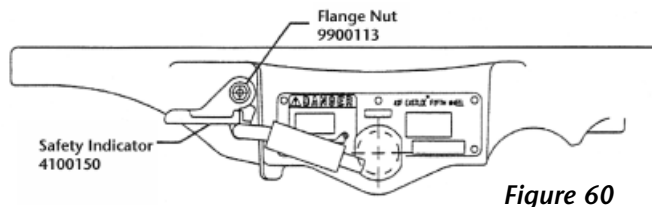


Figure 60

Check the operation of the operating rod to ensure that the safety indicator is horizontal when the fifth wheel is in the locked position as illustrated in *Figure 60* and on the danger tag. The danger tag is on the operating side of the fifth wheel above the bracket pin. In addition, check that the safety indicator position is angled upward when the fifth wheel is in the lockset and unlocked position (*Figure 61*).

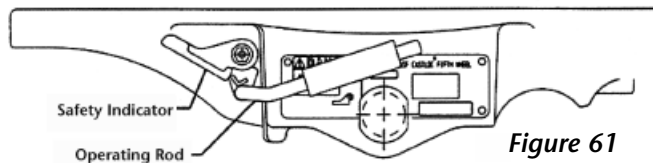


Figure 61

BOLT, SLEEVE and NUT INSTALLATION

Drill a .38 inch diameter hole at the location shown in *Figure 59*. Care should be taken that the drill bit is perpendicular to the plate casting. To aid in location of the drilled safety indicator hole it is recommended to first use a .19 inch diameter pilot or centering drill bit. A .38 inch drill should be used for final through drilling. Remove any burrs produced from drilling. Apply safety indicator (4100150) to the fifth wheel using a .38-16-UNC-2 hex head cap screw 1.50 inches long, nylon sleeve bearing .38 inch bore (.50 inch outside diameter) .50 inch long and a .38-16 self locking flange nut (9900113), as shown in *Figure 62*.

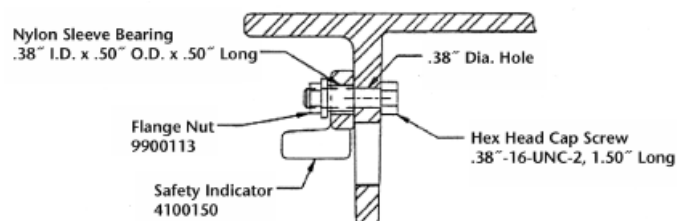


Figure 62

Check the operation of the operating rod to ensure that the safety indicator is horizontal when the fifth wheel is in the locked position as illustrated in *Figure 60* and on the danger tag. The danger tag is on the operating side of the fifth wheel above the bracket pin. In addition, check that the safety indicator position is angled upward when the fifth wheel is in the lockset and unlocked position. See *Figure 61*.

DISCONTINUED FIFTH WHEELS COMPLETE REBUILD

Lock the fifth wheel jaw using a bar or block (*Figure 63*).



Figure 63

CAUTION The lock is spring loaded. Keep hands away from lock and jaw to avoid injury. Stand clear as the extended operating rod retracts rapidly during lockup.

1. Remove the bracket pin clinch pins and the bracket pins at both sides (*Figure 64*).
2. If the pins are difficult to remove, compress the fifth wheel downward against the mounting bracket trunnions with a clamp or any other suitable means (for example, placing it under a light trailer), to relieve the load on the bracket pins.



Figure 64

(wheel shown already removed from mounting brackets and upside down for purpose of illustration.)

3. Using a chain hoist, carefully turn over the fifth wheel plate assembly to expose its underside. **DO NOT** use the operating handle to move or lift the fifth wheel.

1. Drive out the bracket shoes at both sides with a hammer and drift pin or similar tools at the bracket shoe stop side of the plate casting pocket (*Figure 65*).

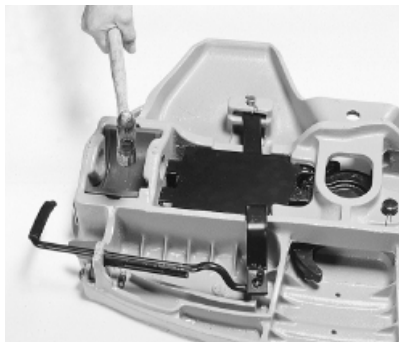


Figure 65

A screwdriver may be wedged between the bracket shoe and pad to assist in bracket shoe removal.

2. With a screwdriver or a similar tool, pop one end of the bracket pad out of the plate casting pocket and remove at both sides (*Figure 66*).

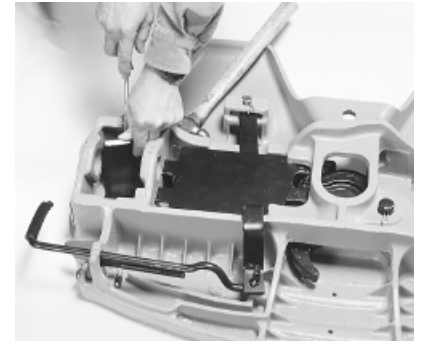


Figure 66

3. Remove the cotter pin from the lever bar pin and remove the lever bar pin (*Figure 66*).
4. Remove operating rod from lever bar.
 - a. For a straight pull release where the operating rod is secured to the lever bar with a slotted spring pin, drive the pin out of the rod and remove the rod from the lever bar.
 - b. For a straight pull release where the operating rod is secured to the lever bar with a washer and cotter, remove and discard the cotter and then remove the rod. **NOTE: replacement kits will contain the newer design operating rod which is secured to the lever bar with a slotted spring pin.**
 - c. For rotary release wheels no fastener is used to secure the rod to the lever bar. For this design, simply separate the operating rod from the lever bar after removing the cover plate per item 5.
5. Remove cover plate:
 - a. For Castloc, Simplex IIR, Simplex Lite, slide the cover plate sideways into bracket pocket slots, lift and remove (*Figure 67*).
 - b. For Castloc II and Simplex right-hand, slide the cover plate toward the ramps until clear of the tabs, lift and remove (not illustrated).

CAUTION Remove the cover plate slowly. The lock spring is under compression.

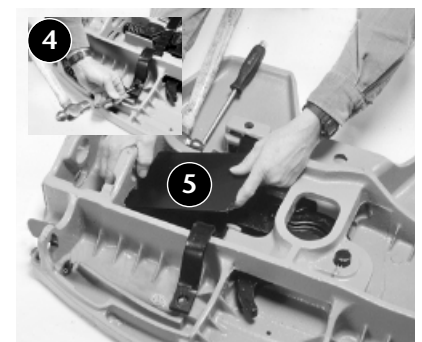


Figure 67

DISCONTINUED FIFTH WHEELS COMPLETE REBUILD – *continued*

- Slide the lever bar forward, lift and remove.
- Carefully lift up on the lock and lock spring and remove (*Figure 68*).

CAUTION The lock spring is under compression.



Figure 68

- Remove the clinch pin from the eccentric jaw pin (*Figure 69*).

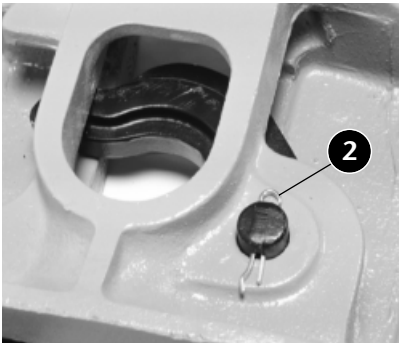


Figure 69

- Reach under the fifth wheel plate to catch the jaw pin while tapping out the jaw pin (*Figure 70*).

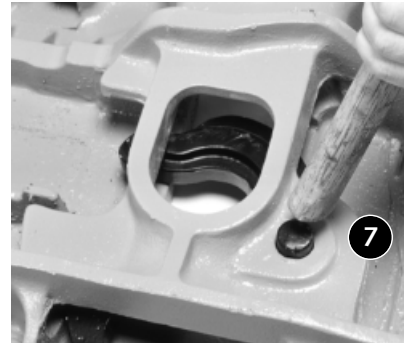


Figure 70

- Remove the jaw by sliding it towards the jaw pin side of the fifth wheel plate and lift it out (*Figure 71*).

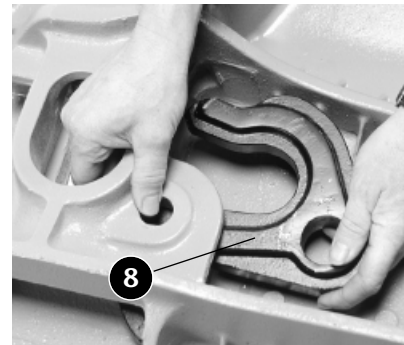


Figure 71

The fifth wheel is now completely disassembled. Clean and inspect all of the parts, replacing any worn parts if necessary.

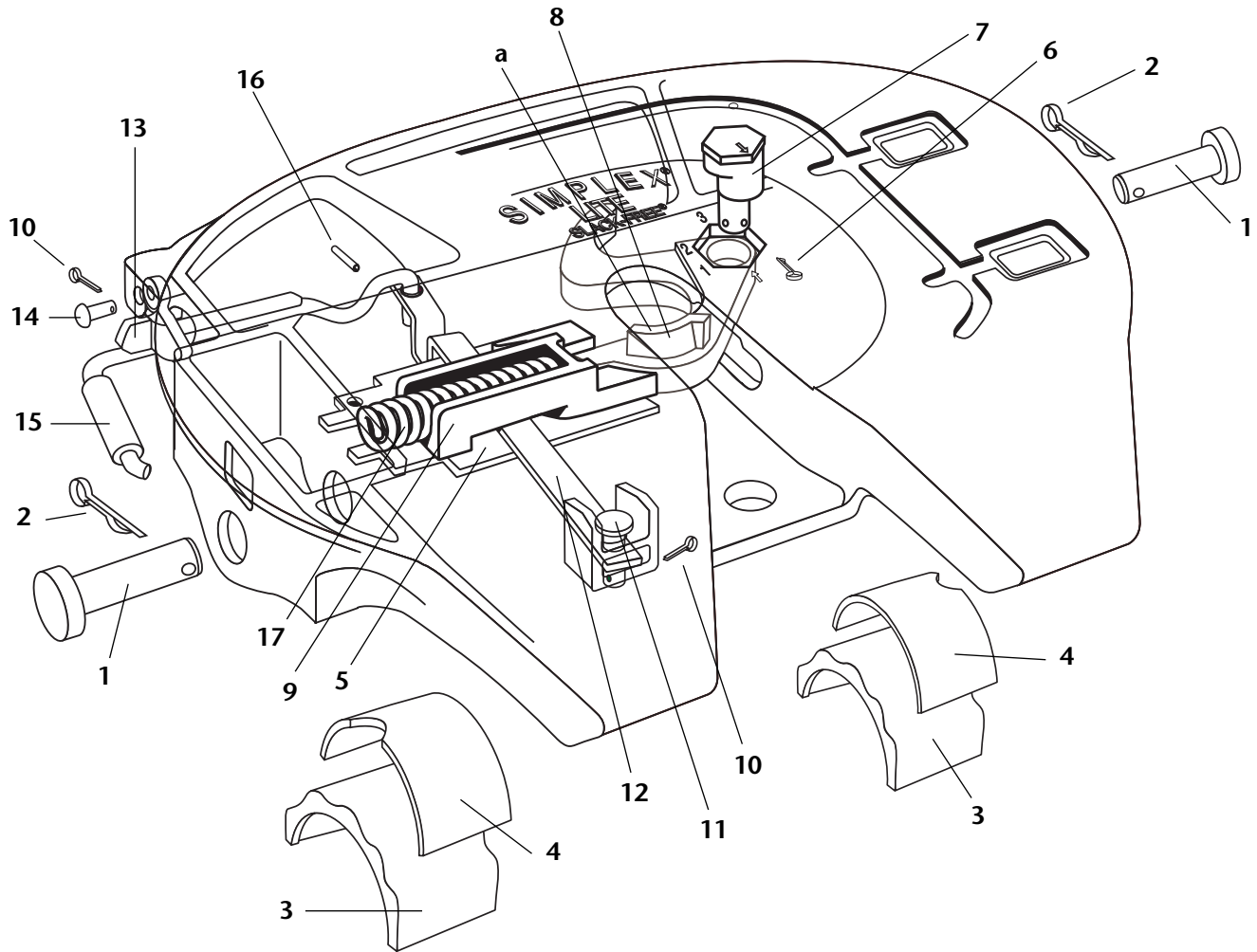
REASSEMBLY

Lubricate the fifth wheel plate lock area and the locking mechanism parts. Reassemble the parts in the reverse order of disassembly.

NOTE: Position the jaw pin with its arrow pointing to the arrow on the plate casting.

Perform steps 1-4g in the section “Jaw/Kingpin Clearance Adjustment” on pages 14 and 15 of this manual.

SIMPLEX LITE STRAIGHT PULL PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	5400705
2	Clinch Pins for Bracket Pins (2 required)	9900169
3	Bracket Shoes (2 required)	4100328
4	Bracket Pads (2 required)	4100329
5	Cover Plate	4100155
6	Clinch Pin for Jaw Pin	9900170
7	Jaw Pin (standard)	4109916
7a	Jaw Pin (oversize – not shown)	4109977
8	Jaw*	4109935

ITEM NO.	DESCRIPTION	PART NO.
9	Lock	4109931
10	Cotter Pin (2 required)	84261
11	Lever Bar Pin	4000250
12	Lever Pin	4100373
13	Safety Indicator	4101250
14	Safety Indicator Pin	5400711
15	Operating Rod	4100382
16	Slotted Spring Pin	9900181
17	Lock Spring	1200706

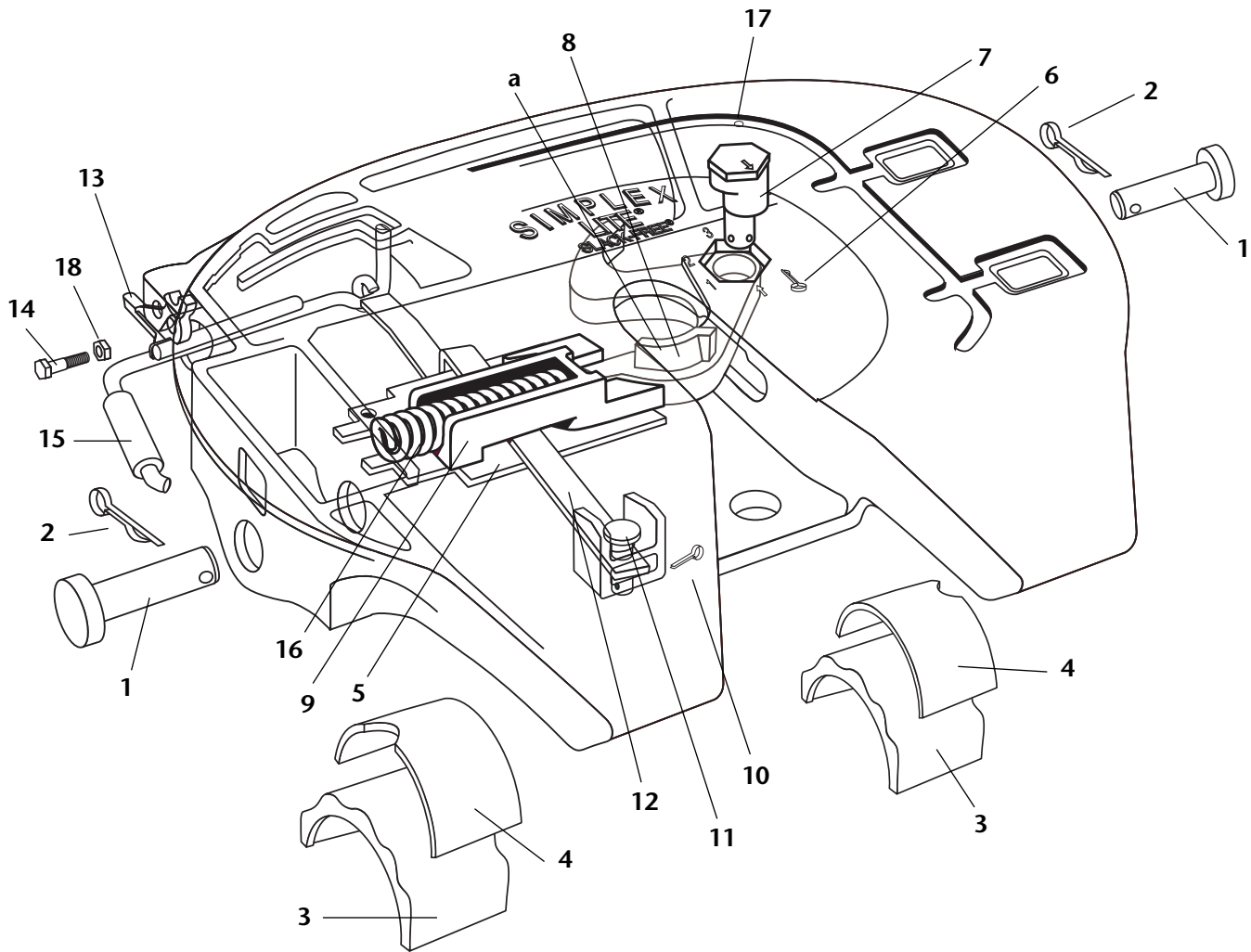
* Note: The correct jaw 4109935, which replaces the previous design jaw 4109930, does not contain the lug "a" as pictured above.

SIMPLEX LITE REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	6, 7, 8	4000501
Jaw Rebuild Kit (oversize)	6, 7a, 8	4000502
Bracket Pad Kit	4	4000528

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	6, 7, 8	4000501
Jaw Rebuild Kit (oversize)	6, 7a, 8	4000502
Bracket Pad Kit	4	4000528

SIMPLEX LITE ROTARY PULL PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	5400705
2	Clinch Pins for Bracket Pins (2 required)	9900169
3	Bracket Shoes (2 required)	4100328
4	Bracket Pads (2 required)	4100329
5	Cover Plate	4100155
6	Clinch Pin for Jaw Pin	9900170
7	Jaw Pin (standard)	4109916
7a	Jaw Pin (oversize – not shown)	4109977
8	Jaw*	4109935
9	Lock	4109931

ITEM NO.	DESCRIPTION	PART NO.
10	Cotter Pin	84261
11	Lever Bar Pin	4000250
12	Lever Pin	4100372
13	Safety Indicator	4100374
14	Bolt Shoulder	4100402
15	Operating Rod	4100386
16	Lock Spring	1200706
17	Grease Fittings (2 required)	84787
18	Self-locking Nut	9900139

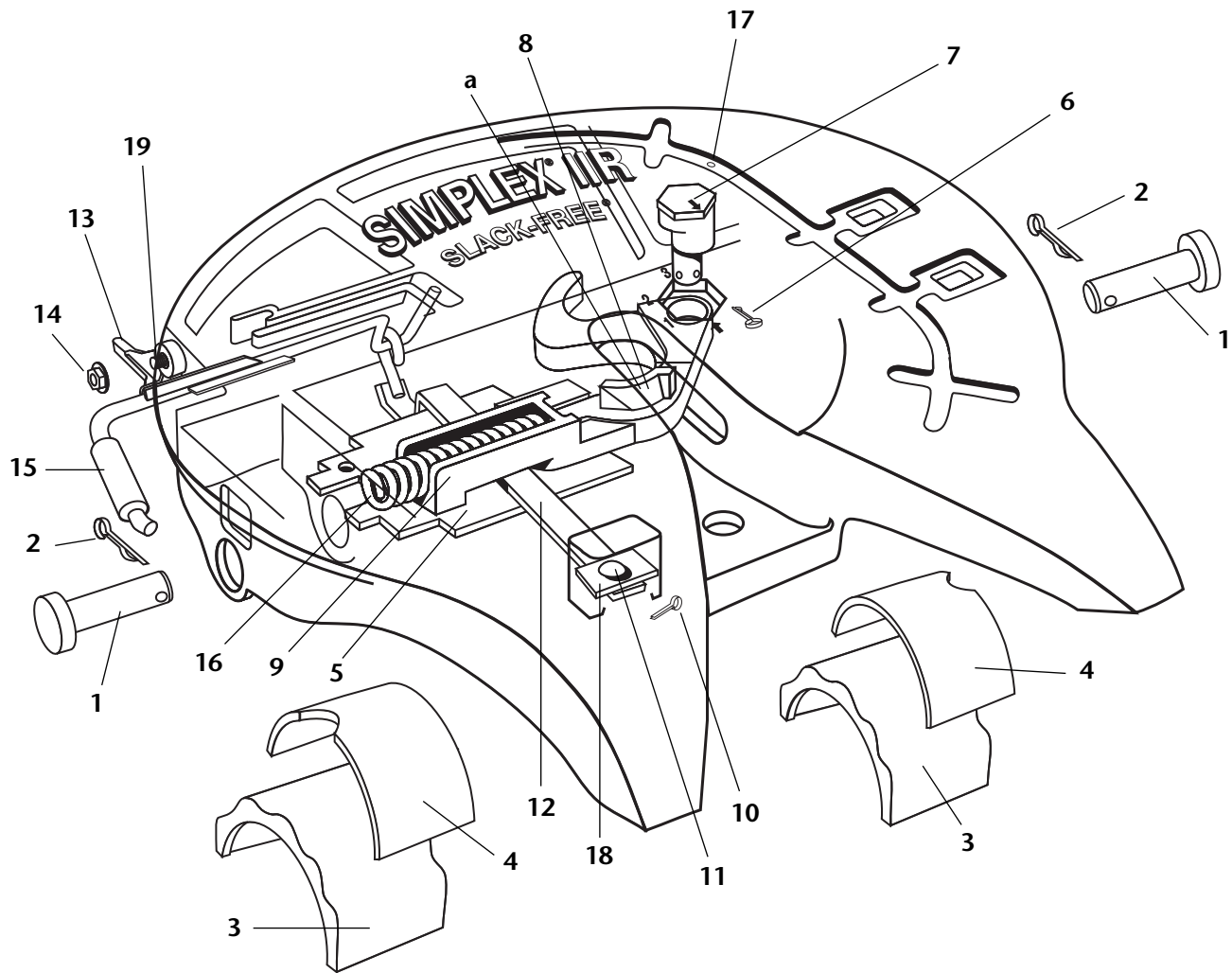
* Note: The correct jaw 4109935, which replaces the previous design jaw 4109930, does not contain the lug "a" as pictured above.

SIMPLEX LITE REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	6, 7, 8	4000501
Jaw Rebuild Kit (oversize)	6, 7a, 8	4000502
Bracket Pad Kit	4	4000528

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Bracket Connection Kit	1–4	4000504
Operating Rod Kit	13–15, 18	4000508
Lock Kit	5, 9–12, 16	4000578

SIMPLEX IIR ROTARY PULL PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	5400705
2	Clinch Pins for Bracket Pins (2 required)	9900169
3	Bracket Shoes (2 required)	4100328
4	Bracket Pads (2 required)	4100329
5	Cover Plate	4100155
6	Clinch Pin for Jaw Pin	9900170
7	Jaw Pin (standard)	4109916
7a	Jaw Pin (oversize – not shown)	4109977
8	Jaw*	4109935
9	Lock	4109931

ITEM NO.	DESCRIPTION	PART NO.
10	Cotter Pin	84261
11	Lever Bar Pin	4000154
12	Lever Pin	4100152
13	Safety Indicator	4100150
14	Flange Nut	9900113
15	Operating Rod (2 piece)	4100357
16	Lock Spring	1200706
17	Grease Fittings (2 required)	84787
18	Lever Bar Retainer Plate	4100153
19	Weld Stud	4100180

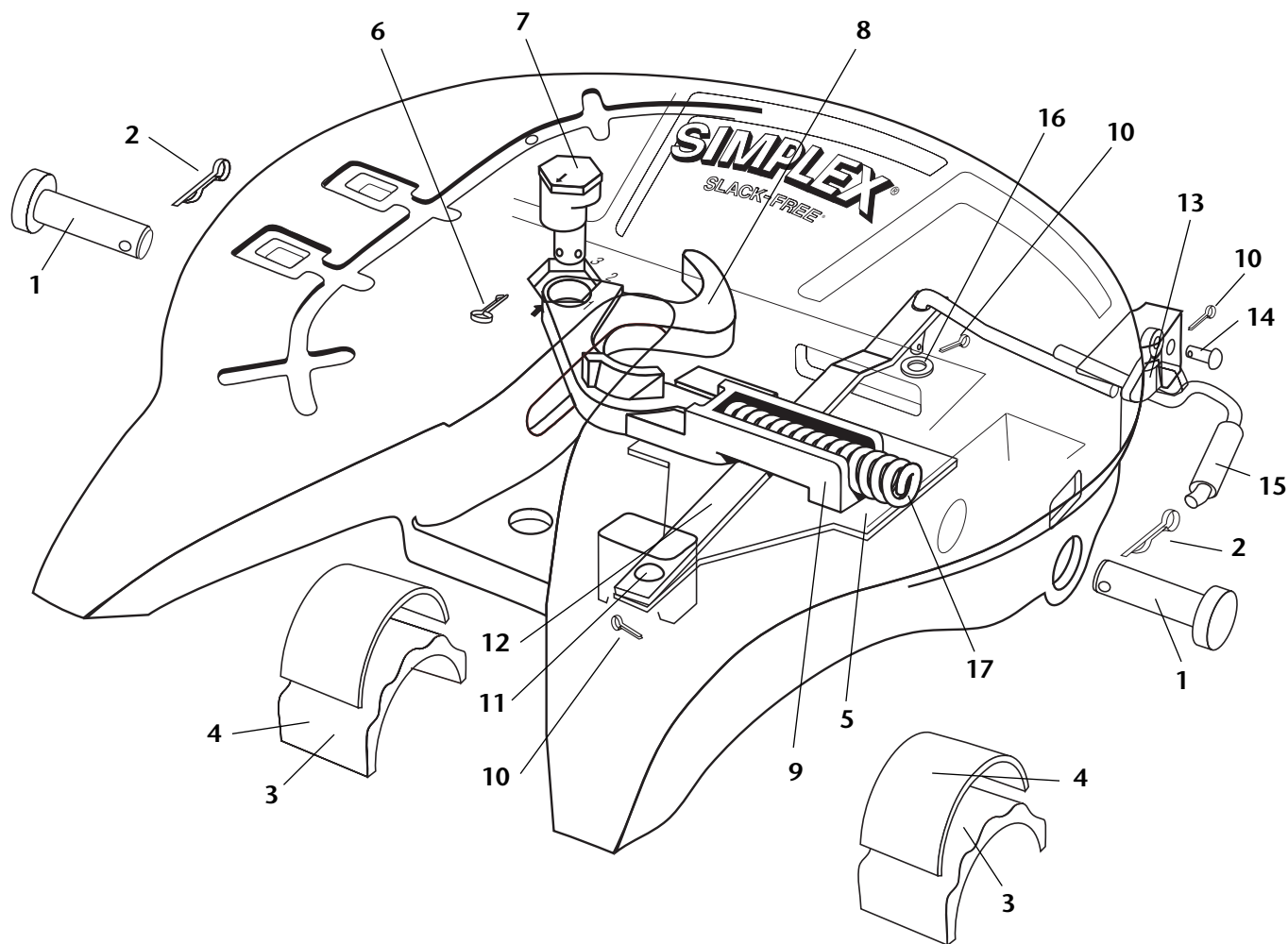
* Note: The current jaw 4109935, which replaces the previous design jaw 4109930, does not contain the lug "a" as pictured above.

SIMPLEX IIR REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	6, 7, 8	4000501
Jaw Rebuild Kit (oversize)	6, 7a, 8	4000502
Bracket Pad Kit	4	4000528

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Bracket Connection Kit	1-4	4000504
Operating Rod Kit	13-15, 19	4000510
Lock Kit	5, 9-12, 16, 18	4000578

SIMPLEX RIGHT-HAND PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	5400705
2	Clinch Pins for Bracket Pins (2 required)	9900169
3	Bracket Shoes (2 required)	4109811
4	Bracket Pads (2 required)	4100358
5	Cover Plate	4100767
6	Clinch Pin for Jaw Pin	9900170
7	Jaw Pin (standard)	4109916
7a	Jaw Pin (oversize – not shown)	4109977
8	Jaw*	4109920

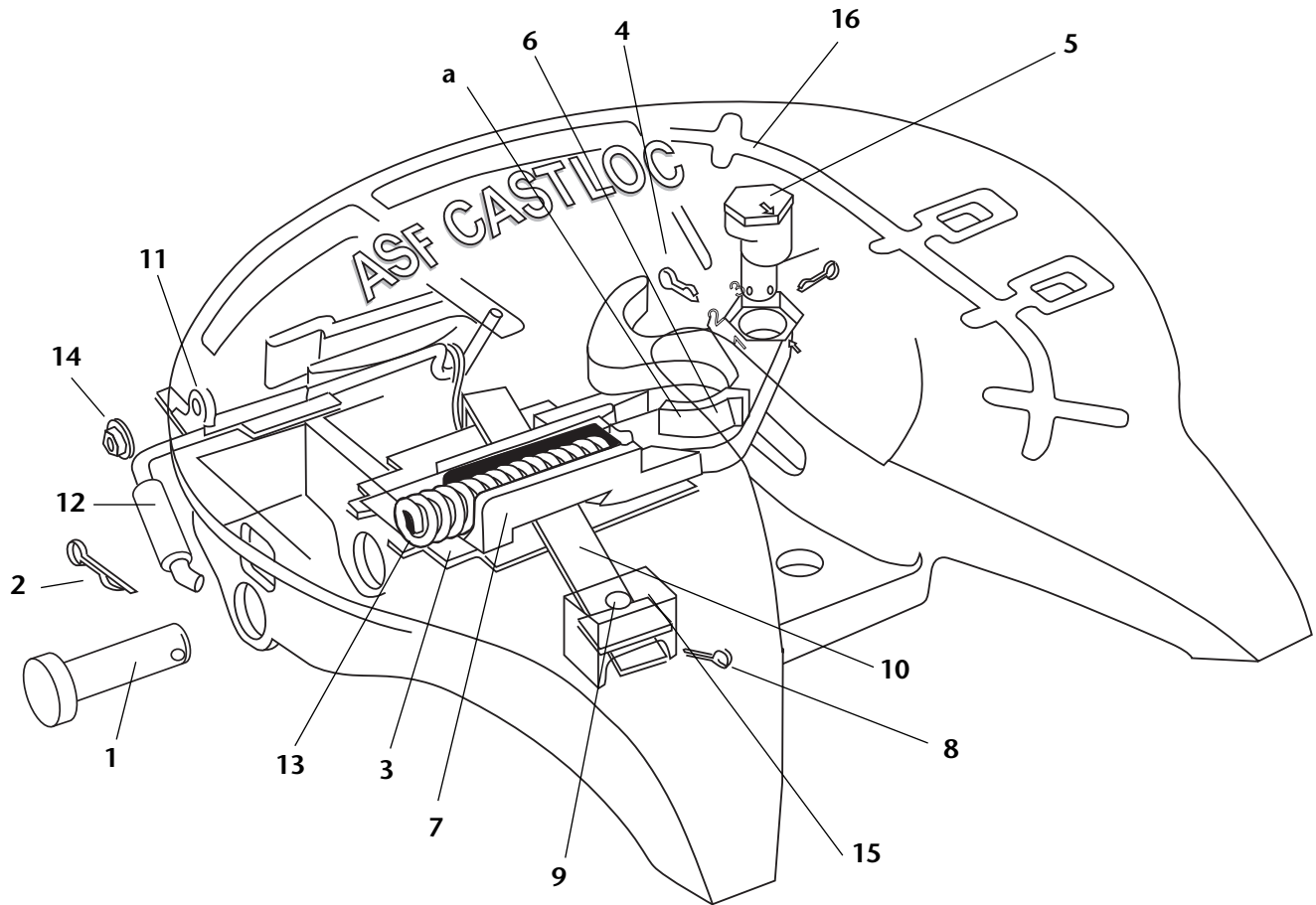
ITEM NO.	DESCRIPTION	PART NO.
9	Lock	4109808
10	Cotter Pin (2 required)	84261
11	Lever Bar Pin	5400766
12	Lever Bar	4100712
13	Safety Indicator	4109812
14	Safety Indicator Pin	5400711
15	Operating Rod	4100350
16	Washer	9900846
17	Lock Spring	1200706

SIMPLEX RIGHT-HAND REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	6–8	4000503
Jaw Rebuild Kit (oversize)	6, 7a, 8	4000523
Bracket Pad Kit	4	4000529

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Bracket Connection Kit	1–4	4000505
Operating Rod Kit	10, 13–16	4000511
Lock Kit	5, 9–12, 17	4000574

CASTLOC ROTARY PULL PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	4100239
2	Clinch Pins for Bracket Pins (2 required)	9900175
3	Cover Plate	4100155
4	Clinch Pin for Jaw Pin	9900170
5	Jaw Pin (standard)	4109916
5a	Jaw Pin (oversize – not shown)	4109977
6	Jaw *	4109935
7	Lock	4109931
8	Cotter Pin (2 required)	84261
9	Lever Bar Pin	4100154

ITEM NO.	DESCRIPTION	PART NO.
10	Lever Bar	4100152
11	Safety Indicator	4100150
12	Operating Rod (2 piece)	4100357
13	Lock Spring	1200706
14	Flange Nut	9900113
15	Lever Retaining Plate	4100153
16	Grease Fittings (2 required)	84787
17	Clinch Pin for Cover Plate (not shown)	9900170
18	Weld Stud (not shown)	4100180
19	Bracket Shim (2 required–not shown)**	4000263

* Note: The current jaw 4109935, which replaces the previous design jaw 4109930, does not contain the lug "a" as pictured above.

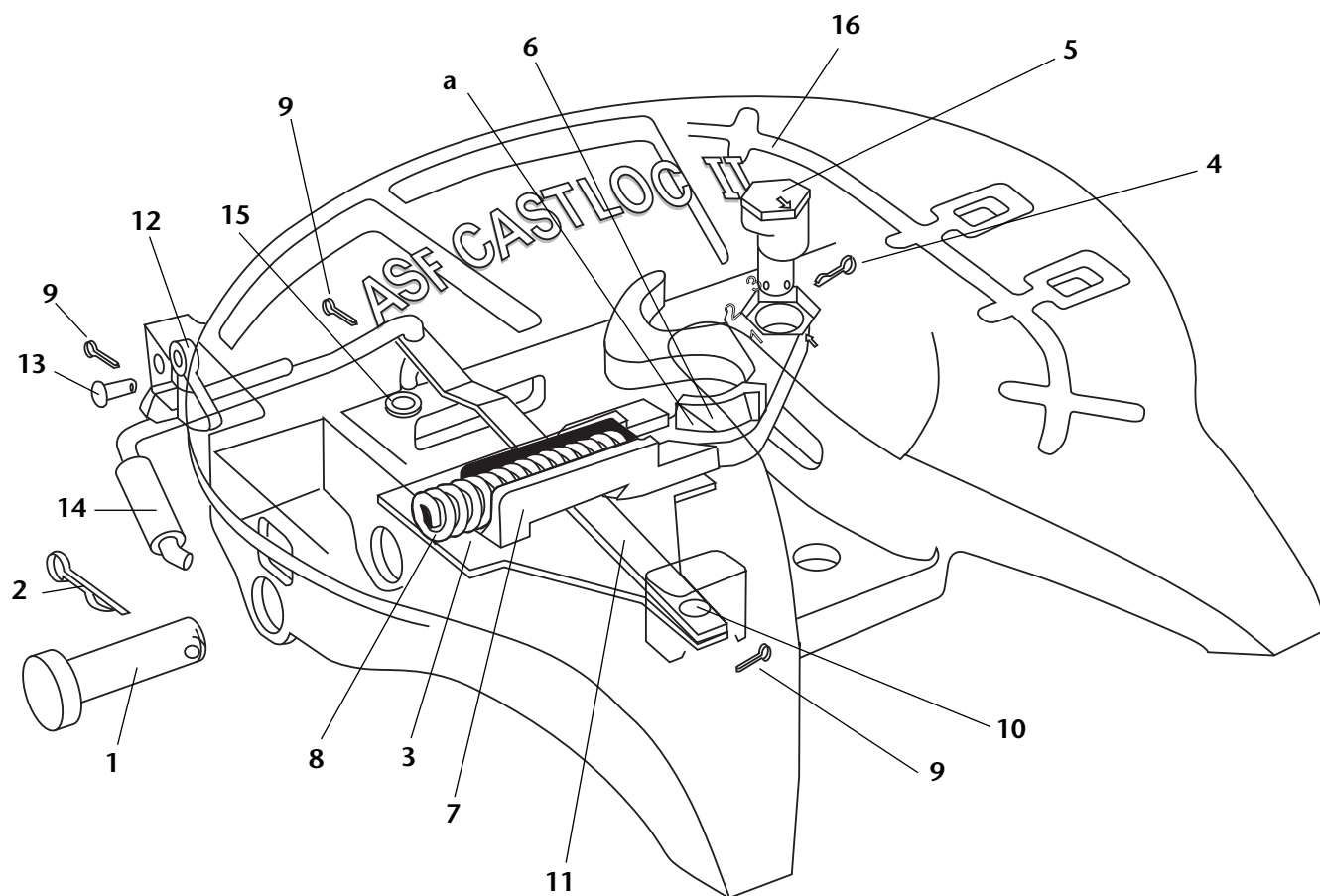
CASTLOC REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	4–6	4000501
Jaw Rebuild Kit (oversize)	4, 5a, 6	4000502
Bracket Shim Kit**	19	4000530

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Bracket Connection Kit *	1, 2, 19	4000506
Operating Rod Kit	11, 12, 14, 18	4000510
Lock Kit	3, 7–10, 13, 15	4000576

** Note: Bracket shims and kits containing shims can only be used when there is sufficient wear. See Bracket Connection page 14.

CASTLOC II STRAIGHT PULL PARTS LIST AND REBUILD KITS



ITEM NO.	DESCRIPTION	PART NO.
1	Bracket Pins (2 required)	4100239
2	Clinch Pins for Bracket Pins (2 required)	9900175
3	Cover Plate	4100767
4	Clinch Pin for Jaw Pin	9900170
5	Jaw Pin (standard)	4109916
5a	Jaw Pin (oversize – not shown)	4109977
6	Jaw *	4109935
7	Lock	4109931
8	Lock Spring	1200706
9	Cotter Pin	84261

ITEM NO.	DESCRIPTION	PART NO.
10	Lever Bar Pin	5400766
11	Lever Bar	4100712
12	Safety Latch	4101250
13	Safety Latch Pin	5400711
14	Operating Rod**	4100342
15	Washer	9900846
16	Grease Fitting	84787
17	Bracket Shim (2 required–not shown)***	4000263
18	Slotted spring pin (not shown)	9900181

* Note: The current jaw 4109935, which replaces the previous design jaw 4109930, does not contain the lug "a" as pictured above.

CASTLOC II REBUILD KITS

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Jaw Rebuild Kit	4–6	4000501
Jaw Rebuild Kit (oversize)	4, 5a, 6	4000502
Bracket Shim Kit***	17	4000530

KIT AVAILABLE	ITEMS INCLUDED IN KIT	PART NO.
Bracket Connection Kit ***	1, 2, 17	4000506
Operating Rod Kit	9, 12–14, 18	4000519
Lock Kit	3, 7–11	4000572

** Note: The operating rod 4100342 has been redesigned and uses a slotted spring pin 9900181 instead of cotter pin 84261 (Item 9) and washer 9900846 (Item 15).

*** Note: Bracket shims and kits containing shims can only be used when there is sufficient wear. See Bracket Connection page 14.

DISCONTINUED FIFTH WHEELS TROUBLESHOOTING GUIDE

Fifth wheel is difficult to couple to trailer

Possible Cause	Corrective Action
1. Jaw pin is overadjusted for kingpin slack.	Check to adjustment using a trailer with a new SAE kingpin or using a Holland kingpin gauge* (Holland #4000171). Re-adjust is necessary.
2. Jaw opening is spread due to a high couple attempt.	Measure the jaw opening. If greater than 2.38", replace the jaw.
3. Bent lever bar.	Inspect and replace if required.
4. Bent operating rod.	Inspect and replace if required.
5. Jammed safety latch.	Inspect the operating rod. If the rod is bent, replace it.
6. Bent cover plate is interfering with the lock movement.	Inspect the cover plate for flatness. Replace is necessary.
7. Accumulated grime restricts lock operation.	Clean, add light lubricant to the moving parts and check its operation.
8. Air bags are not fully inflated.	Inflate the air bags. If the tractor air bags are still not properly inflated, see the sections "Coupling & Uncoupling Procedure (Air-Ride Suspension)" in the Simplex Fifth Wheels Operating instructions manual for Simplex II and Simplex Lite fifth wheels.
9. Top plate is damaged just below the eccentric jaw pin.	Replace the top plate casting and hence the entire fifth wheel assembly.

* The kingpin gauge tester (Holland number 4000171 is used to test proper fifth wheel coupling. It is **NOT** used to test uncoupling.

Fifth wheel is difficult to uncouple to trailer

Possible Cause	Corrective Action
1. Kingpin is applying longitudinal pressure to the jaw.	Back the tractor into the trailer to relieve pressure.
2. Jaw is adjusted too tight.	Back the tractor into the trailer to relieve pressure on the jaw and unlock the wheel. Re-adjust is necessary.
3. Bent lever bar and/or operating rod.	Inspect and replace if required.
4. Bent cover plate is interfering with lock movement.	Inspect the cover plate for flatness. Replace is necessary.
5. Kingpin is applying upward pressure to the jaw.	Tractor air bags are not properly inflated. See the section "Coupling & Uncoupling Procedure (Air-Ride Suspension)" in the Simplex Fifth Wheels Operating Instructions manual for Simplex II and Simplex Lite fifth wheels.
6. Jaw is tight against the lock because the jaw opening was spread on a highcouple, then forced	Back the tractor into the trailer to relieve pressure on the jaw. Fully extend the operating rod. Use a pry bar to disengage the lock from the jaw.



GO THE DISTANCE.

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