



Holland<sup>®</sup>

**FIFTH WHEEL  
TECHNOLOGY**

# OWNER'S MANUAL

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**FW83 Stationary Kompensator<sup>®</sup>  
LowLube Series Fifth Wheel  
Installation, Operation,  
Maintenance Procedures and  
Comprehensive Warranty**



Questions or Comments?  
Call **1-888-396-6501**

[www.safholland.us](http://www.safholland.us)

# INSTALLATION INSTRUCTIONS

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## General Safety Information

It is important to read, understand, and follow the important information contained in these installation instructions. Failure to do so may result in a hazardous condition or cause a hazardous condition to develop.

All welding should be performed by an AWS certified welder using a low hydrogen process and AWS E70XX filler metal. Failure to weld correctly may cause distortion, damage, and/or result in insufficient strength and subsequent joint failure which, if not avoided, could result in death or serious injury.

Prior to welding take precautions to ensure that the tractor electrical system is not damaged due to the welding process.

### Safety Signal Words

- |  |  |
|--|--|
|  | <b>DANGER</b> indicates an imminently hazardous situation which, if not avoided, <b>will</b> result in death or serious injury.                              |
|  | <b>WARNING</b> indicates a potentially hazardous situation which, if not avoided, <b>could</b> result in death or serious injury.                            |
|  | <b>CAUTION</b> indicates a potentially hazardous situation which, if not avoided, <b>may</b> result in minor or moderate injury.                             |
|  | <b>CAUTION</b> used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, <b>may</b> result in property damage. |

1. **Keep Work Area Clean.** Cluttered areas and benches invite accidents.
2. Keep fingers away from all potential pinch points in the fifth wheel.
3. All fifth wheel maintenance must be performed by a qualified service technician using proper tools and safe procedures.
4. Use only SAF-HOLLAND original parts.
5. **Use Safety Goggles.** Glasses or goggles not in compliance with ANSI or CSA can cause serious injury when damaged or broken.
6. **Wear Proper Apparel.** Do not wear loose clothing, gloves, neckties, jewelry (rings, wristwatches, etc.) that can get caught in moving parts. Non-slip footwear is recommended.

### Fifth Wheel Design and Intended Use:

1. For pulling trailers with standard SAE kingpins which are in good condition and securely mounted or locked in position in the trailer.
2. For on-highway hauling applications.
3. Within the capacities stated in SAF-HOLLAND literature.
4. As recommended in SAF-HOLLAND literature (available from [www.safholland.us](http://www.safholland.us)).

### Holland Fifth Wheels are NOT Designed or Intended For:

1. Use with non-SAE kingpins, such as kingpins which are bent, improper size or dimensions, not secured to maintain SAE configuration, or which are installed in warped trailer bolster plates.
2. Tow-away operations which damage or interfere with the proper operation of the fifth wheel.
3. The attachment of lifting devices.
4. The transport of loads in excess of rated capacity.
5. Off-highway applications and use.
6. Applications other than recommended.

## Installation

### General Recommendations

1. Every user and installer using SAF-HOLLAND products either recommended or not recommended by SAF-HOLLAND, must thoroughly satisfy himself that the installation procedure used is appropriate for the vehicle, product and application.
2. Consult the SAF-HOLLAND literature for fifth wheel capacities and applications.
3. Consult the tractor manufacturer's body builder's book and the latest SAE and D.O.T. standards for additional installation methods. SAF-HOLLAND recommends the *T.M.C. Recommended Maintenance Practice 603B* for installation procedures.
4. Determine the proper fifth wheel position, or, in the case of a sliding fifth wheel, the range of proper positions. Proper positioning of the fifth wheel is important for weight distribution, swing clearance and handling characteristics. See SAE J701a for proper placement, as well as the tractor manufacturer's body builder's book.
5. Use Grade 8, 5/8" minimum diameter bolts and Grade "C" locknuts for mounting.
6. Bolt holes can be 1/32" larger in diameter than the bolt fastener. Bolts must be adequately tightened using charted torque ranges in foot-pounds for the recommended Grade 8, 5/8" diameter bolts. Larger diameter Grade 8 bolts and coated fasteners may be used.
7. The bolts attaching the fifth wheel mounting angles to the truck frame require hardened steel washers under both the bolt and under the locknut, unless flanged head bolts or flanged head locknuts are employed.
8. A minimum of 5 bolts are required to attach each mounting angle to a frame rail, and the distance between bolts must not exceed 8", except when cutouts are required in the mounting angles.
9. Whenever a cutout is made on the mounting angle, such as required to bypass spring hangers, a 1" minimum radius should be used and bolts should be placed within 1-1/2", but not closer than 1" of the cut, fore and aft.
10. The mounting angle should have a minimum thickness as shown in **Chart 1** and should be steel specification ASTM A 36.
11. When initially positioning the fifth wheel for frame holes, the full length of the fifth wheel or slider mounting angles should seat flush on the top and side surface of the truck-tractor frame rails where channel-type rails are employed. There should not be a gap over the top of the truck frame rails. The base of the fifth wheel assembly and of the mounting angle members should seat flush on the top of the frame rail to prevent flexing and to give uniform weight distribution. It is also recommended to chamfer or smooth sharp edges and corners of mounting materials wherever contact is made with the tractor frame.
12. If the fifth wheel is to be mounted using a mounting plate (bracket with mounting base), refer to **CHART 1** for minimum plate thickness recommendations.

<b>CHART 1</b>		
Fifth Wheel Vertical Capacity	Minimum Mounting Angle Thickness	Minimum Mounting Plate Thickness
12,000 lbs.	1/4"	1/4"
20,000 lbs.	5/16"	1/4"
40,000/45,000 lbs.	5/16"	5/16"
50,000/55,000 lbs.	3/8"	3/8"
62,500/70,000 lbs.	1/2"	1/2"
100,000 lbs.	3/4"	3/4"
165,000 lbs.	3/4"	1"

**⚠ WARNING** Do not use U-bolts in fifth wheel installations. Use only new Grade 8 bolts and new Grade C lock nuts, sized 5/8" minimum diameter. Failure to do so may result in structural failure of the installation with a potential loss of the fifth wheel assembly, mounting structure, and/or trailer and may result in death or serious injury.

13. Trailer pick-up ramps are recommended at the rear of the truck-tractor frame.
14. When mounting to aluminum frames, follow the tractor manufacturer's recommendations. SAF-HOLLAND has available a stationary mounting angle intended for use with aluminum frames. Contact SAF-HOLLAND or distributors of Holland brand products for availability.
15. Review, in addition, the specific information on the following pages for each type of fifth wheel mounting, as well as "Inspection and Lubrication Prior to Use" on page 8 of this publication.

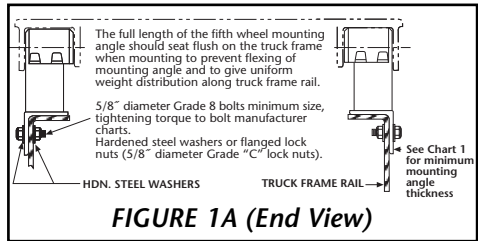
## Stationary Fifth Wheel Installation

Prior to proceeding with the installation of the stationary fifth wheel assembly, carefully review the “General Safety Information” section on page 2.

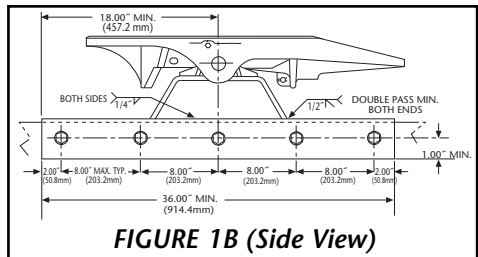
### Bracket with Mounting Angle

(see Figure 1A, 1B, and 1C):

- Holland brackets with mounting angle are provided with the bracket welded in the center of a 36" long angle with a 4" minimum horizontal and 3-1/2" minimum vertical leg size, and to a specific tractor frame width. Verify that the bracket and tractor frame width are the same.
- In addition to the information given in “Installation: General Recommendations” on page 3, follow the recommendations in **FIGURE 1**.



**FIGURE 1A (End View)**

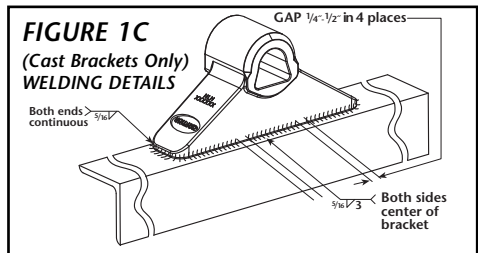


**FIGURE 1B (Side View)**

### Bracket for Angle Mounting

(see Figure 1A, 1B, and 1C):

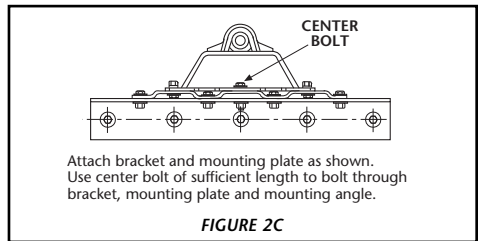
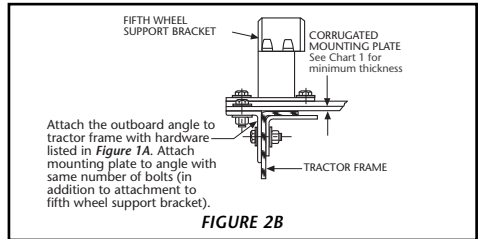
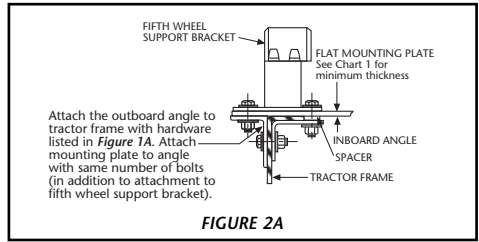
- Holland brackets for angle mounting are intended to be welded to mounting angles at the time of installation.
- See “Installation: General Recommendations” on page 3, for angle thickness and material (use 4" minimum horizontal and 3-1/2" minimum vertical leg size). The recommended length of each mounting angle is 36". It is recommended that each angle extend a minimum length of 18" forward of the fifth wheel pivot point, and not less than 12" to the rear. If angles shorter than 36" are required, the special recommendations of the tractor manufacturer should be obtained.
- In addition to the information given in “Installation: General Recommendations,” follow the recommendations given in **FIGURES 1A, 1B, and 1C**. The following sequence is suggested for both fabricated and cast brackets:
  - Securely position the mounting angle to the tractor frame.
  - Bolt the angles to the tractor as shown in **FIGURES 1A and 1B**.
  - Position the brackets on the angles and verify the correct spacing to mount the fifth wheel.
  - For fabricated brackets (a welded assembly), weld the bracket to the mounting angle with 1/4" fillet welds on both sides, and 1/2" groove welds on both ends, as shown in **FIGURES 1A and 1B**. The welds should be continuous around the bracket and joined at the corners.
  - For cast brackets (single piece), weld with 5/16" fillet weld, as shown in **FIGURE 1C**. The welds must be continuous around the bracket ends.



## Stationary Fifth Wheel Installation *continued*

### **Bracket with Mounting Base** (See Figures 2A, 2B, and 2C):

1. Holland brackets with mounting base are intended for installation on either corrugated or flat mounting plates.
2. In addition to the information given in "Installation: General Recommendations," on page 3, follow the recommendations in FIGURES 2A, 2B, and 2C.
3. See "Installation: General Recommendations" on page 3 for angle thickness and material. The mounting angle should be 1" longer than the mounting plate, and be 36" minimum length. Use 3" minimum horizontal and 3-1/2" minimum vertical leg size. Longer horizontal legs may be required with narrow frame widths.



## Inspection and Lubrication Prior to Use

1. Review the installation. Be sure all nuts and bolts are in place and properly tightened. Be sure all necessary steps were properly followed and that all components removed to facilitate installation are reinstalled.
2. Check the fifth wheel locking mechanism with a Holland TF-TLN-5001 (2") or TF-TLN-1500 (3-1/2") Lock Tester. Examine for proper locking as described in the "Operating Instructions" of this manual. This must be done to assure that the mechanism has not been damaged by shipment, handling, or storage.

**⚠ WARNING** Failure to properly install, operate, or maintain this fifth wheel could result in tractor and trailer separation causing death or serious injury to others.

3. Apply grease to the bearing surface of the support bracket through the grease fittings on the side or front of the fifth wheel pockets. The top plate must be lifted up slightly to ensure proper application of grease. (**NOTE:** This is not required on Holland LowLube and NoLube top plates.)
4. Apply a generous coating of grease to the top of the fifth wheel plate, where it will contact the trailer plate. (**NOTE:** This is not required on Holland LowLube and NoLube top plates.)
5. Apply a generous coating of grease to the front lock and lock jaws.

# OPERATING INSTRUCTIONS

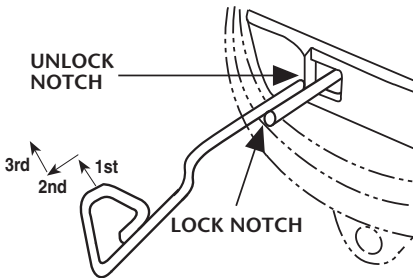
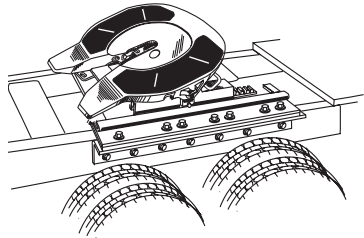
## WARNING



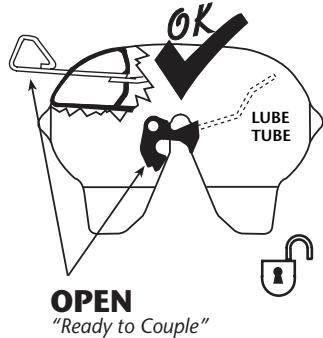
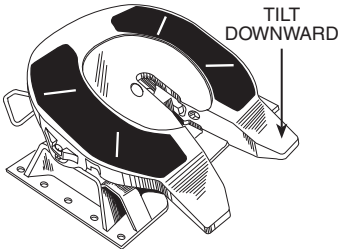
Failure to properly install, operate, or maintain this fifth wheel could result in tractor and trailer separation, causing death or serious injury to others.

## Fifth Wheel Inspections

1. Inspect the fifth wheel and mounting.
  - Confirm that the lube plates are in place and firmly attached.
  - Tighten loose fasteners.
  - Replace missing fasteners.
  - Repair/replace missing, cracked or otherwise damaged components.
2. Make sure the lock is open. To open the lock, pull secondary lock handle and hook on casting, if equipped. Then pull primary release handle, as shown.

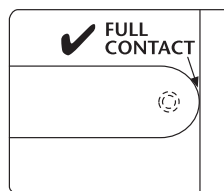
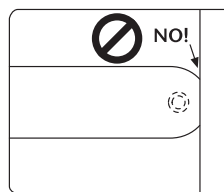
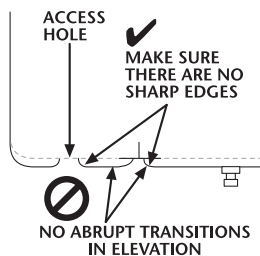
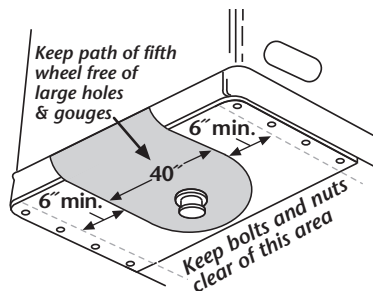
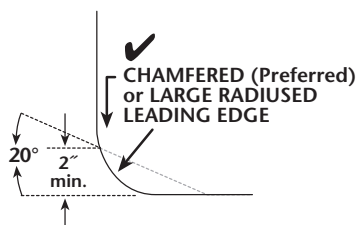


3. Inspect the lock jsw; if it appears dry, apply grease to lock jaw and front of throat directly, or through the lube tube grease fitting located near the front, leftside of the fifth wheel.
4. Tilt the ramps down.



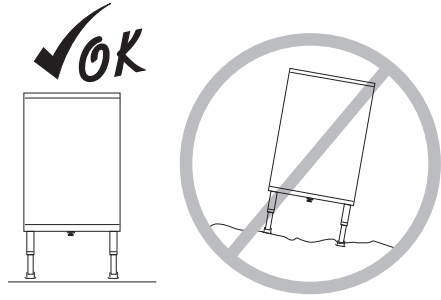
## Trailer Upper Coupler Inspections

1. Inspect the leading edge of the trailer bolster/skid plate. It must be free of any square or sharp edges.
2. Make sure there are no bolts or nuts extending below the bolster/skid plate within 6" of the fifth wheel travel path while coupling.
3. The area that is supported by the fifth wheel should be free of any large holes or gouges.
4. Any access holes that the fifth wheel passes below should have chamfered or radius edges.
5. Check that any splits from the skid plate to bolster plate are welded adequately and that there are no sharp edges or abrupt changes in elevation.
6. The upper coupler should extend adequately rearward to maintain full contact with the fifth wheel during tight turning. If it does not, at a minimum, the rear edges should be chamfered or radius edges.
7. Make sure that any upper coupler residual grease is free of heavy coarse grit.
8. Ensure that the upper coupler fifth wheel contact surface is free of rust. **Do not paint the contact area!** The area should be conditioned with rust inhibitor such as a light oil.
9. Inspect the kingpin for excessive wear and damage (use Holland tool TF-0110 Kingpin Gage) along with bolster bow (see *SAE 1700*).

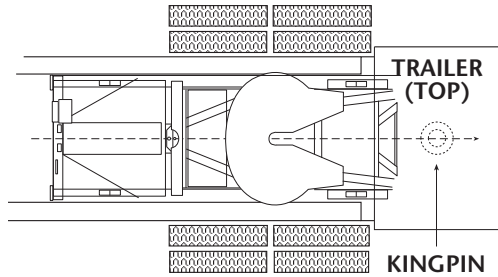


## Coupling Procedures

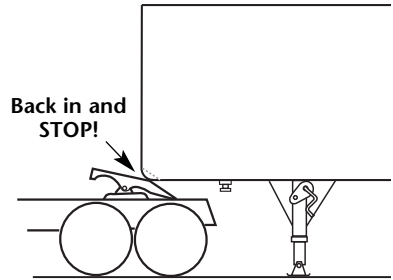
1. Make sure the coupling area is flat, level, and clear of persons and obstacles.



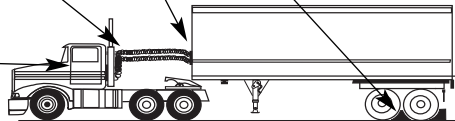
2. Center the fifth wheel with the kingpin and back up straight.



3. Back the tractor close to the trailer and **STOP**.



4. Chock trailer wheels.
5. Connect brake lines and light cord.
6. Support slack in lines to prevent interference.
7. Set trailer brakes.



### **WARNING**



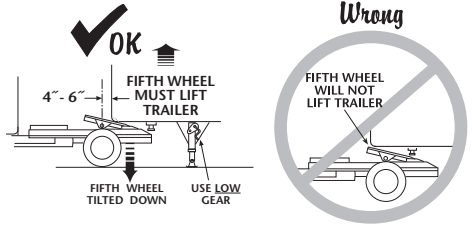
Failure to properly install, operate, or maintain this fifth wheel could result in tractor and trailer separation, causing death or serious injury to others.



## Coupling Procedures *continued*

8. Adjust trailer height so fifth wheel will lift trailer. Trailer should contact fifth wheel 4" - 6" behind fifth wheel bracket pin.

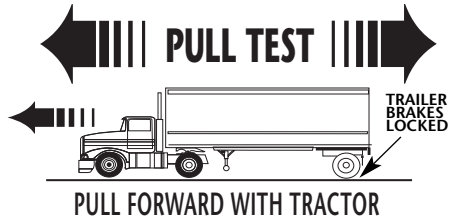
**CAUTION** Attempting to couple with the trailer at an improper height could result in a false or improper coupling.



9. Slowly back into trailer.

10. Do a pull test as an **INITIAL CHECK**.

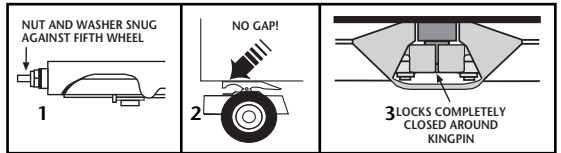
**WARNING** The coupling procedure is not complete without a visual inspection. You must get out of the tractor and verify that the fifth wheel is properly coupled to the kingpin as shown below.



11. Visual inspection.

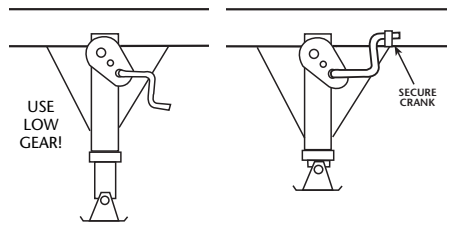
Get out of the tractor.

Visually check that the lock is closed.



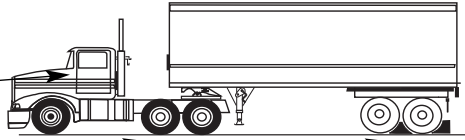
**WARNING** If you do not obtain a proper couple, repeat the coupling sequence. Do not use any fifth wheel that fails to operate properly.

12. Retract landing gear until pads come off the ground.
13. Switch to high gear, fully retract, and secure crank handle.
14. Check the brake lines and light cord. Remove the wheel chocks and continue with a pre-trip inspection.

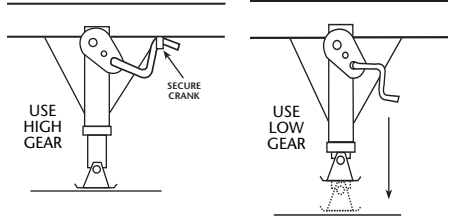


## Uncoupling Procedures

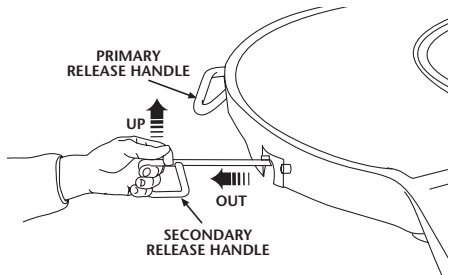
1. Position tractor and trailer on firm, level ground clear of obstacles and persons.
2. Set trailer brakes.
3. Slowly back tractor tightly against trailer.
4. Set tractor brakes.
5. Chock trailer wheels.



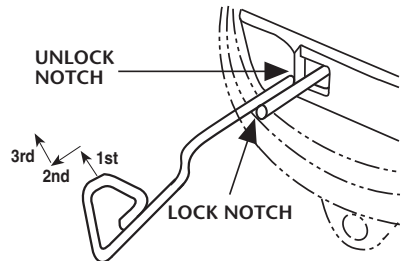
6. Lower landing gear until pads just touch the ground.
7. Switch to **low gear** and crank an additional 4-8 turns.



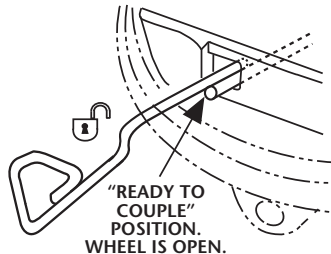
8. Disconnect brake lines and light cord. Attach brake line to dummy coupling to keep line clean.
9. If equipped, pull secondary lock handle and hook on casting (located on left/road side of fifth wheel).



10. Pull primary release handle.



11. Release tractor brakes and slowly drive away from trailer. Let the trailer slide down the fifth wheel and pick-up ramps, being careful that the trailer landing gear touch the ground with minimal impact.



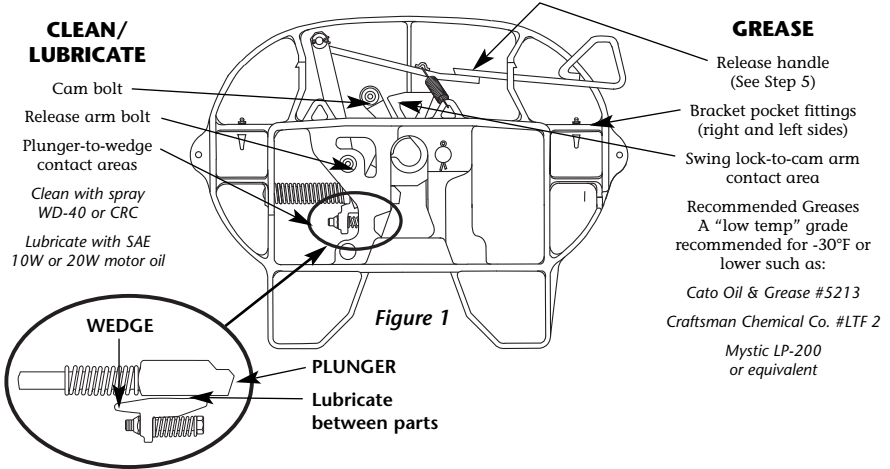
**NOTE:** It is normal after uncoupling for the release handle to come off the unlock notch and move to a "ready to couple" position.

# MAINTENANCE PROCEDURES

**WARNING** You must read and understand the following instructions before operating your fifth wheel. Failure to follow all of the important maintenance procedures contained in these instructions may result in a hazardous condition or cause a hazardous condition to develop. All maintenance must be performed by a qualified person using proper tools and safe procedures. All maintenance must be performed while the tractor is uncoupled from the trailer.

## As-Needed and Periodic Lubrication

- IMPORTANT!** Always maintain adequate lubrication in fifth wheel locking mechanism. Relube as necessary (see *Figure 1*).
- Keep a low temperature, water resistant lithium grease applied to the trailer contact surface of the fifth wheel.



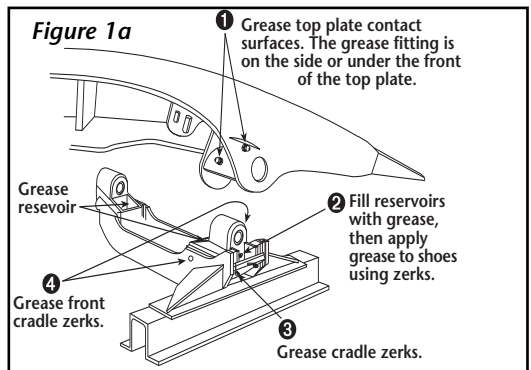
- Grease the support bracket pockets through the grease fittings on the front of the fifth wheel bracket pockets (lift up slightly on the fifth wheel plate when applying grease).

The following should be performed before putting into use and then **at least once per week** or more frequently as required by operating conditions.

Perform the following steps **while in the uncoupled condition** to allow correct application of lubricant.

While lifting up on the fifth wheel top plate, apply grease to the:

- ...fittings on the fifth wheel top plate (see *Figure 1a*, ①) that supply grease to lubricate the bracket shoe cap and top plate pocket. (**NOTE:** LowLube or NoLube top plates do not have these fittings.)
- ...fittings ② on the side of the shoes (*Item 3*) that fill a reservoir that requires approximately 2 pounds of grease.
- ...fittings ③ on the base (ends) of the cradle (*Item 14*).
- ...fittings ④ on the front and back of the cradle (*Item 15*).



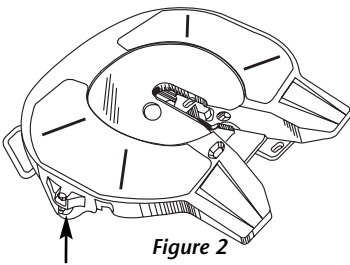
**⚠WARNING** Do not use any fifth wheel that does not operate properly. If your fifth wheel does not operate properly, contact your nearest Holland representative for assistance. Failure to properly operate this fifth wheel could result in tractor and trailer separation and may cause injury or death to others.

## Required Inspections and Adjustments

Perform the following every six months or 60,000 miles, whichever comes first. Thoroughly steam clean all components before inspecting or adjusting.

### General Fifth Wheel Inspection

1. Inspect the fifth wheel mounting. Check torque and replace any missing or damaged bolts. Check for broken, worn or damaged parts, replace as needed.
2. Thoroughly clean the fifth wheel locking mechanism every 6 months or 60,000 miles and relubricate (see *Figure 1* on page 15). Re-check operation with TF-TLN-5001 Lock Adjustment Tool.
3. Inspect the fifth wheel for bent, worn or broken parts. Replace with Holland parts only.
4. Make sure the bracket pin retention bolts and locknuts are in place and tight, as shown in *Figure 2*.

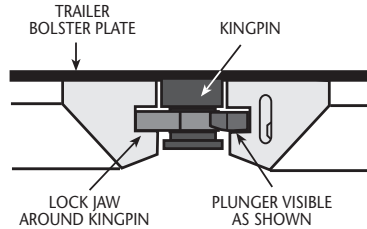


Make sure bolt and nut are in place and tight (both sides).

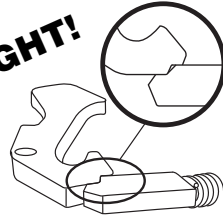
### Inspection – Locking Mechanism

1. Check the operation of the fifth wheel locking mechanism using a Holland TF-TLN-5001 (2" kingpin) Lock Adjustment Tool. Inspect for proper locking as described in the "Fifth Wheel Operating Instructions" section of this manual.
2. **IMPORTANT!** The lock is properly closed when:

*Figure 3A*

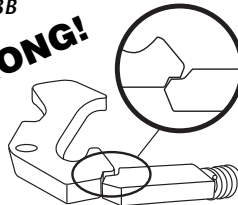


**RIGHT!**

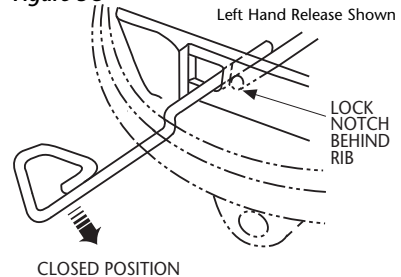


*Figure 3B*

**WRONG!**



*Figure 3C*



## Adjustment – Locking Mechanism

1. Using **ONLY** a Holland TF-TLN-5001 Lock Adjustment Tool, lock the fifth wheel.
2. **Check the plunger – it must be visible behind the lock and engaged on both steps**, as shown in *Figure 3A*. If the plunger is not visible or not engaged on both steps (*Figure 3B*), turn the adjustment bolt counterclockwise 1/2 turn, then try to lock the locks again.

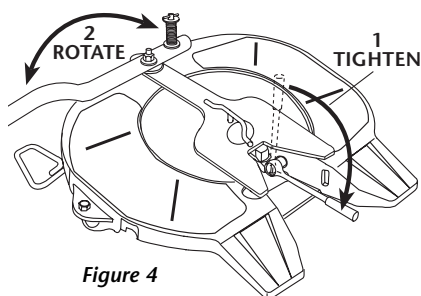


Figure 4

3. **Check the release handle** – it must be fully retracted and the handle lock notch must be behind the rib as shown in *Figure 3C*.
4. Using a 15/16" socket, tighten the locks by turning the lock adjustment bolt clockwise 1/4 turn at a time. Remove the socket wrench from the bolt and rotate the lock adjustment tool, as shown in *Figure 4*, to check for resistance between the lock and lock adjustment tool.
5. Continue to alternate tightening (clockwise) the adjustment bolt 1/4 turn at a time, removing the socket wrench, and rotating the lock adjustment tool until you feel resistance against the lock adjustment tool. Once you begin to feel resistance, **STOP!**

**⚠ WARNING** At this point, the fifth wheel is **OVERADJUSTED** and **NOT** useable. Using an improperly adjusted fifth wheel could result in tractor and trailer separation and may cause injury or death to others.

6. Loosen the adjustment bolt counterclockwise **TWO FULL TURNS**. The lock is now properly adjusted.
7. Verify this adjustment by locking and unlocking several times using the Lock Adjustment Tool; check for proper locking (See *Figure 3A* and *Figure 3C*).
8. If there is a large amount of fore and aft movement with the adjustment tool when verifying adjustment, check to make sure the lock is engaged in **both** steps (*Figure 2*).

If the lock is only engaged on one step, repeat **Step 2** (above), of the Adjustment Procedure until the lock engages on both steps. (See *Figure 3A*.)

**⚠ WARNING** Improper adjustment can cause improper locking of the fifth wheel which could result in tractor and trailer separation and may cause injury or death to others. If the fifth wheel does not operate properly, **DO NOT USE IT!** Repeat the adjustment procedures or contact your local Holland representative for assistance.

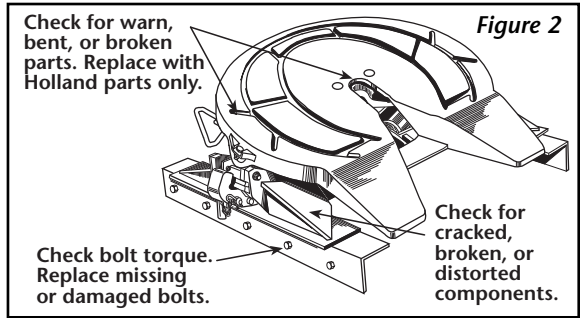
# MAINTENANCE PROCEDURES *continued*

All of the following must be performed after the initial 5,000 miles of service and then every 60,000 miles or 6 months, whichever comes first. **Perform all inspections and adjustments after a thorough steam cleaning.**

**NOTE:** Severe service applications may require more frequent intervals.

## Inspection – General

1. Inspect the fifth wheel mounting. Check bolt torque and replace any loose, missing, or damaged bolts. Check for broken, distorted, or cracked components. Repair or replace as needed.
2. Inspect fifth wheel top plate and Kompensator assembly for bent, worn, cracked, or broken parts. Replace with HOLLAND parts only (see **Figure 2**).



## Kompensator Base Sub-Assembly: Measure Fore-Aft Movement

1. Measure the fore and aft movement of the shoe sub-assembly in the Kompensator bracket (see **Figure 3**).  
Add shims (**ITEM 11**) and/or new bearing plates (**ITEM 12** or **ITEM 13**) when this movement exceeds 0.060" (1/16"). See **Figures 3** through **6**.
2. If shimming is required, shim as follows:
  - a. Remove shoes and disassemble Kompensator. See **Figure 3**.
  - b. Remove bearing plates (**ITEM 12** and **ITEM 13**). Measure thickness if less than .31" ( 5/16" ) thick. Replace with new Holland part.
  - c. Install shims.
  - d. Check for free lateral movement of shoe in frame. **DO NOT over shim.**  
Recheck fore and aft movement of the shoe subassembly. Movement is to be less than .06" (1/16").
3. Inspect the cushions (**ITEM 5**) and other components for distortion and splitting or cracking. If disassembly is required, follow steps 1-5 under on next page, and replace as required.

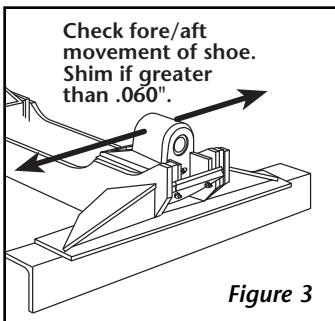


Figure 3

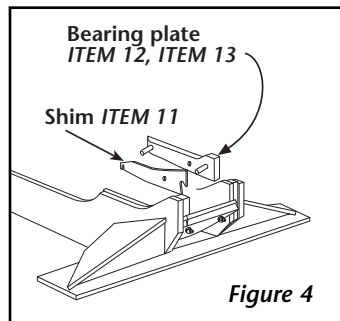
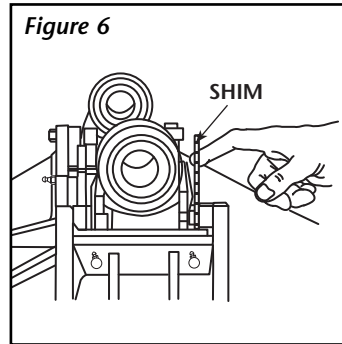
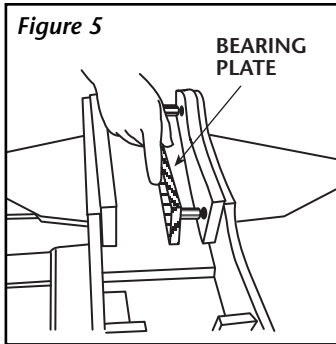


Figure 4



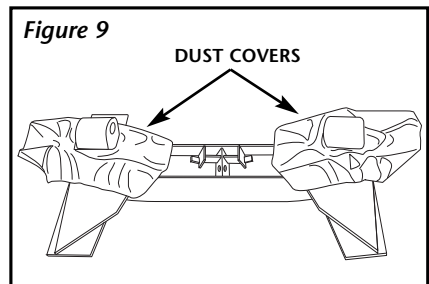
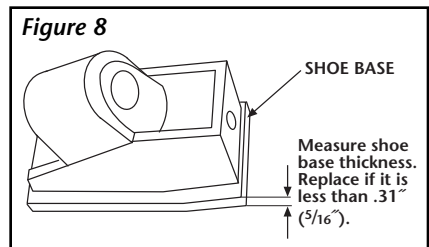
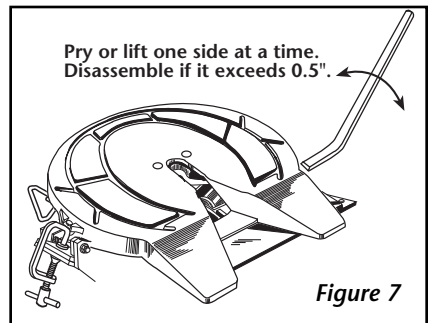
## Kompensator Base Sub-Assembly: Measure Upward Movement

1. Measure upward clearance on the assembly. Do this on one side at a time by lifting the fifth wheel top plate upward manually with the aid of a bar (see *Figure 7*). Clamp the shoe (*ITEM 2*) on the opposite side to prevent its movement, which will affect the measurement (see *Figure 7*). If the total movement exceeds 0.5" (1/2"), the unit should be disassembled for further inspection.

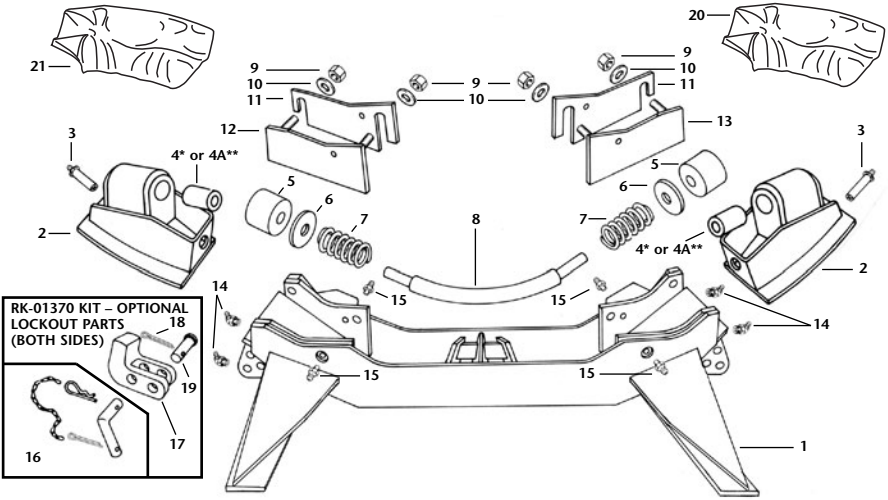
**If disassembly is required, follow the steps below:**

1. Remove the fifth wheel top plate from the Kompensator base removing the appropriate roll pins and bracket pins or cotter pins, nuts and bolts, depending upon model.
2. Remove all loose internal parts (shoes, tie rod, etc.).
3. Inspect all parts for distortion, wear and cracking. Replace if necessary.
4. Measure the thickness of the curved base of the shoe sub-assembly (*ITEM 2*). The shoe should be replaced if the base thickness measures less than 0.31" (5/16"). See *Figure 8*.
5. Reassemble and lubricate as noted above. Check for free lateral and fore-aft movement of the shoe sub-assemblies after reassembly.

**NOTE:** For severe dusty/dirty environments, shoe dust covers (see *Figure 9*) are available. Request Holland parts XA-0128-L and XA-0128-R.



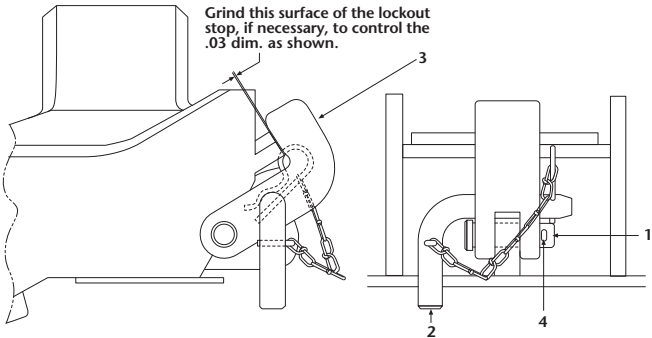
# PARTS BREAKDOWN



ITEM	PART NO.	NO.	PART NAME	ITEM	PART NO.	NO.	PART NAME
1	XA-45-77XX	1	Kompensator® Frame	11	XA-0014	2	Shim (as required)
2	XA-0024	2	Shoes Subassembly – includes part no. (3)	12	XA-01997	1	Bearing Plate – Right Hand
3	XB-H-38-F	2	Grease Fitting	13	XA-01998	1	Bearing Plate – Left Hand
4*	XB-0011	2	Rubber Cushion	14	XB-H-38-A	4	90° Grease Fitting
4A**	XB-0012	2	Rubber Cushion	15	XB-H-38	4	Grease Fitting
5	XB-0009	2	Cushion	16	XA-01429	2	“L” Pin Subassembly
6	XA-1284-2	2	Washer	17	XA-01427	2	Lockout Stop
7	XB-01923	2	Spring	18	XB-382	2	Cotter Pin .19” x 1.25”
8	XA-39	1	Tie Bar	19	XB-847	2	Shackle Pin
9	XB-C-59	4	Hex Nut 1/2”-13	20	XA-0128-L	1	Dust Cover (optional)
10	XB-T-45-1	4	Lock Washer 1/2”	21	XA-0128-R	1	Dust Cover (optional)

- \* Bushings used in conjunction with FW8, FW35, FW2040, FW3540 or FW3640 series fifth wheels.
- \*\* Bushings used in conjunction with FW7040 series fifth wheels.

# RK-01370 KOMPENSATOR LOCKOUT KIT



ITEM	PART NO.	NO.	PART NAME
1	XB-847	2	Shackle Pin
2	XA-01429	2	“L” Pin Sub-Assembly
3	XA-01427	2	Lockout Stop
4	XB-382	2	Cotter Pin





## HOLLAND FW8 SERIES FIFTH WHEEL NORTH AMERICAN COMMERCIAL WARRANTY

### SAF-HOLLAND'S Commitment:

We warrant each FW8 and FW83 (LowLube model) fifth wheel (herein referred to as "FW8 Series") manufactured after August 1, 2003, when properly installed on your vehicle and maintained in accordance with our requirements, as follows:

### I. Materials and Workmanship:

Our FW8 Series fifth wheels will be free from defects in material and workmanship for five years or 500,000 miles (whichever comes first) when used for approved applications. In approved applications, lube plates (FW83 LowLube model) are warranted for two years or 200,000 miles (whichever comes first).

### II. Application Specific Performance

#### Guarantee:

In addition, when your FW8 Series fifth wheel is used in Standard Duty Applications (as defined below), it will, for five years after the date of your purchase or 500,000 miles (whichever comes first):

1. Operate as described in our FW8 Series operation and maintenance literature;
2. Maintain an acceptable wear limit between the fifth wheel locks and a new SAE J700b kingpin when adjusted in accordance with our FW8 Series maintenance literature.

#### Standard Duty Applications require that your vehicle:

- 1) operates on-highway only; 2) has a maximum gross combined vehicle weight of 95,000 lbs. (including tractor, trailer and cargo); and 3) has a maximum of five axles.

If any FW8 Series fifth wheel or component part is determined to have a defect in material and workmanship or if it does not perform as warranted in a Standard Duty Application, we will cover the cost to repair or replace the product or part. We will provide a reasonable labor allowance for removal, and repair or replacement, and will provide you with parts or reimburse you for parts at your acquisition cost, provided this does not exceed the suggested list price.

### Your Responsibilities:

You are responsible for proper installation, operation and maintenance (including lubrication) as specified in our publications on FW8 Series fifth wheels and for using the product in recommended applications within rated capacities.

You are required to obtain prior authorization from us or an authorized customer service representative before replacing or returning any part. You may be required to make the product or part claimed to be covered by this warranty, available to us and/or returned to us for review and evaluation.

You may also be required to provide any or all of the following information: vehicle mileage and VIN #, product model # and serial # as shown on the serial tag installed on the product, date of purchase, and application and use information.

### Exclusions and Limitations:

This warranty does not cover any FW8 Series fifth wheel or component that fails, malfunctions or is damaged as a result of accident, abuse, improper use, improper installation, intentional modification, corrosion, or failure to provide reasonable maintenance.

**THIS WARRANTY IS OUR SOLE WARRANTY IN REGARD TO COVERED FW8 SERIES FIFTH WHEELS. WE MAKE NO OTHER WARRANTIES, EXPRESS OR IMPLIED, OR OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL WE BE RESPONSIBLE FOR SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES OF ANY KIND.**



# COMPREHENSIVE WARRANTY



## 5-YEAR COMPREHENSIVE WARRANTY

Holland warrants all fifth wheel commercial products (other than those normally used for personal, family, or household purposes) manufactured after July 1, 1990, to be free from defects in material or workmanship for a period of 5 years from the date of manufacture, except elevating fifth wheels, which will carry a 180-day warranty. This warranty covers only defects in materials or workmanship and does not cover failures due to any of the following:

1. Normal wear
2. Improper installation
3. Intentional modification
4. Accident
5. Corrosion
6. Misuse
7. Failure to provide reasonable maintenance

This warranty does not guarantee a particular service life of the product since service life will vary with application, degree of use, operating environment, level of maintenance, and other factors beyond our control.

Holland's sole responsibility for any fifth wheel product or part determined by Holland to be defective and covered by this warranty is limited to repairing or replacing the product or part, and to providing an allowance to be applied to the labor cost of removal and replacement.

Prior authorization from Holland must be obtained before replacing or returning any part, or incurring any labor cost for removal. **No charges** for expense incurred in parts, labor, or transportation by unauthorized persons will be allowed under this warranty. Holland reserves the right to request the return of any part or fifth wheel assembly (with transportation charges prepaid) claimed to be covered by this warranty.

Holland shall not be liable, in any event, for proximate, incidental, consequential, special, or other damages, including — but not limited to — damages for loss of production, loss of profits, loss of opportunity, or injury to persons or property arising out of any breach of this warranty.

**THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTY OF MERCHANTABILITY, WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, OR ANY OTHER WARRANTY EXTENDING BEYOND THAT SET FORTH ABOVE.**

Warranty

**IMPORTANT:** Enclosed is important information for the installation, operation, and maintenance of this product. Read and understand this information.



# WARNING



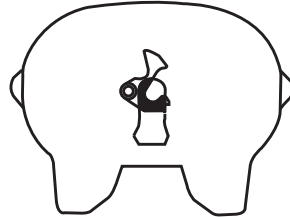
FAILURE TO PROPERLY INSTALL, OPERATE, OR MAINTAIN THIS FIFTH WHEEL COULD RESULT IN TRACTOR AND TRAILER SEPARATION CAUSING DEATH OR SERIOUS INJURY TO OTHERS.

# CAUTION

OPEN



CLOSED



Holland FleetMaster locks are shipped **closed** from the factory. Open the locks before using. Failure to open locks can result in damage to the pin.  
**TO OPEN LOCKS:** Slide the handle forward and pull it out to the maximum extension. The lock will swing to the open position.



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