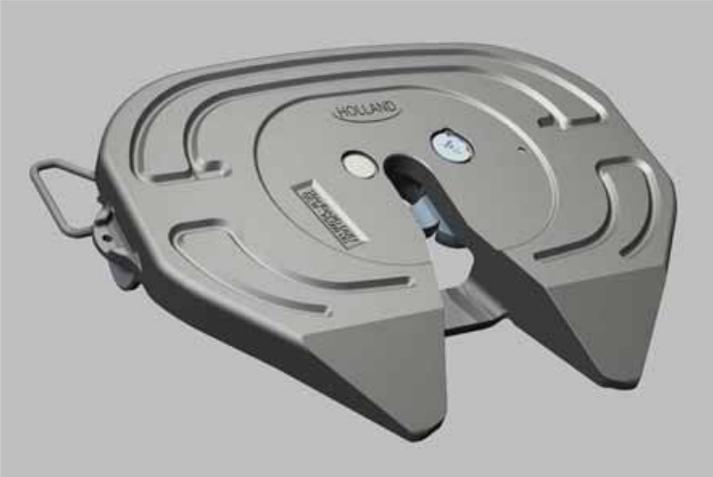


Owner's Manual

17 Series Fifth Wheel

Operation, Maintenance and Troubleshooting
Procedures; Warranty Information

- FW17 Assembly Series
- XA-17 Top Plate Series





	Page		Page
Introduction	2	Section 9—Top Plate Removal	11
Notes, Cautions, and Warnings.....	2	Section 10—Fifth Wheel Lubrication.....	11
Section 1—Model Identification.....	3	Section 11—Fifth Wheel Adjustment.....	13
Section 2—General Safety Instructions.....	4	Section 12—Slide Base Adjustment.....	15
Section 3—Fifth Wheel Intended Use.....	5	Section 13—Pocket Insert Inspection....	16
Section 4—Fifth Wheel NON-Intended Use	5	Section 14—Top Plate Installation.....	16
Section 5—Coupling Preparation.....	5	Rebuild and Replacement Kits.....	16
Section 6—Coupling Procedures.....	6	Troubleshooting	17
Section 7—Uncoupling Procedures.....	8	Warranty	19
Section 8—Positioning Sliding Fifth Wheels.....	9		

Introduction

This manual provides you information necessary for the proper operation and maintenance of Holland 17 series fifth wheels.

NOTE: For Holland replacement components contact SAF-HOLLAND Customer Service: 1-888-396-6501.

Notes, Cautions, and Warnings

You must read and understand all of the procedures presented in this manual before operating or starting work on any Holland 17 series fifth wheel.

IMPORTANT: Keep this manual in a safe location for future reference.

Proper tools must be used to perform the maintenance and repair procedures described in this manual.

NOTE: In the United States, work shop safety requirements are defined by federal and/or state Occupational Safety and Health Acts. Equivalent laws may exist in other countries. This manual is written based on the assumption that OSHA or other applicable employee safety regulations are followed by the location where the work is performed.

Throughout this manual, you will notice the terms, “NOTE,” “IMPORTANT,” “CAUTION,” and “WARNING” followed by product information. So that you may better understand the manual, those terms are defined as follows:

NOTE: Includes additional information to enable accurate and easy performance of procedures.

IMPORTANT: Includes additional information that if not followed could lead to hindered product performance.

CAUTION Used without the safety alert symbol, indicates a potentially hazardous situation which, if not avoided, may result in property damage.

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

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

1. Model Identification

Fifth wheel serial tags are located on the left side of the fifth wheel top plate above the fifth wheel bracket pin, or on the pickup ramps as shown (**Figure 1**).

The part number and serial number are listed on the tag as shown (**Figure 2**).

Figure 1

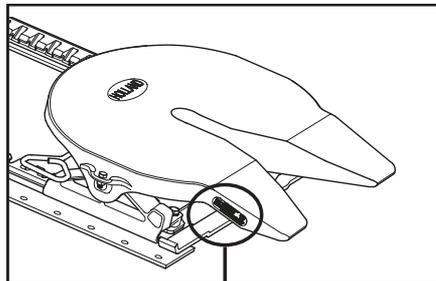
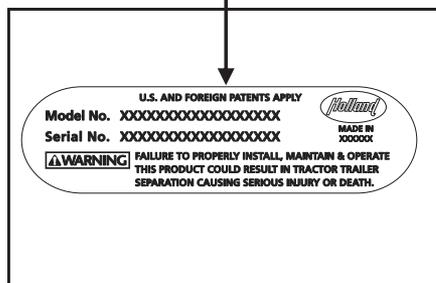


Figure 2



2. General Safety Instructions

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

All fifth wheel installation and maintenance must be performed by a properly trained technician using proper tools and safe procedures.

IMPORTANT: Prior to operation of the fifth wheel you must be thoroughly satisfied that the fifth wheel has been appropriately installed on the vehicle.

⚠ WARNING Failure to properly install the fifth wheel may result in tractor trailer separation which, if not avoided, could result in death or serious injury.

Refer to SAF-HOLLAND Installation Manual XL-FW10008IM-en-US (available on the Internet at www.safholland.us) for proper installation procedures.

⚠ WARNING Failure to follow all the operating procedures contained in these instructions may result in a hazardous condition which, if not avoided, could result in death or serious injury.

These instructions apply to the proper operation of your fifth wheel only. There are other important checks, inspections, and procedures not listed here that are necessary, prudent, and/or required by law.

Only SAF-HOLLAND Original Parts should be used.

A list of SAF-HOLLAND technical support locations to supply SAF-HOLLAND Original Parts can be found on the Internet at www.safholland.us or contact our Customer Service group at 1-888-396-6501.

Updates to this manual will be published as necessary on the Internet at www.safholland.us.

3. Fifth Wheel 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. To transport loads that are below the maximum fifth wheel rated capacities:
50,000 lbs. Maximum Vertical Load
150,000 lbs. Maximum Drawbar Pull.
3. In on-road applications.

IMPORTANT: SAF-HOLLAND definition of off-road refers to terrain on which a tractor-trailer operates which is unpaved and rough, or ungraded. Any terrain not considered part of the public highway system falls under this heading.

4. As recommended in SAF-HOLLAND literature available on the internet at www.safholland.us.

4. Fifth Wheel NON-Intended Use

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, or upper coupler and fifth wheel lube plates that do not maintain the SAE kingpin dimensions. Refer to SAF-HOLLAND Service Bulletin XL-SB004-01(available on the Internet at www.safholland.us) for more information on fifth wheel lube plates.

⚠ WARNING Failure to couple with a proper kingpin may result in improper coupling, allowing tractor and trailer separation, which if not avoided, could result in death or serious injury.

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. In off-road applications.
6. Applications other than recommended in SAF-HOLLAND literature available on the Internet at www.safholland.us.

5. Coupling Preparation

1. Prior to coupling you must inspect the fifth wheel and mounting.
 - Tighten loose fasteners.
 - Replace missing fasteners.
 - Repair/replace missing, cracked or otherwise damaged components.
 - Clean grease grooves if a large amount of debris is present.
 - Lubricate fifth wheel-to-trailer contact surfaces if needed.
 - Inspect fifth wheel mechanism. Lubricate dry or rusty components.

- If you have a sliding fifth wheel, make sure both plungers are fully engaged.
 - Inspect air line connections.
 - Make sure fifth wheel is in appropriate position for weight distribution on the tractor. For proper positioning of the fifth wheel refer to SAF-HOLLAND publication XL-FW10008IM-en-US available on the Internet at www.safholland.us.
2. Make sure coupling area is flat, level and clear of persons and obstacles.
 3. Tilt ramps of fifth wheel downward (**Figure 3**).
 4. Make sure lock is open (**Figure 4**). If lock is closed, slide release handle forward and pull all the way out (**Figure 5**). If air release equipped, set tractor brakes and actuate fifth wheel control valve to open lock.

Figure 3

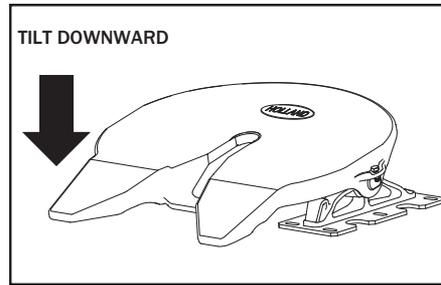


Figure 4

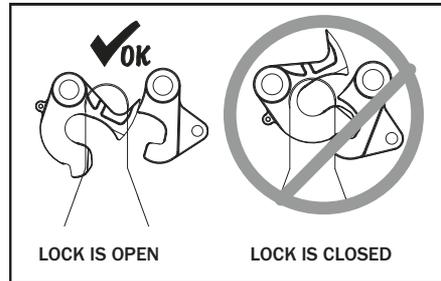
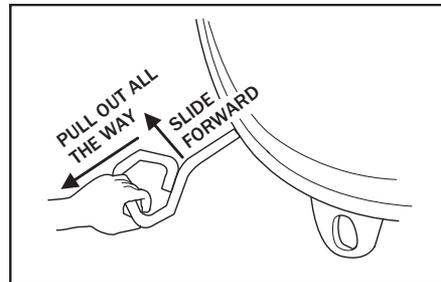


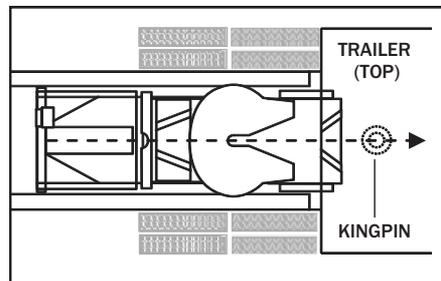
Figure 5



6. Coupling Procedures

1. Position the tractor so that the center of the fifth wheel is aligned with kingpin and back up straight (**Figure 6**).

Figure 6



2. Back tractor close to the trailer and STOP before making contact with trailer (**Figure 7**).
3. Chock trailer wheels.
4. Connect brake lines and light cord.
5. Support slack in lines to prevent interference.
6. Set trailer brakes.
7. Adjust trailer height so fifth wheel will lift trailer. Trailer should contact fifth wheel 4"-6" behind the center of fifth wheel (**Figure 8**).

NOTE: Follow instructions published by manufacturer for proper operation of landing gear.

⚠WARNING Failure to couple with the trailer at the proper height may result in improper coupling, allowing tractor and trailer separation, which if not avoided, could result in death or serious injury.

8. Slowly back into trailer, engaging kingpin in fifth wheel.
9. Perform a pull test as an INITIAL CHECK by locking trailer brakes and pulling forward with tractor to make sure tractor trailer separation does not occur (**Figure 9**).
10. Get out of tractor and visually inspect the following to be sure lock is closed and tractor and trailer are properly coupled (**Figure 10**).
 - a. Release handle fully retracted with lock notch behind rib.
 - b. No gap is permissible between trailer bolster plate and fifth wheel.
 - c. Lock securely closed behind jaw.

Figure 7

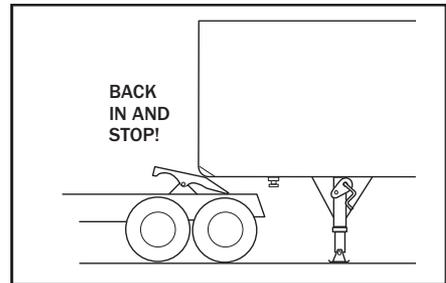


Figure 8

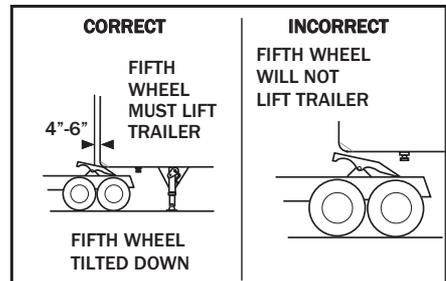


Figure 9

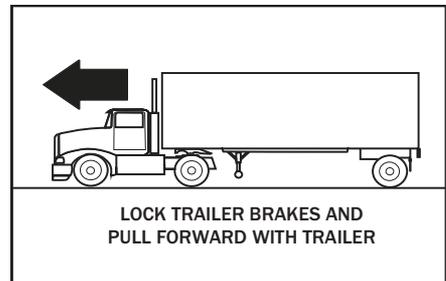
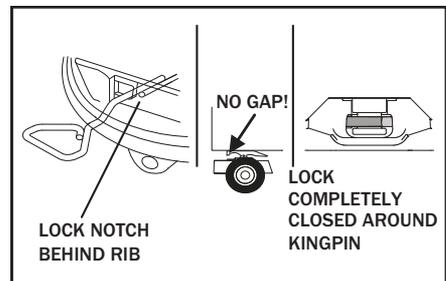


Figure 10



11. If you do not achieve a proper couple, repeat the coupling procedure.

⚠ WARNING Failure to properly couple the tractor and trailer may result in tractor trailer separation while in use which, if not avoided, could result in death or serious injury.

IMPORTANT: Do not use any fifth wheel that fails to operate properly.

⚠ WARNING Failure to repair a malfunctioning fifth wheel before use may result in a tractor trailer separation which, if not avoided, could result in death or serious injury.

12. Fully retract the landing gear legs off the ground and secure the crank handle (**Figure 11**).

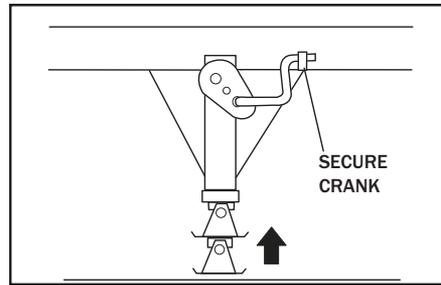
NOTE: Follow instructions published by landing gear manufacturer for proper operation of landing gear.

13. Verify brake lines and light cords are connected.
14. Remove wheel chocks, continue with pre-trip inspection.

7. 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 to relieve pressure on the fifth wheel locks.
4. Set tractor brakes.
5. Chock trailer wheels.

Figure 11



- Lower landing gear until pads just touch the ground (**Figure 12**).

NOTE: Follow instructions published by manufacturer for proper operation of landing gear and ability to transfer trailer weight off fifth wheel. Do not raise trailer off the fifth wheel.

- Disconnect brake lines and light cord.
- Slide release handle forward, pull all the way out, slide handle forward and hook on casting (**Figure 13**). If air release equipped, actuate fifth wheel control valve to open locks.
- Release tractor brakes and slowly drive away from trailer.

8. Positioning Sliding Fifth Wheels

- Position tractor and trailer in a straight line on level ground.
- Lock trailer brakes.

CAUTION

Failure to stop and properly lock the trailer brakes may cause uncontrolled sliding of fifth wheel which, if not avoided, may result in component damage to tractor or trailer.

- Release slide locking plungers by moving cab switch to unlock position (**Figure 14**). (If manual slide release equipped, pull release lever.) If plungers do not come out, lower the landing gear to relieve pressure on the fifth wheel. This will allow fifth wheel to slide easier.

NOTE: Cab switch style may differ by OEM design.

Figure 12

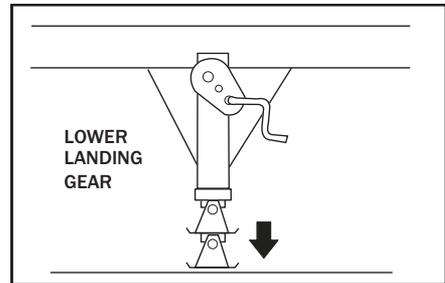


Figure 13

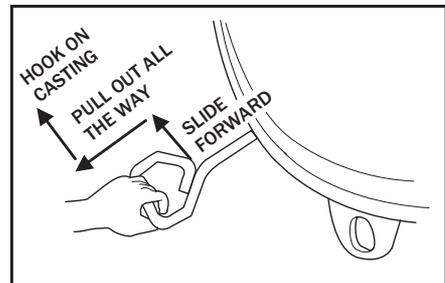
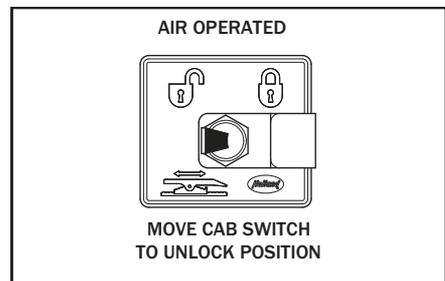


Figure 14



4. Slowly drive the tractor forward or backward to position fifth wheel and stop tractor at desired position.
5. Re-engage slide locking plungers by moving cab switch to the lock position (**Figure 15**). (If manual slide release equipped, trip release arm to allow plungers to retract.)
6. Retract landing gear legs if lowered.

NOTE: Follow instructions published by landing gear manufacturer for proper operation of landing gear.

7. Verify that slide locking plungers have been re-engaged by performing a pull test. Lock trailer brakes and pull forward with tractor to make sure fifth wheel does not slide (**Figure 16**).

IMPORTANT: Do not operate the vehicle if the plungers are not fully engaged (locked).

⚠ WARNING Failure to properly engage plungers into slide base may cause loss of vehicle control which, if not avoided, could result in death or serious injury.

FIFTH WHEEL MAINTENANCE

IMPORTANT: All maintenance must be performed by a properly trained technician using proper tools and safe procedures.

IMPORTANT: All maintenance must be performed while the tractor is uncoupled from the trailer.

⚠ WARNING Failure to properly maintain your fifth wheel could result in tractor trailer separation which, if not avoided, may result in death or serious injury.

Figure 15

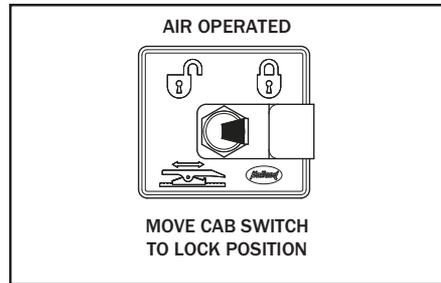
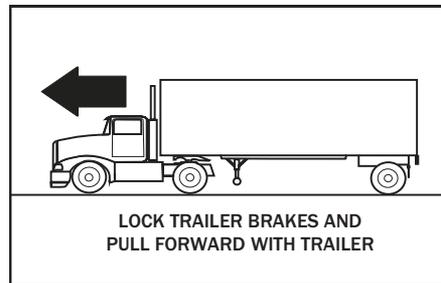


Figure 16



NOTE: Removal of the fifth wheel top plate is not required for maintenance but may be required when performing repairs.

9. Top Plate Removal

IMPORTANT: Fifth wheel assembly has replaceable pocket inserts installed between the fifth wheel top plate and mounting base. Take care when removing fifth wheel top plate not to lose pocket inserts.

CAUTION Failure to prevent pocket inserts from falling out of the top plate could cause a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

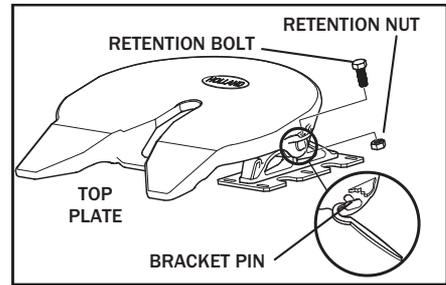
1. Remove bracket pin retention nuts and bolts from both sides of fifth wheel top plate (**Figure 17**).
2. Using a pry bar, pull bracket pins out of fifth wheel top plate (**Figure 17**).
3. Using a lifting device capable of lifting 500 lbs., remove the top plate from the mounting base. Place fifth wheel on a flat, clean working area.

NOTE: Follow instructions published by lifting device manufacturer for proper operation of lifting device.

10. Fifth Wheel Lubrication

IMPORTANT: Fifth wheel lubrication is necessary to get the maximum service life from your FW17 fifth wheel. Perform the following procedures at the intervals shown.

Figure 17



- Lubricate locking mechanism every 3 months or 30,000 miles.
- Thoroughly clean the locking mechanism every 6 months or 60,000 miles.

IMPORTANT: If your fifth wheel operates in snowy or icy winter conditions, lubrication should be performed every spring in addition to routine lubrication (as noted above), to ensure optimum operation.

10.A. Proper Lubrication Method

1. Remove old grease and debris from all fifth wheel-to-trailer contact surfaces. Apply new water-resistant lithium-based grease to all fifth wheel-to-trailer contact surfaces (**Figures 18 and 19**).
2. Using water-resistant lithium-based grease, lubricate (*Item 1*) swing lock-to-hook contact areas, and (*Item 2*) cam track (**Figure 19**).
3. Using a light oil, lubricate (*Item 3*) hook pin, and (*Item 4*) release handle pivot (**Figure 19**).

10.B. As-Needed Lubrication

- Maintain lubrication on fifth wheel-to-trailer contact surfaces. Use a water-resistant lithium-based grease. Clean grease grooves if a large amount of debris is present.
- Clean and lubricate locking mechanism if operational difficulties arise during the service life of your fifth wheel (*i.e.* problems with coupling, uncoupling, or pulling the release handle).

Figure 18

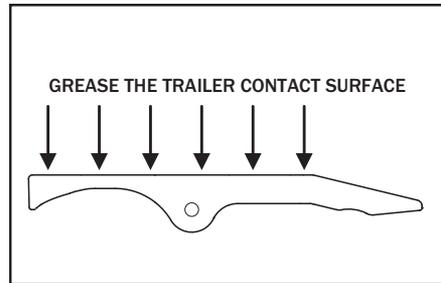
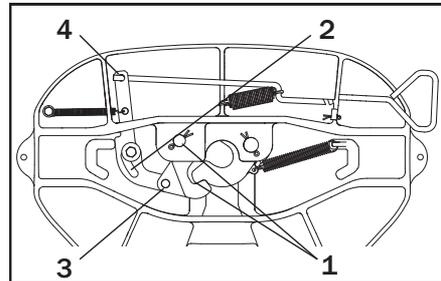


Figure 19



11. Fifth Wheel Adjustment

Fifth wheel adjustment should be checked at a minimum of every 60,000 miles or if excessive movement between kingpin and fifth wheel is noticed when driving the vehicle.

IMPORTANT: Excessive movement between the tractor and trailer can effect vehicle handling.

⚠WARNING Failure to maintain proper fifth wheel adjustment could result in loss of vehicle control which, if not avoided, may result in death or serious injury.

NOTE: To obtain proper fifth wheel adjustment SAF-HOLLAND recommends use of Holland lock tester Part No. TF-TLN-5001, available from your local Holland distributor.

1. If fifth wheel is locked, slide release handle forward and pull all the way out (**Figure 20**). If air release equipped, actuate fifth wheel control valve to open lock.
2. Set lock tester on fifth wheel top plate .
3. To lock fifth wheel, rotate handle on lock tester clockwise (**Figure 21**).
4. Slide the lock tester forward and backward in the closed lock to check for play between lock and kingpin. Ensure that the tool remains flat with full contact on the fifth wheel top plate. Use pin gage to measure free play. If free play exceeds 0.080". adjust lock mechanism (**Figure 22**).

Figure 20

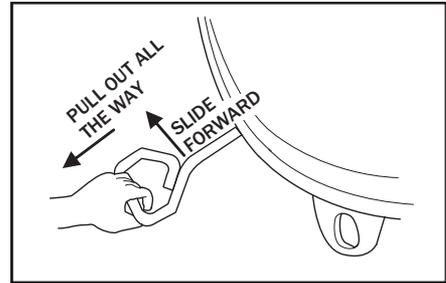


Figure 21

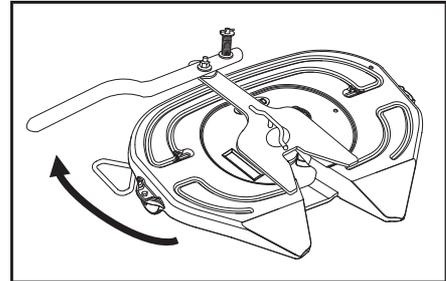
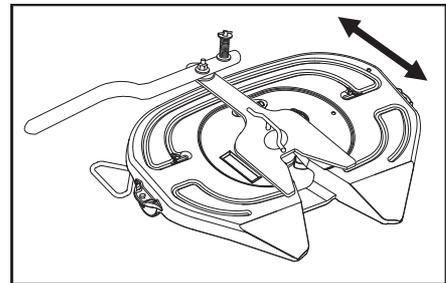


Figure 22



- To adjust lock, unscrew the socket head cap screw until the head clears the adjusting pin and rotate adjusting pin counter-clockwise until the next notch lines up with the socket head cap screw. Re-tighten socket head cap screw. Adjust only one notch at a time (**Figure 23**).

NOTE: If the screw cannot be removed, remove the cotter pin from the bottom of the adjustment pin, then lift and rotate the pin to the next notch. Re-install the cotter pin and spread the pin legs beyond 20°.

- Verify the proper adjustment by locking and unlocking fifth wheel several times with lock tester. Check that fifth wheel is properly locked (**Figure 24**).
- Rotate lock tester from side-to-side to ensure that lock is not overtightened. Lock should not grip kingpin and the tool should rotate freely (**Figure 25**).
- Disengage lock tester J-hook from front skirt of casting and re-check for free play in lock by sliding lock tester forward and backward using pin gage to measure free play (**Figure 25**). Free play should be 0.040" minimum. If there is still excessive free play in the locks, repeat procedure and adjust one more notch.
- To unlock, push down on lock tester, and rotate "J" hook under the fifth wheel, then pull handle back.

NOTE: If there is still excessive free play in the locks with the adjusting pin on the last (third) notch, then the fifth wheel should be rebuilt using the appropriate SAF-HOLLAND service kit.

Figure 23

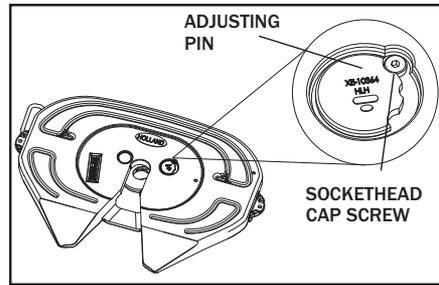


Figure 24

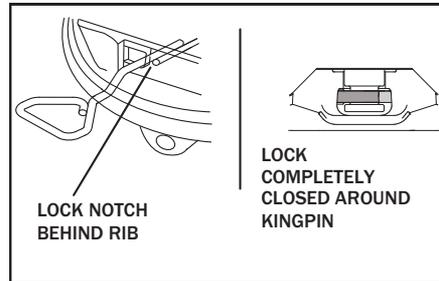
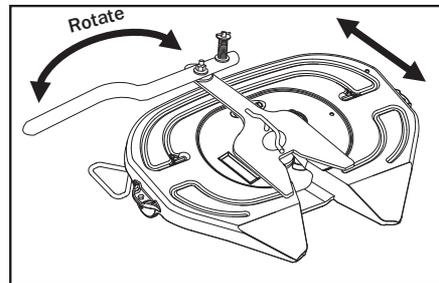


Figure 25



12. Slide Base Adjustment

Some Holland slide bases are equipped with adjustable locking plungers. Adjustment should be performed at a minimum of every 60,000 miles or if excessive movement is noticed when driving the vehicle. (ILS slider plungers do not require adjustment.) To obtain proper adjustment, follow the following procedures.

1. Loosen lock nut and turn adjustment bolt out (counterclockwise) (**Figure 26**).
2. Disengage and engage locking plungers. Verify that plungers have engaged properly, as shown (**Figures 27 and 28**).
3. Tighten adjustment bolt until it contacts the rack.
4. Turn adjustment bolt clockwise an additional 1/2 turn, then tighten lock nut securely.

If plungers do not release fully to allow fifth wheel to slide:

- a. Check the air cylinder for proper operation. Replace if necessary.
- b. Check plunger adjustment as explained above.
- c. If a plunger is binding in the plunger pocket, remove the plunger using a Holland F-TLN-2500 spring compressor. Grind the top edges of the plunger 1/16", as shown (**Figure 29**). Re-install and adjust the plungers as explained above.

NOTE: If problems persist, contact SAF-HOLLAND Customer Service at: 1-888-396-6501.

Figure 26

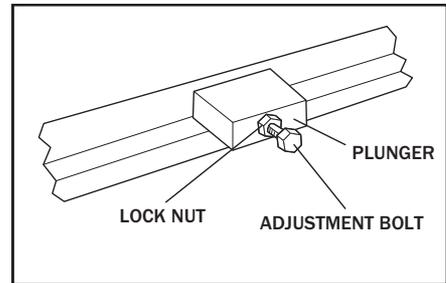


Figure 27

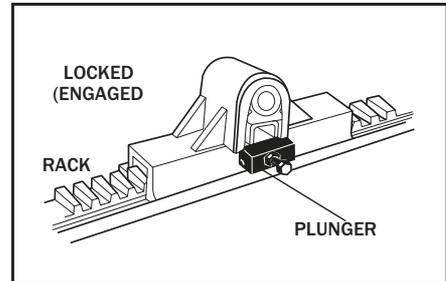


Figure 28

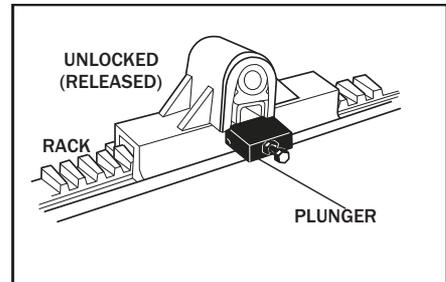
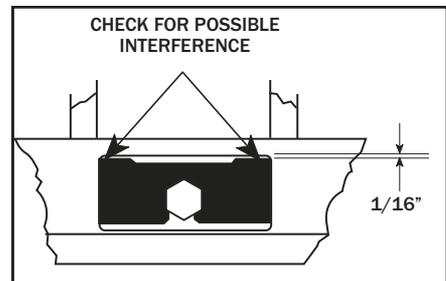


Figure 29

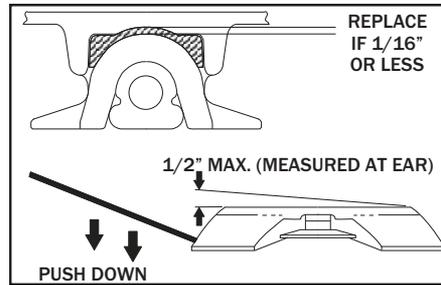


13. Pocket Insert Inspection

Replace pocket inserts if:

- The pocket insert thickness is 1/16" or less.
- The free vertical movement of top plate on the bracket is 1/2" or greater, without compressing rubber bushings. (**Figure 30**).
- The pocket inserts are severely chipped, cracked or gouged.

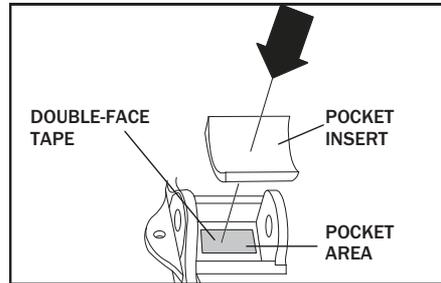
Figure 30



14. Top Plate Installation

1. If pocket inserts are dislodged from fifth wheel casting, clean pocket area of casting and apply a strip of double-face tape in bottom of pockets. Install pocket inserts by pressing down into pockets. (**Figure 31**).
2. Using a lifting device capable of lifting 500 lbs., install the fifth wheel top plate onto its mounting base.

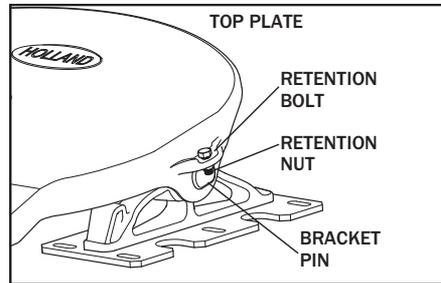
Figure 31



NOTE: Follow instructions published by lifting device manufacturer for proper operation of lifting device.

3. Install bracket pins through fifth wheel casting and mounting base and secure by installing the bracket pin retention bolts and nuts (**Figure 32**). Torque retention bolts not to exceed 60 ft-lbs.

Figure 32



Rebuild and Replacement Kits	Part Number
Rebuild Kit-Manual Release	RK-17-A-L
Rebuild Kit-Air Release	RK-17-A-80-L
Lock Jaw Replacement Kit	RK-171-11078
Release Handle Replacement Kit-Manual Release	RK-171-11079
Release Handle Replacement Kit-Air Release	RK-171-11384
Air Cylinder Replacement Kit	RK-171-10999
Pocket Inserts-Pair	RK-PKT-2

Difficult to Couple to Trailer:

✓	POSSIBLE CAUSE	REMEDY
	Attempting to couple too fast.	Couple in accordance with the procedure in this Owner's Manual.
	The trailer may be too high; the kingpin is not entering the lock properly.	Lower the trailer in accordance with manufacturer's instructions.
	Lock is closed.	Manually pull the release handle out as far as possible. Lock will swing open. If air release equipped, set tractor brakes and actuate fifth wheel control valve to open lock.
	Accumulated rust or grime interfering with the lock operation.	Thoroughly clean the fifth wheel and relubricate in accordance with the procedure in this Owner's Manual.
	The lock is adjusted too tightly.	Check lock adjustments in accordance with the procedure in this Owner's Manual.
	The lock may be damaged.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Damaged, bent release handle.	Replace release handle using the appropriate SAF-HOLLAND service kit.
	Bent kingpin, damaged upper coupler, or improper use of "lube plate" may be interfering with lock movement.	Check the kingpin and upper coupler as detailed in Holland Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to Holland Service Bulletin XL-SB004-01 for lube plate warnings.

Difficult to Uncouple from Trailer:

✓	POSSIBLE CAUSE	REMEDY
	The tractor may be putting pressure against the locks.	Lock the trailer brakes and back the tractor tightly against the kingpin to relieve the pressure on the fifth wheel lock, set the brakes, then pull the release handle.
	Tractor too low.	Raise tractor suspension to proper ride height.
	The release handle is not pulled out completely and hooked on the notch in the casting.	Slide the release handle forward, then pull out the handle, slide it forward, and hook it on the notch of the top plate casting.
	Accumulated rust or grime interfering with the lock operation.	Thoroughly clean the fifth wheel and relubricate in accordance with the procedure in this Owner's Manual.

Difficult to Uncouple from Trailer (Cont'd):

✓	POSSIBLE CAUSE	REMEDY
	The lock is adjusted too tightly.	Check lock adjustments in accordance with the procedure in this Owner's Manual.
	The release handle will not stay out or must be held out when unlocking.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Missing or damaged release system parts.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Casting bent/damaged at throat area, restricting movement.	The entire fifth wheel top plate MUST be replaced.
	Bent kingpin, damaged upper coupler, or improper use of "lube plate" may be interfering with lock movement.	Check the kingpin and upper coupler as detailed in Holland Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to Holland Service Bulletin XL-SB004-01 for lube plate warnings.

Excessive Movement between Fifth Wheel and Kingpin:

✓	POSSIBLE CAUSE	REMEDY
	Fifth wheel lock requires adjustment.	Follow the procedures contained in this Owner's Manual.
	Fifth wheel cannot be adjusted further.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Kingpin is loose.	Repair trailer.
	Kingpin is worn.	Check kingpin for acceptable wear with Holland TF-0110. Replace kingpin, if necessary.

Hard Steering or Binding:

✓	POSSIBLE CAUSE	REMEDY
	Lack of lubrication on fifth wheel top surface.	Lubricate top of fifth wheel plate using a high pressure, lithium-based grease. Follow recommended lubrication schedule as described in this Owner's Manual.
	Warped trailer upper coupler plate.	Check upper coupler for flatness and replace, if necessary. Refer to Holland Service Bulletin XL-SB020.

HOLLAND FW17 FIFTH WHEEL NORTH AMERICAN COMMERCIAL WARRANTY

SAF-HOLLAND's Commitment:

We warrant each FW17 fifth wheel manufactured after September 1, 2003, when properly installed on your vehicle and maintained in accordance with our requirements, as follows:

I. Materials and Workmanship:

Our FW17 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.

II. Application Specific Performance

Guarantee:

In addition, when your FW17 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 FW17 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 FW17 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 FW17 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 FW17 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 your purchase, and application and use information.

Exclusions and Limitations:

This warranty does not cover any FW17 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 FW17 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.





From fifth wheel rebuild kits to suspension bushing repair kits, SAF-HOLLAND Original Parts are the same quality components used in the original component assembly.

SAF-HOLLAND Original Parts are tested and designed to provide maximum performance and durability. Will-fits, look-alikes or, worse yet, counterfeit parts will only limit the performance potential and could possibly void SAF-HOLLAND's warranty. Always be sure to spec SAF-HOLLAND Original Parts when servicing your SAF-HOLLAND product.

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