In 2006, two industrial icons merged to form SAF-HOLLAND, a global leader in the design and manufacture of high-quality components and systems for the commercial vehicle industry. Today, SAF-HOLLAND represents a range of brands providing suspension/axle systems, fifth wheels, and kingpins, coupling products, landing gear and liftgate solutions for truck, tractor, bus, and trailer applications.
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<th>MAXIMUM GROSS TRAILER WEIGHT</th>
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<td><strong>'AIR CUSHIONED' DRAWBARS</strong></td>
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'Gross Weight' refers to the total weight of the coupled vehicle, including the trailer and cargo. All ratings are subject to manufacturer specifications and should be verified before use.
PINTLE HOOKS

- FastLatch
- Combination Ball / Hook
- Rigid Mount
- Swivel Mount
- NoLube
- Air Cushioned
Unique Pintle Hook Latch System with Unsurpassed Safety and Convenience

Proven Performance
Thousands of FastLatch equipped pintle hooks are operating on commercial and military vehicles world-wide.

User Friendly
- Easier to open and close than traditional latch systems.
- Closing automatically engages both a primary and secondary lock.
- No cotter pins or chains required.
- NoLube™ – no lubrication required.

Safe and Reliable
- Close tolerance latch and lock components minimize ‘slop’ and reduce wear.
- Primary and secondary locks in a single latch mechanism.
- Provides a tighter, more consistent ‘latch gap’.
- Positive visual indication that latch is fully closed and locked.
- Constructed with premium materials for durability and corrosion resistance.

Fast, Safe One-Hand Operation
Easy as 1-2-3
1. Grab the stainless steel ‘T’ handle with two fingers.
2. With thumb, push down to release the secondary lock.
3. Lift handle to disengage primary lock and swing open the latch.

Closes With One Hand
- Pull the latch from its ‘hold-open’ position and move to fully closed position (both primary and secondary locks automatically engage).

Optional Tethered Lock-Pin
- For fleets who specify a separate tethered lock-pin for their pintle hooks, all FastLatch equipped pintle hooks are optionally available with a high-quality snapper-pin tethered to the hook with a polymer-coated stainless steel cable.

FastLatch™ is available on Holland Pintle Hook models ranging from 10,000 lb. to 100,000 lb. GTW.

Recommended for over-the-road and off-road applications only. Not recommended for GSE/Industrial applications.
Pintle Hooks – Rigid Mount

BH-200RN41 Features 2˝ diameter ball (Replaces PH-16-B)
BH-50mmRN41 Features 50mm diameter ball

Application
A rigid mount pintle hook that combines a pintle hook and ball hitch. Designed for customers who need the strength and capacity to pull trailers equipped with drawbars, as well as, the flexibility to pull trailers with a 2˝ or 50mm ball hitch.

Weight: 10 lbs.

Capacities
Pintle Hook:
4,000 lbs. Maximum Vertical Load
20,000 lbs. Maximum Gross Trailer Weight

2˝ Ball / 50mm Ball:
1,000 lbs. Maximum Vertical Load
10,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38˝ to 3˝ I.D. with 1.25˝ to 1.63˝ diameter section.

Additional Information
• For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
• Tested in accordance with SAE J847 (Type II).
• For additional specification detail, refer to document number XL-PH377. For BH-200RN51 refer to XL-PH385.

Product Cross Reference Information

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Mounting Dimensions

Replacement Parts

For BH-200RN41/50mmRN41 use RK-10636
XA-10636
XB-T-89-4
XB-11048

For BH-200RN51/50mmRN51 use RK-10636-1
XB-11157
XB-T-89-4
XB-11048
XA-10636-1
PH-10RP41 (Replaces PH-T-60-AL)

**Application**
A rigid mount pintle hook designed for over-the-road and off-road towing.

**Weight:** 7.47 lbs.

**Capacities**
- 2,000 lbs. Maximum Vertical Load
- 10,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
- 2.38" to 3" I.D. with 1.25" to 1.63" diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH350. For PH-10RP51, refer to XL-PH387.

**Replacement Parts**

For PH-10RP41 use RK-10632
- XA-10632
- XB-T-89-4
- XB-11048

For PH-10RP51 use RK-10632-1
- XB-11157
- XB-T-89-4
- XB-11048

**Product Cross Reference Information**

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**Product Features**
- Cast steel body is heat treated for strength and durability.
- One-hand operated latch. Patent# 7,431,321
- The hook is designed for maximum articulation and reduced wear.
- Available with a tethered lock pin as PH-10RP51
- The hook is designed for maximum articulation and reduced wear.
- One-hand operated latch. Patent# 7,431,321
- Available with a tethered lock pin as PH-10RP51
- Weight: 7.47 lbs.
PH-T-60-AOS-L-8

Application
A clamp mounted, swivel style pintle hook designed for over-the-road and off-road applications. Ideal for utility and construction applications.

The body is forged from special alloy steel that is heat treated for strength and durability. The special pintle shape is designed for maximum articulation and reduced wear.

The rear flange includes a grease fitting for easy lubrication. Latch is forged alloy steel and heat treated for strength and long life.

Mounting flanges allow for varying structural thicknesses up to .69”.

Capacities
3,600 lbs. Maximum Vertical Load
18,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH208.

Mounting Dimensions

Replacement Parts

Product Cross Reference Information

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**PH-T-60-AOL-8 (Also see PH-30RP41)**

**Application**
A rigid mount pintle hook designed for over-the-road and off-road towing within stated capacities.

**Mounting Dimensions**
- Drawbar Eye Dimensions: 2.38” to 3” I.D. with 1.25” to 1.63” diameter section.
- The latch is forged steel alloy and heat treated for strength and long life.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH203.

**Capacities**
- 6,000 lbs. Maximum Vertical Load
- 30,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

**Replacement Parts**
- RK-62-O

**Weight:** 11 lbs.

**Product Cross Reference Information**

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PH-30RP41 (Replaces PH-30)

Application
A versatile rigid mount pintle hook designed for over-the-road and off-road towing.

Mounting Dimensions

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH351. For PH-30RP51, refer to XL-PH364.

Product Cross Reference Information

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Capacities
6,000 lbs. Maximum Vertical Load
30,000 lbs. Maximum Gross Trailer Weight

Weight: 8.38 lbs.

Forged from a special steel alloy that is heat treated for strength and durability.

The special pintle body shape is designed for maximum articulation and oscillation with reduced wear.

Available with a tethered lock pin as PH-30RP51

Forged from a special steel alloy that is heat treated for strength and durability.

One-hand operated latch
Patent #7,431,321

For PH-30RP41 use RK-10632
XA-10632
XB-T-89-4
XB-11048
XB-11157

For PH-30RP51 use RK-10632-1
XA-10632-1
XB-T-89-4
XB-11048
Pintle Hooks – Swivel Mount (with Spring Shock Absorption)

PH-30SA41 (Replaces PH-T-90-A and PH-T-100-A)

Application
A clamp-mount, swivel style pintle hook designed for over-the-road and off-road applications. The spring provides shock absorption at the coupling—ideal for utility and construction applications.

Mounting Dimensions

Forged from a special steel alloy that is heat treated for strength and durability.

Weight: 32 lbs.
Patent Pending

Capacities
6,000 lbs. Maximum Vertical Load
30,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH368. For PH-30SA51, refer to XL-PH369.

Product Cross Reference Information

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<tr>
<td>PH-30SA41</td>
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<td>RS-TON</td>
<td>PH5</td>
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Replacement Parts

For PH-30SA51 use RK-10632-1

For PH-30SA41 use RK-10632

For PH-10632-A

Forged from a special steel alloy that is heat treated for strength and durability.

Cast ductile iron mounting flanges for 5/8” plate.

Available with a tethered lock pin as PH-30SA51.
Pintle Hooks – Swivel Mount (with Spring Shock Absorption)

**PH-30SB41 (Replaces PH-T-125-A and PH-T-126-A)**

**Application**
An under-mount, swivel style pintle hook designed for over-the-road and off-road applications. The spring provides shock absorption at the coupling—ideal for utility and construction applications.

Weight: 38 lbs.

**Capacities**
- 6,000 lbs. Maximum Vertical Load
- 30,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH365. For PH-30SB51, refer to XL-PH371.

**Product Cross Reference Information**

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<td>T15 TON</td>
<td>BP125A</td>
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**Mounting Dimensions**

**Replacement Parts**

**Steel spring provides shock absorption.**

**Integrated mount for cross-bracing.**

**Available with a tethered lock pin as PH-30SB51**

**One-hand operated latch**

Patent #7,431,321

**Holland Premier Wallace Buyers**

PH-30SB41 – T15 TON BP125A

Weight: 38 lbs.

Steel spring provides shock absorption.

Integrated mount for cross-bracing.

Available with a tethered lock pin as PH-30SB51

One-hand operated latch

Patent #7,431,321

For PH-30SB51 use RK-10632-1

RK-10632 XA-10632 XB-T-69-C XB-T-89-4 XB-T-89-4 XB-11157 XB-11048 XA-10632 XB-T-9N -

XB-T-60 XB-T-52 XB-T-9N XA-T-56 XA-10891
Pintle Hooks – Swivel Mount

**PH-760**

**Application**

Heavy-duty construction for primarily off-road applications where a significant amount of articulation is required in a swivel-style clamp mount pintle hook.

To ensure long life, the front and rear mounting flanges and the pivot bolt include zerk fittings for easy lubrication. The hook is designed for maximum articulation.

Mounting flanges allow for a 3/4” plate.

Mounting Dimensions

- **MIN. CLEAR AREA**
  - 1.78” DIA.
  - (2 Holes Req.)
- **1.88” DIA. HOLE E**

- **MIN CLEAR AREA**
  - 1.78” DIA.
  - (2 Holes Req.)

- **4.50” BOLTS**
  - (2 Req.)

Weight: 36 lbs.

**Capacities**

- 9,800 lbs. Maximum Vertical Load
- 49,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**

3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**

- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH215.

**Replacement Parts**

- **RK-02772**
- **RK-05961**
  - XB-10089
  - XB-128
  - XA-199-6 (SUB-ASSY.)
  - XA-768
  - XA-08636 (SUB-ASSY.)

**Product Cross Reference Information**

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Today’s truck and trailer fleets are always looking for equipment features that lower maintenance costs while extending product life. SAF-HOLLAND’s NoLube® technology eliminates lubrication from traditional equipment applications such as fifth wheel top plates, swivel mount pintle hooks and trailer landing gear.

**Holland Fifth Wheels**

Holland’s NoLube® Fifth Wheel Technology introduced the world’s first completely grease-free fifth wheel. NoLube® Fifth Wheel’s reduce maintenance time and costs while increasing productivity by eliminating the need for lubrication.

**Holland Landing Gear**

Continuing with the goal to reduce fleet maintenance costs, Holland Landing Gear with NoLube® Technology provide a sealed system that offers maximum lubrication without the need for additional grease.

Optional NoLube feature provides greased-for-life system that self lubricates the elevating screw and gear box.

**FW31 FIFTH WHEELS WITH NoLube®**

The FW31 and FWAL models are the world’s only completely grease-free fifth wheels. Eliminates the need for lubrication on the top plate, between the top plate and bracket, and in the lock mechanism.

**PH-775SL11 SEVERE DUTY SWIVEL MOUNT PINTLE HOOK**

One piece sealed housing prevents contaminants from entering the pintle hook assembly while providing proper lubrication without the need for grease fittings.
PH-775-01552 (Lubricated)

Application
Heavy-duty construction for on- and off-road applications where a significant amount of articulation is required.

Mounting Dimensions

Weight: 60 lbs.

Capacities
20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
3” I.D. with 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH246.

Product Cross Reference Information

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</table>
Pintle Hooks – Swivel Mount

PH-775SL11 (NoLube®)

Application
Heavy-duty construction for on- and off-road applications where a significant amount of articulation is required.

Mounting Dimensions

A one piece housing keeps contaminants from entering the pintle hook assembly.

Weight: 57 lbs.

Capacities
20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
3” I.D. with a 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH334.

Product Cross Reference Information

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RK-10545 LATCH KIT

For PH-775SL21 use RK-10545-1 LATCH KIT
PH-300 and PH-300-R

Application
A rigid mount pintle hook designed for trailers, semitrailers, and doubles operations. Used for off- and over-the-road applications.

Unique one-handed latch operation. Also available with reversed latch handle, PH-300-R (see inset).

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Weight: 42 lbs.

The complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket. For pintle hooks without an air chamber, bracket, or plunger, order PH-300-1 or PH-300-R-1.

The PH-300 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

Capacities
18,000 lbs. Maximum Vertical Load
72,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH243. For PH-300-R, refer to XL-PH248.

Product Cross Reference Information

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Replacement Parts

PH-300 use RK-02536
PH-300-R use RK-03179

XA-02608 Cylinder and Bracket Sub-Assembly
PH-210 (Replaces PH-200)

Application
A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the gap between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Weight: 38 lbs.

PH-210RA11 – Complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket.
PH-210RN11 – Pintle hook without an air chamber, bracket or plunger.
PH-210RM11 – Pintle hook with plunger only.

For additional model numbers with various air chamber rod lengths, see page 22. The PH-210 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

Capacities
18,000 lbs. Maximum Vertical Load
90,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH340.
- Also available – PH210 Series with tethered lock pin. Replace “11” with “21” in model number.

Product Cross Reference Information

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Replacement Parts

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XA-02608 Cylinder and Bracket Sub-Assembly
PH-400 and PH-400-H

Application

A rigid mount pintle hook designed for trailers, semitrailers, and doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the gap between the pintle hook and the drawbar on vehicles with air systems.

Automatic secondary lock for improved safety.

Unique one-handed latch operation.

Cast alloy steel body is heat treated for increased strength, durability, and wear resistance.

Plunger/snubber force is developed by the vehicle's air system to reduce wear and to provide shock absorption.

Also available without an air chamber and mounting bracket.

Air chambers are available with a variety of rod lengths for different mounting widths; see page 22.

Weight: 48 lbs.

The complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket. For pintle hooks without an air chamber, bracket, or plunger, order PH-400-1 or PH-400-H-1.

The PH-400 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

Capacities

20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions

2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information

• For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.

• Tested in accordance with SAE J847 (Type II).

• For additional specification detail, refer to document number XL-PH244 or PH-247.

Product Cross Reference Information

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| PH-400-H  | 470H    | R-45-A-8| –      |
|           | 2400H   |         | Safe-Tite 100-4H |

Mounting Dimensions

PH-400 and PH-400-H

Weight: 48 lbs.

The complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket. For pintle hooks without an air chamber, bracket, or plunger, order PH-400-1 or PH-400-H-1.

The PH-400 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

Capacities

20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions

2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information

• For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.

• Tested in accordance with SAE J847 (Type II).

• For additional specification detail, refer to document number XL-PH244 or PH-247.

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| PH-400-H  | 470H    | R-45-A-8| –      |
|           | 2400H   |         | Safe-Tite 100-4H |

Replacement Parts

RK-02536
XB-03028

Includes with

XB-165945
XA-04156

Included with

XB-165945
XB-T-199

XA-02608 Cylinder and Bracket Sub-Assembly
PH-410

Application
A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the gap between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Weight: 42 lbs.

PH-410RA11 – Complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket.
PH-410RN11 – Pintle hook without an air chamber, bracket or plunger.
PH-410RM11 – Pintle hook with plunger only.
For additional model numbers with various air chamber rod lengths, see page 22. The PH-410 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

Capacities
20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
• For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
• Tested in accordance with SAE J847 (Type II).
• For additional specification detail, refer to document number XL-PH341.
• Also available – PH410 Series with tethered lock pin. Replace “11” with “21” in model number.

Product Cross Reference Information

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Pintle Hooks – Rigid Mount – Air Cushioned

**PH-310**

**Application**
A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the space between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Air chambers are available with a variety of rod lengths for different mounting widths; see page 22.

**Weight:** 39 lbs.

- **PH-310RA11** – Complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket.
- **PH-310RN11** – Pintle hook without an air chamber, bracket or plunger.
- **PH-310RM11** – Pintle hook with plunger only.

For additional model numbers with various air chamber rod lengths, see page 22. The PH-310 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

**Capacities**
- 20,000 lbs. Maximum Vertical Load
- 100,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH341.
- Also available – PH310 Series with tethered lock pin. Replace “11” with “21” in model number.

**Product Cross Reference Information**

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**Mounting Dimensions**

- **Weight:** 39 lbs.
- **Capacities**
  - 20,000 lbs. Maximum Vertical Load
  - 100,000 lbs. Maximum Gross Trailer Weight

**Replacement Parts**

- **RK-10545 LATCH KIT**
- **For PH-310RN21 use RK-10545-1 LATCH KIT**

**XA-02608 Cylinder and Bracket Sub-Assembly**

KA-04155 Included with
XB-165945
XB-T-199
XA-01544-1
XE-01544-1
XB-T-199
XB-165945

**Application**
A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the space between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Air chambers are available with a variety of rod lengths for different mounting widths; see page 22.

**Weight:** 39 lbs.

- **PH-310RA11** – Complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket.
- **PH-310RN11** – Pintle hook without an air chamber, bracket or plunger.
- **PH-310RM11** – Pintle hook with plunger only.

For additional model numbers with various air chamber rod lengths, see page 22. The PH-310 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

**Capacities**
- 20,000 lbs. Maximum Vertical Load
- 100,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH341.
- Also available – PH310 Series with tethered lock pin. Replace “11” with “21” in model number.

**Product Cross Reference Information**

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**Mounting Dimensions**

- **Weight:** 39 lbs.
- **Capacities**
  - 20,000 lbs. Maximum Vertical Load
  - 100,000 lbs. Maximum Gross Trailer Weight

**Replacement Parts**

- **RK-10545 LATCH KIT**
- **For PH-310RN21 use RK-10545-1 LATCH KIT**

**XA-02608 Cylinder and Bracket Sub-Assembly**

KA-04155 Included with
XB-165945
XB-T-199
XA-01544-1
XE-01544-1
XB-T-199
XB-165945

**Application**
A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the space between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Air chambers are available with a variety of rod lengths for different mounting widths; see page 22.

**Weight:** 39 lbs.

- **PH-310RA11** – Complete assembly includes a pintle hook, plunger, air chamber, and mounting bracket.
- **PH-310RN11** – Pintle hook without an air chamber, bracket or plunger.
- **PH-310RM11** – Pintle hook with plunger only.

For additional model numbers with various air chamber rod lengths, see page 22. The PH-310 can be operated with or without the air chamber. For easier coupling, drawbar guides are available, see page 61.

**Capacities**
- 20,000 lbs. Maximum Vertical Load
- 100,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**
2.38” to 3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-PH341.
- Also available – PH310 Series with tethered lock pin. Replace “11” with “21” in model number.

**Product Cross Reference Information**

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**PH-550**

**Application**

A rigid mount pintle hook designed for trailers and semitrailers used in doubles and triples operations. Used for off- and over-the-road applications. Air cushioned snubber is designed to minimize the gap between the pintle hook and the drawbar on vehicles with air systems.

Plunger/snubber force is developed by the vehicle’s air system to reduce wear and to provide shock absorption.

Forged steel latch is heat treated for extra strength and durability.

Body is cast steel alloy for maximum durability.

The plunger is adjustable.

Weight: 47 lbs.

The complete assembly includes a pintle hook, bullet, mounting bracket, and air chamber. For pintle hook and plunger only, order PH-550-1.

The PH-550 can be operated with or without the air chamber. For easier coupling, drawbar guides are available; see page 61.

**Capacities**

- 25,000 lbs. Maximum Vertical Load
- 100,000 lbs. Maximum Gross Trailer Weight

**Drawbar Eye Dimensions**

2.38” to 3” I.D. with 1.63” to 1.75” diameter section.

**Additional Information**

- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- Tested in accordance with SAE J847 (Type I) and (Type II).
- For additional specification detail, refer to document number XL-PH261.

**Product Cross Reference Information**

<table>
<thead>
<tr>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
<th>Buyers</th>
</tr>
</thead>
<tbody>
<tr>
<td>PH-550</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

**Replacement Parts**

XA-09862 Cylinder and Bracket Sub-Assembly

**Mounting Dimensions**

- 5.8” MIN. DIA. to 6.7” MAX. DIA.
- 10.7” MIN. DIA. to 9.9” MAX. DIA.
- 0.38” MIN. DIA. to 1.62” MAX. DIA.
- 9.9” MIN. DIA. to 10.7” MAX. DIA.
- 6.7” MIN. DIA. to 5.8” MAX. DIA.
- 2.25” MIN. DIA. to 3.12” MAX. DIA.
- 1.62” DIA. to 3/8” MIN. DIA.
- 3/8” NPT Reducer to 3/8” NPT Plug
## Pintle Hooks – Rigid Mount – Air Cushioned

### Air Chamber Assemblies and Mounting Kits

**WHAT'S INCLUDED:**

* Includes plunger, mounting bracket, and air chamber
** Includes bullet, mounting bracket, and air chamber (plunger is factory installed to the pintle hook)
*** Includes plunger and air chamber

**** No part number assigned – Order PH-400-1 or PH-400-1-H with appropriate Air Chamber/Plunger Assembly
***** To add the Tethered Lock Pin Option for FastLatch models PH-210, PH-310 and PH-410, replace the ‘11’ with ‘12’ in the part number

<table>
<thead>
<tr>
<th>SELECT &quot;X&quot; DIMENSION FOR MOUNTING</th>
<th>AIR CHAMBER/PLUNGER ASSEMBLY WHEN ORDERED SEPARATELY</th>
<th>PINTLE HOOK PART NUMBERS *****</th>
</tr>
</thead>
<tbody>
<tr>
<td>PINTLE HOOK ONLY</td>
<td>PH-210RN11 PH-300-1 PH-300-R-1 PH-310RN11 PH-400-1 PH-400-1-H PH-410RN11</td>
<td></td>
</tr>
<tr>
<td>PINTLE HOOK WITH PLUNGER ONLY</td>
<td>PH-210RM11 PH-310RM11 PH-410RM11 PH-550-1</td>
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</tr>
<tr>
<td>PINTLE HOOK WITH COMPLETE AIR CHAMBER ASSEMBLY</td>
<td>PH-210RA11 PH-300 PH-300-R PH-310RA11 PH-410RA11</td>
<td></td>
</tr>
<tr>
<td>.75&quot; - 2.25&quot;</td>
<td>XA-02608* PH-210RA11 PH-300 PH-300-R PH-310RA11 PH-410RA11</td>
<td></td>
</tr>
<tr>
<td>.50&quot; - 2.25&quot;</td>
<td>XA-09862** PH-400 PH-400-H PH-550**</td>
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</tr>
<tr>
<td>6.0&quot; - 8.0&quot;</td>
<td>XA-10196*** PH-210RC11 PH-310RC11 **** **** PH-410RC11</td>
<td></td>
</tr>
<tr>
<td>8.0&quot; - 9.0&quot;</td>
<td>XA-10248*** PH-210RD11 PH-310RD11 **** **** PH-410RD11</td>
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</tr>
<tr>
<td>9.0&quot; - 11.0&quot;</td>
<td>XA-10197*** PH-210RE11 PH-310RE11 **** **** PH-410RE11</td>
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<tr>
<td>12.0&quot;</td>
<td>XA-10198*** PH-210RF11 PH-310RF11 **** **** PH-410RF11</td>
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<tr>
<td>.50&quot; - 2.0&quot;</td>
<td>XA-10818*** PH-210RG11 PH-310RG11 **** **** PH-410RG11</td>
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COUPLERS

- Rigid Mount
- Swivel Mount
- Clevis / Pin
- Ball Hitch
**CP-400-H**

**Application**
A versatile rigid mount coupler used for trailers and equipment in over-the-road applications. Especially useful when frequent and automatic coupling is desired, and when the weight of the drawbar makes it impractical to lift. Often used with trailers equipped with limited load-lifting capacity drop-leg jacks. The latch automatically closes and locks upon coupling.

**Weight:** 26 lbs.

**Mounting Dimensions**

**Drawbar Eye Dimensions**
2.50” to 3” I.D. with 1.25” to 1.63” diameter section.

**Additional Information**
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- For additional specification detail, refer to document number XL-PH233.

**Capacities**
- 7,500 lbs. Maximum Vertical Load
- 30,000 lbs. Maximum Gross Trailer Weight

**Replacement Parts**

<table>
<thead>
<tr>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
<th>Buyers</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP-400-H</td>
<td>–</td>
<td>RPR (ring release)</td>
<td>–</td>
</tr>
</tbody>
</table>

**Jaw is forged steel alloy and heat treated.**

**Body is cast steel.**

**Secondary lock for added safety.**

**Very minimal lubrication and maintenance is required.**

**Product Cross Reference Information**
CP-360

Application
A rigid mount coupler used for trailers and equipment in over-the-road and off-road applications. Especially useful when frequent and automatic coupling is desired, and when the weight of the drawbar makes it impractical to lift. Often used with trailers equipped with limited load-lifting capacity drop-leg jacks. The latch automatically closes and locks upon coupling.

Mounting Dimensions

Body is cast steel alloy and heat treated for strength.

To ensure long life, grease fittings are provided for easy lubrication.

Secondary lock release for added safety.

Jaw is cast steel alloy and heat treated.

Bottom handle pull is primary lock release.

Weight: 44 lbs.

Capacities
3,000 lbs. Maximum Vertical Load
52,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
2.50" to 3" I.D. with 1.25" to 1.63" diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- For additional specification detail, refer to document number XL-PH231.

Product Cross Reference Information

<table>
<thead>
<tr>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
<th>Buyers</th>
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</thead>
<tbody>
<tr>
<td>CP-360</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

Replacement Parts
CP-740 and CP-730

Application
A very strong, specialized coupler used for trailers and equipment in over-the-road and off-road applications. Especially useful when frequent and automatic coupling is desired. The latch automatically closed and locks upon coupling.

CP-740 Rigid Mount
Primary lock release mechanism.
Secondary lock release mechanism automatically locks for added safety.
To ensure long life, grease fittings (3) are provided for easy lubrication.
Body is cast steel alloy and heat treated.

Weight: 70 lbs.

Capacities
20,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
3” I.D. with a 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount drawbar.
- For additional specification detail, refer to document number XL-PH231.

CP-730 Swivel Mount
The CP-730 is an on- and off-road coupler featuring a lubricated, swivel mount housing and spring-loaded lock pin.
When the spring-loaded lock pin is engaged, the coupler remains rigid when coupling, or when towing a trailer equipped with a swivel-style drawbar. Simply disengage the lock pin to return the coupler to swivel mode.
Please contact SAF-HOLLAND for more information.

Product Cross Reference Information

<table>
<thead>
<tr>
<th></th>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
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<tbody>
<tr>
<td>CP-740</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

Mounting Dimensions

[Diagram of mounting dimensions]

Replacement Parts

[Diagram of replacement parts]

Hooded guide directs the drawbar into the jaw for easy coupling.
Jaw is forged steel alloy and heat treated.

7/8” DIA. THRU (6 REQ.)
Pin and Clevis Coupler – Swivel Mount (Over-the-Road)

PH-990ST71

Application
A special frame-mount, swivel style pin coupler with a “fish mouth” head and rubber cushion for shock absorption. Designed for extreme-duty trailers and semitrailers in doubles and triples operations. Used for over-the-road and off-road applications.

Easy to maintain and requires no lubrication.

Internal rubber cushion provides shock absorption.

For added security, a safety pin serves as a secondary lock.

Weight: 160 lbs.

Capacities
3,000 lbs. Maximum Vertical Load
100,000 lbs. Maximum Gross Trailer Weight

Drawbar Eye Dimensions
3” I.D. with a 1.63” diameter section.

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%. Not for use with a swivel-mount drawbar.
- For additional specification detail, refer to document number XL-PH219.

Product Cross Reference Information

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<tr>
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<tbody>
<tr>
<td>PH-990ST71</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

Mounting Dimensions

The fish mouth is designed to guide the drawbar into position for easy coupling.

Wear plates in fish mouth provide a replaceable wear surface and minimize drawbar movement.

The clevis pin is forged steel alloy that is heat treated for strength, durability, and wear resistance.

Replacement Parts

RK-T-551
Parts required for PH-990ST71
May also be used with PH-T-990

XB-0437
XE-10000 (2 REQ.)
XB-1080 (4 REQ.)
XA-T-306 (6 REQ.)
XB-790-1
XB-TLN-1000-7
XB-T-993-1
XB-770-1
XA-10286
XA-1027 (4 REQ.)
UA-1028 (4 REQ.)
XB-790-1
XB-T-993
XB-730-1
XB-T-306 (6 REQ.)

Parts required for PH-990ST71
May also be used with PH-T-990
BH-50 (Includes Ball and Receiver Assemblies)

Application
This ball hitch is ideal for severe-duty over-the-road applications where high articulation (up to 30°) in all directions is required, and in applications where the vehicle and trailer remain coupled. The BH-50 minimizes reduces chucking.

Weight: 135 lbs.

Capacities
8,000 lbs. Maximum Vertical Load
80,000 lbs. Maximum Gross Trailer Weight

Additional Information
- For off-road applications, reduce the above maximum capacities by 25%.
- For additional specification detail, refer to document number XL-PH254.

Mounting Dimensions

Replacement Parts

Product Cross Reference Information

<table>
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<tr>
<td>BH-50</td>
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</table>

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COUPLERS
INDUSTRIAL / GSE

- Couplers
- E-Hitch
- Lunettes
CP-400-GSE and CP-400-CA

Application
Strong rigid mount couplers that are designed for industrial material handling and ground support applications. The CP-400-GSE and CP-400-CA are useful where coupling is frequent, and quick and easy coupling release is desired. The latch automatically closes and locks upon coupling. The CP400-CA features an integral roller which accommodates a cable release system to open the coupler from the driver’s position.

Mounting Dimensions

Weight: 25 lbs.

Capacities
7,500 lbs. Maximum Vertical Load
30,000 lbs. Maximum Gross Trailer Weight

IMPORTANT: There is no secondary lock mechanism. This coupler is not designed for over-the-road applications.

Drawbar Eye Dimensions
2.50” to 3” I.D. with 1.25” to 1.63” diameter section.

Additional Information
• For more product specific mounting information and operating instructions, refer to SAF-HOLLAND document number XL-PH348 or XL-PH232.

Product Cross Reference Information

<table>
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<th>Wallace</th>
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<tbody>
<tr>
<td>CP-400-GSE</td>
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<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>CP-400-CA</td>
<td>–</td>
<td>– CPR15 (cable pull)</td>
<td>–</td>
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</tbody>
</table>
XA-T-150-AF

Application
A unique rigid mount coupler designed for a variety of industrial material handling applications. Useful in instances where coupling is frequent, and easy, quick coupling release is desired. The latch automatically closes and locks upon coupling.

Weight: 15 lbs.

Capacities for both Coupler and Coupler Ring
50 lbs. Maximum Vertical Load
15,000 lbs. Maximum Gross Trailer Weight

IMPORTANT: There is no secondary lock mechanism. This coupler is not designed for over-the-road applications.

Drawbar Eye Dimensions
Maximum 1” diameter cross-section (DB-010EJ1).

Additional Information
• Available without mounting holes – order CP-T-150-S02986.
• For more product specific mounting information and operating instructions, refer to SAF-HOLLAND document number XL-PH235-01.

Jaw Replacement Kit
RK-T-150-S02986

Product Cross Reference Information

<table>
<thead>
<tr>
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<th>Premier</th>
<th>Wallace</th>
<th>Buyers</th>
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</thead>
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<tr>
<td>XA-T-150-AF</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

Jaw and body are cast alloy steel.
Bottom pull lock release mechanism.
**E-Hitch Series: EH-20 and EH-40** *(Patent #7,398,987)*

**Application**
Rigid mount couplers that are rated 20,000 lbs. (gross trailer weight) and 40,000 lbs. (gross trailer weight). Designed for a variety of industrial material handling and ground support equipment towing applications.

**Mounting Dimensions for EH-20**

**EH-20RP11** (no box)  
**EH-20RP12** (individually boxed)

**EH-20RP21** (no box)  
**EH-20RP22** (individually boxed)

**EH-20RP31** (no box)  
**EH-20RP32** (individually boxed)

**Drawbar Eye Dimensions**
1.25” to 3” I.D. with up to 1.69” diameter section.

**Additional Information**
- For more product specific mounting information and operating instructions, refer to SAF-HOLLAND document number XL-PH309.

**Product Cross Reference Information**

<table>
<thead>
<tr>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
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<tbody>
<tr>
<td>EH Series</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

**IMPORTANT:** There is no secondary lock mechanism. This coupler is not designed for over-the-road applications.

**IMPORTANT:**
- There is no secondary lock mechanism. This coupler is not designed for over-the-road applications.

**For EH-40, see the following page.**

**Capacities**
See chart on following page for Maximum Vertical Load and Maximum Trailer Weight.

**The frame is cast ductile iron.**

**A compact frame configuration with four bolt mounting pattern assures easy installation.**

**The frame assembly is flared to guide drawbar entry.**

**The tow pin is steel alloy that is heat treated for wear resistance.**

**Pin can be lifted to lock open position.**

**A galvanized, conical spring provides even, consistent pull effort and dependable service.**

**A compact frame configuration with four bolt mounting pattern assures easy installation.**

**The frame assembly is flared to guide drawbar entry.**

**For EH-40, see the following page.**
E-Hitch Series: EH-20 and EH-40 continued

Models Available

<table>
<thead>
<tr>
<th>MODEL</th>
<th>DESCRIPTION</th>
<th>MAXIMUM CAPACITIES</th>
<th>VERTICAL LOAD</th>
<th>GROSS TRAILER WT</th>
<th>APPROX. WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH-20RP11</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and rigid handle (no box)</td>
<td>500 20,000</td>
<td>16.1</td>
<td></td>
<td></td>
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<tr>
<td>EH-20RP12</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and rigid handle (individually boxed)</td>
<td>500 20,000</td>
<td>16.1</td>
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<tr>
<td>EH-20RP21</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and no handle for remote release (no box)</td>
<td>500 20,000</td>
<td>15.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH-20RP22</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and no handle for remote release (ind. boxed)</td>
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<td>15.2</td>
<td></td>
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<tr>
<td>EH-20RP31</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and drop down handle (no box)</td>
<td>500 20,000</td>
<td>16.2</td>
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<tr>
<td>EH-20RP32</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and drop down handle (individually boxed)</td>
<td>500 20,000</td>
<td>16.2</td>
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<tr>
<td>EH-40RP11</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and rigid handle (no box)</td>
<td>500 40,000</td>
<td>16.1</td>
<td></td>
<td></td>
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<tr>
<td>EH-40RP12</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and rigid handle (individually boxed)</td>
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<td>16.1</td>
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<tr>
<td>EH-40RP21</td>
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<tr>
<td>EH-40RP22</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and no handle for remote release (ind. boxed)</td>
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<tr>
<td>EH-40RP31</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and drop down handle (no box)</td>
<td>500 40,000</td>
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<tr>
<td>EH-40RP32</td>
<td>Rigid mount type with 1 1/8˝ dia. pin and drop down handle (individually boxed)</td>
<td>500 40,000</td>
<td>16.2</td>
<td></td>
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</tr>
</tbody>
</table>

All models are available in “Safety Yellow”

Mounting Dimensions for EH-40

EH-40RP11 (no box)  
EH-40RP12 (individually boxed)

EH-40RP21 (no box)  
EH-40RP22 (individually boxed)

EH-40RP31 (no box)  
EH-40RP32 (individually boxed)
DB-010EJ1 and DB-020FK1

- Forged, one-piece steel alloy lunettes

DB-010EJ1 Weight: 15 lbs.
DB-020FK1 Weight: 22 lbs.

### Capacities

<table>
<thead>
<tr>
<th>Lunette</th>
<th>Maximum Vertical Load</th>
<th>Maximum Gross Trailer Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>DB-010EJ1</td>
<td>2,000 lbs.</td>
<td>10,000 lbs.</td>
</tr>
<tr>
<td>DB-020FK1</td>
<td>4,000 lbs.</td>
<td>20,000 lbs.</td>
</tr>
</tbody>
</table>

### Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs., the maximum gross trailer weight is 20,000 lbs. for the DB-010EJ1 and 40,000 lbs. for the DB-020FK1.
- For more product specific mounting information and operating instructions, refer to SAF-HOLLAND document number XL-DB124.
- Not recommended for over-the-road applications.

### Product Cross Reference Information

<table>
<thead>
<tr>
<th></th>
<th>Holland</th>
<th>Premier</th>
<th>Wallace</th>
<th>Buyers</th>
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<tr>
<td>DB-010EJ1</td>
<td>–</td>
<td>–</td>
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</tr>
<tr>
<td>DB-020FK1</td>
<td>–</td>
<td>–</td>
<td>–</td>
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</tr>
</tbody>
</table>

### Mounting Dimensions

**DB-010EJ1**

*NOTE: A minimum of 12” linear inches of .38” weld on 2”x 4” (11 gauge) structural tubing required to obtain ratings.

**DB-020FK1**

**NOTE: 8.5” of linear weld .38” bevel groove weld (3”x 1.25” bar used) required to obtain ratings.**

For more detailed dimensions and specifications, refer to the images and diagrams provided.
DRAWBARS

- Compatibility Chart
- Rigid Mount
- Swivel Mount
- Air Cushioned
### Drawbar Compatibility

<table>
<thead>
<tr>
<th>DRAWBAR NUMBER</th>
<th>DB-010EJ</th>
<th>DB-020FK1</th>
<th>DB-1250-3</th>
<th>DB-1228-1</th>
<th>DB-1238</th>
<th>DB-030DQ1</th>
<th>DB-1235-1</th>
<th>DB-040DQ1</th>
<th>DB-1245-1</th>
<th>DB-1249-2H</th>
<th>DB-1249-49</th>
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<tbody>
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<tr>
<td>GTW</td>
<td>10,000</td>
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<td>15,000</td>
<td>20,000</td>
<td>22,000</td>
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<td>35,000</td>
<td>40,000</td>
<td>40,000</td>
<td>45,000</td>
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<tr>
<td>GTW w/500 lbs. Vertical</td>
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<td>40,000</td>
<td>50,000</td>
<td>60,000</td>
<td>70,000</td>
<td>38,000</td>
<td>90,000</td>
<td>90,000</td>
<td>90,000</td>
<td>85,000</td>
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<tr>
<td>Eye I.D. Diameter</td>
<td>2.5”</td>
<td>3”</td>
<td>2.5”</td>
<td>2.5”</td>
<td>3”</td>
<td>2.5”</td>
<td>2.38”</td>
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### PINTLE HOOK MODEL MAX GTW

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### INDUSTRIAL / AVIATION GROUND SUPPORT EQUIPMENT (Non-Road)

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This information reflects only the dimensional compatibility between HOLLAND lunettes (eyes) and HOLLAND pintle hook horns, coupler jaws and clevis pins.

This information is not an assurance of operational or application compatibility between coupling products. Compatibility of the complete ‘coupling system’ requires additional information.

Please go to the Reference Sections of this catalog (page 65) for helpful information, including:

- Items to Consider When Selecting a Coupling System
- Description of Pintle Hook, Coupler and Drawbar Types
- Selection Procedure / How to Use This Guide
- Important Safety Information
- Mounting Information
- Glossary
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PINTLE HOOK MODEL | MAX GTW

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COUPLER MODEL

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INDUSTRIAL / AVIATION GROUND SUPPORT EQUIPMENT (Non-Road)

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R = RIGID \( \times = \text{COMPATIBLE} \)
S = SWIVEL \( \circ = \text{NOT COMPATIBLE} \)

This information reflects only the dimensional compatibility between HOLLAND lunettes (eyes) and HOLLAND pintle hook horns, coupler jaws and clevis pins.

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- Glossary
DB-1250-3

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

This drawbar includes washer, nut, and cotter pin.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

The shank mount is easy to replace and offers compact installation.

Weight: 9 lbs.

**Capacities**

- 3,000 lbs. Maximum Vertical Load
- 15,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 50,000 lbs.
- This drawbar cannot be used as a swivel drawbar unless installed on a SAF-HOLLAND approved structure.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB104.

**Mounting Dimensions**

*NOTE:* The mounting surface must have an adequate chamfer, as shown above, so that the drawbar mounts flush with the mounting surface.

**Replacement Parts**

- XB-T-60
- XB-T-9N
- XA-T-56

**Product Cross Reference Information**

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**DB-1228-1**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

**IMPORTANT:** DO NOT WELD! Not designed to be welded to a trailer tongue.

**Weight:** 20 lbs.

**Capacities**

- 4,000 lbs. Maximum Vertical Load
- 20,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 60,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB101.

**Product Cross Reference Information**

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**Mounting Dimensions**

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

The drawbar eye has a 2.5" I.D. with a 1.25" x 1.5" diameter section.

The capacities published for these drawbars are based on an over-tongue mount as shown in **Figure A**.

If mounted under-tongue, as in **Figure B**, the vertical rating may be increased by 50%.

The hinged tongue rating is not affected by over/under tongue mounting.

**Figure A**

**Figure B**
DB-1238

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The drawbar eye has a 3.0" I.D. with a 1.63" diameter section.

IMPORTANT: DO NOT WELD! Not designed to be welded to a trailer tongue.

Weight: 26 lbs.

Capabilities

4,500 lbs. Maximum Vertical Load
22,000 lbs. Maximum Gross Trailer Weight

Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 70,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB101.

Product Cross Reference Information

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</table>
DB-030DQ1

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The bolt pattern is the same as Holland model DB-1250-15. Use 1/2" Grade 8 fasteners.

The drawbar eye has a 2.5" I.D. with a 1.25" x 1.5" diameter section.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

IMPORTANT: DO NOT WELD! Not designed to be welded to a trailer tongue.

Weight: 14 lbs.

**Capacities**

- 6,000 lbs. Maximum Vertical Load
- 30,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 38,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB126.

**Product Cross Reference Information**

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**Mounting Dimensions**

![Mounting Dimensions Diagram]
**DB-1407-SE**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The drawbar eye has a 2.38” I.D. with a 1.63” x 1.56” diameter cross section.

The drawbar has a 2” O.D. shank enclosed in a 9.63” long x 5.5” O.D. rubber cushioned housing.

Includes washer, nut, and retaining ring.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

**Capacities**

500 lbs. Maximum Vertical Load  
34,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- For off-road applications, reduce the above maximum capacities by 25% and use only in conjunction with a rigid-mount coupling device.
- Tested in accordance with SAE J847 (Type I).
- For additional specification detail, refer to document number XL-DB119.

**Weight:** 50 lbs.

**Replacement Parts**

- XB-05789
- XA-05809
- XA-05807
- XB-05788
- XB-05808
- XB-05807
- XA-05833-SE

**Product Cross Reference Information**

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</table>

**Mounting Dimensions**

Minimum of 34 linear inches of .38” fillet weld is required to develop rated capacity.
**DB-1235-1**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

**Capacities**

7,000 lbs. Maximum Vertical Load  
35,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 90,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB101.

**Mounting Dimensions**

The capacities published for these drawbars are based on an over-tongue mount as shown in **Figure A**. If mounted under-tongue, as in **Figure B**, the vertical rating may be increased by 50%.

The hinged tongue rating is not affected by over/under tongue mounting.

**Product Cross Reference Information**

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<td>0-51-E</td>
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DB-1407-S

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The drawbar eye has a 2.38” I.D. with a 1.63” x 1.56” diameter cross section.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

Weight: 45 lbs.

Capacities
500 lbs. Maximum Vertical Load
40,000 lbs. Maximum Gross Trailer Weight

Additional Information
- For off-road applications, reduce the above maximum capacities by 25% and use with a rigid-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB118.

Product Cross Reference Information

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Mounting Dimensions

Minimum of 34 linear inches of .38” fillet weld is required to develop rated capacity.

Includes washer, nut, and retaining ring.

Replacement Parts

- XB-05789
- XA-05798
- XA-05799
- XB-05813
- XA-05833-S
**DB-040DQ1**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

**Use 5/8” Grade 8 fasteners.**

**For maximum durability and minimum wear, the drawbar eye has a 2.5” I.D. with a 1.25” x 1.5” diameter section.**

**The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.**

**IMPORTANT:** **DO NOT WELD!** Not designed to be welded to a trailer tongue.

**Weight:** 14 lbs.

**Capacities**

- 8,000 lbs. Maximum Vertical Load
- 40,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 60,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB126.

**Mounting Dimensions**

**Product Cross Reference Information**

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<td>R49A</td>
<td>BDB125015</td>
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</table>
DB-1245-1

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

For maximum durability and minimum wear, the drawbar eye has a 2.38" I.D. with a 1.63" diameter section.

Often used in 3.12" x 3.12" square tube.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

IMPORTANT: DO NOT WELD! Not designed to be welded to a trailer tongue.

Weight: 41 lbs.

Capacities
8,000 lbs. Maximum Vertical Load
40,000 lbs. Maximum Gross Trailer Weight

Additional Information
- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 90,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB101.

Mounting Dimensions

The capacities published for these drawbars are based on an over-tongue mount as shown in Figure A.

If mounted under-tongue, as in Figure B, the vertical rating may be increased by 50%.

The hinged tongue rating is not affected by over/under tongue mounting.

Product Cross Reference Information

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</table>
Drawbars – Rigid Mount Bolt-On (Shank Mount)

**DB-1249-2H**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

**Capacities**

<table>
<thead>
<tr>
<th>Maximum Vertical Load</th>
<th>Maximum Gross Trailer Weight</th>
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<tr>
<td>9,000 lbs.</td>
<td>45,000 lbs.</td>
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**Product Cross Reference Information**

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<td>BDB12492H</td>
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</table>

**Mounting Dimensions**

*NOTE: The mounting surface must have an adequate chamfer, as shown above, so that the drawbar mounts flush with the mounting surface.*

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 85,000 lbs.
- This drawbar cannot be used as a swivel drawbar unless installed in a SAF-HOLLAND approved structure.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB103.

**Weight:** 14 lbs.

*Forged, one-piece steel alloy drawbar
Heat treated for strength
I.D. of eye is induction hardened for wear resistance*

Drawbar includes a washer, a nut, and a cotter pin.

Eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

**Replacement Parts**

- XB-T-316-A
- XB-T-318
- XB-121
- XA-1249-2H-10

2.03”-4.5 UNC-2A THREAD

The drawbar eye is 3” I.D. with a 1.63” diameter cross section.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.
Drawbars – Rigid Mount Bolt-On (Shank Mount)

**DB-1249-49**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

Drawbar includes a washer, a nut, and a cotter pin.

![Diagram of DB-1249-49 drawbar]

**Mounting Dimensions**

- The drawbar eye is 3” I.D. with a 1.63” diameter cross section.

*NOTE:* The mounting surface must have an adequate chamfer, as shown above, so that the drawbar mounts flush with the mounting surface.

**Weight:** 24 lbs.

**Capacities**

- 9,000 lbs. Maximum Vertical Load
- 45,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 85,000 lbs.
- This drawbar cannot be used as a swivel drawbar unless installed in a SAF-HOLLAND approved structure.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB106.

**Replacement Parts**

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<td>XB-121</td>
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<tr>
<td>XB-T-316-A</td>
<td>Washer</td>
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<tr>
<td>XB-T-318</td>
<td>Cotter pin</td>
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<td>XA-1249-49-10</td>
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**Product Cross Reference Information**

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XL-PH103975G-en-US Rev A 05-10    Amendments and errors reserved. © SAF-HOLLAND, Inc.
DB-045BW1

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The shank mount is easy to replace and offers compact installation.

Drawbar includes a washer, nut, cotter pin, and the assembly includes a zerk fitting for easy lubrication.

Steel fabricated housing. Surfaces are machined to tight tolerances to provide durability and long life.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

Weight: 38 lbs.

Capacities
9,000 lbs. Maximum Vertical Load
45,000 lbs. Maximum Gross Trailer Weight

Additional Information
- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 85,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a rigid-mount coupling device.
- For additional specification detail, refer to document number XL-DB131.

Mounting Dimensions

*NOTE: Minimum of 24 linear inches of .38” fillet weld required to develop rated capacity.

Replacement Parts

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<td>XB-767</td>
<td>XA-05833-A</td>
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Product Cross Reference Information

Holland Premier Wallace Buyers
DB-045BW1 – – –
DB-045BS1

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

Drawbar includes a washer, nut and cotter pin.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

Weight: 23.3 lbs.

### Capacities

9,000 lbs. Maximum Vertical Load
45,000 lbs. Maximum Gross Trailer Weight

### Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 85,000 lbs.
- This drawbar cannot be used as a swivel drawbar unless installed in a SAF-HOLLAND approve structure.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- For additional specification detail, refer to document number XL-DB132.

### Product Cross Reference Information

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*NOTE: The mounting surface must have an adequate chamfer, as shown above, so that the drawbar mounts flush with the mounting surface.*
**DB-610-30**

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The shank mount is easy to replace and offers compact installation.

Drawbar includes a washer, nut, cotter pin, and the assembly includes a zerk fitting for easy lubrication.

Steel fabricated housing. Surfaces are machined to tight tolerances to provide durability and long life.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

**Weight:** 36 lbs.

**Capacities**

- 9,000 lbs. Maximum Vertical Load
- 45,000 lbs. Maximum Gross Trailer Weight

**Additional Information**

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 85,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with a rigid-mount coupling device.
- For additional specification detail, refer to document number XL-DB109.

**Mounting Dimensions**

*NOTE: Minimum of 24 linear inches of .38” fillet weld required to develop rated capacity.*

**Replacement Parts**

- **XB-121**
- **XB-T-316-A**
- **XB-T-318**
- **XA-610-23**
- **XA-1249-49-10**
- **XB-767**

**Product Cross Reference Information**

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*NOTE: Minimum of 24 linear inches of .38” fillet weld required to develop rated capacity.*
DB-060FQ1 (Replaces DB-1385)

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

Use 3/4" Grade 8 fasteners.

The drawbar eye is 3.0” I.D. with a 1.63” diameter cross section.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

IMPORTANT: DO NOT WELD! Not designed to be welded to a trailer tongue.

Weight: 19 lbs.

Capacities

15,000 lbs. Maximum Vertical Load
60,000 lbs. Maximum Gross Trailer Weight

Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 90,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB125.

Product Cross Reference Information

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DB-1407 Series: DB-1407-L-1, DB-1407-S-1, DB-1407-SE-1

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

Weight:
DB-1407-L-1: 25 lbs.
DB-1407-S-1: 24 lbs.
DB-1407-SE-1: 26 lbs.

Capacities
16,000 lbs. Maximum Vertical Load
85,000 lbs. Maximum Gross Trailer Weight

Additional Information
- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 120,000 lbs.
- This drawbar cannot be used as a swivel drawbar unless installed in a SAF-HOLLAND approved structure.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB117.

Product Cross Reference Information

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* DB-1407-SE is also interchangeable with a Silver Eagle model.

Mounting Dimensions

NOTE: The mounting surface must have adequate chamfer, as shown above, so that the drawbar mounts flush with the mounting surface.

Replacement Parts

SEE CHART ABOVE

/ XL-PH10397SG-en-US Rev A  05-10   Amendments and errors reserved. © SAF-HOLLAND, Inc. /
DB-1400

- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

The drawbar eye is 2.38” I.D. with a 1.63” diameter cross section.

The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.

Used with 3” channel or square tubing.

Designed for 20° minimum and 60° maximum angle.

Weight: 14 lbs.

Capacities

18,000 lbs. Maximum Vertical Load
90,000 lbs. Maximum Gross Trailer Weight

Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 120,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB113.

Product Cross Reference Information

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DB-1400AC Series: DB-1400AC-1, DB-1400AC-2, DB-1400AC-3, DB-1400AC-4

Application

Rigid mount, air-cushioned drawbar designed for trailers and semitrailers in doubles and triples operations. Used for on- and off-road towing applications on vehicles with air systems where a snubber cushion force is needed to remove shock between the pintle hook and drawbar.

- Cast, one-piece steel alloy drawbar
- I.D. of eye is induction hardened for wear resistance

Used with 3” channel or square tubing.

Designed for 20° minimum and 60° maximum angle.

Plunger and snubber force is developed by the vehicle’s air system—supplied to the air chamber—to reduce wear and to provide shock absorption.

Weight: 14 lbs.

Additional Information

- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 120,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB114.

Capacities

18,000 lbs. Maximum Vertical Load
90,000 lbs. Maximum Gross Trailer Weight

Product Cross Reference Information

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<td>DB-1400AC-2</td>
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<td>DB-1400AC-3</td>
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Mounting Dimensions

A = Distance required to mount air chamber
B = Rod length

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Drawbar includes a plunger and turnbuckle

XB-16594 (Air cylinder is NOT included; order separately)

XA-1403

XA-1404-1 (12”)
XA-1404-2 (8”)
XA-1404-3 (7”)
XA-1404-4 (10”)

XA-04297
DB-1422

Application
This drawbar is used on trailers and semitrailers in doubles and triples operations in on- and off-road towing applications that utilize an “A” frame type of tongue.

- Cast, one-piece steel alloy drawbar
- I.D. of eye is induction hardened for wear resistance

Capacities
18,000 lbs. Maximum Vertical Load
90,000 lbs. Maximum Gross Trailer Weight

Additional Information
- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 120,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB116.

Product Cross Reference Information

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<th>Buyers</th>
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<tr>
<td>DB-1422</td>
<td>22 Weld-On</td>
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Mounting Dimensions

- The drawbar eye is 2.38” I.D. with a 1.63” x 1.69” diameter cross section.
- The eye shape is designed to match Holland pintle horns or coupler jaws to assure minimal wear.
- Weld tabs can be heated and bent ± 10° to accommodate installation requirements.
- Designed for 30° angle.
**DB-100FQ1**

**Application**
This unique heavy duty drawbar is used on trailers, semi-trailers (including doubles), for on- and off-road towing applications.
- Forged, one-piece steel alloy drawbar
- Heat treated for strength
- I.D. of eye is induction hardened for wear resistance

Use 7/8” Grade 8 fasteners.

**Weight:** 19 lbs.

**Capacities**
- 20,000 lbs. Maximum Vertical Load
- 100,000 lbs. Maximum Gross Trailer Weight

**IMPORTANT:** DO NOT WELD! Not designed to be welded to a trailer tongue.

**Additional Information**
- When used with hinged tongue trailers, where the maximum vertical load cannot exceed 500 lbs, the maximum gross trailer weight is 125,000 lbs.
- For off-road applications, reduce the above maximum capacities by 25% and use with swivel-mount coupling device.
- Tested in accordance with SAE J847 (Type II).
- For additional specification detail, refer to document number XL-DB125.

**Product Cross Reference Information**

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**Mounting Dimensions**

[Diagram of mounting dimensions]
COUPLING ACCESSORIES

- Receiver Mounts
- Drawbar Guides
- Pintle Hook Braces
- Pintle Hook Wear Gages
- Plunger Adjustment Gages
- Drawbar Hinge / Frame Bracket
- Tow Hooks
- Dolly Master
Coupling Products and Accessories

Receiver Mounts: PM-204A, PM-252A

Application

One-piece cast pintle mounts provide greater strength. They are used in conjunction with light duty pintle hooks in such applications as utility, construction, landscaping and municipal vehicles that tow a variety of trailers, air compressors, mixers, etc. These mounts fit into standard receivers on vehicles.

Both pintle mounts are one-piece castings for durable service. There are no welds to break.

PM-204A (2” square shank)

SAE J684 Information:
Class IV Max: 10,000 lbs. GTW
1,000 lbs. Max. Vertical Weight
Tested in accordance with SAE J847 (Type II)
Weight: 10.6 lbs.

PM-252A (2.5” square shank)

SAE J684 Information:
Class IV Max: 12,000 lbs. GTW
1,200 lbs. Max. Vertical Weight
Tested in accordance with SAE J847 (Type II)
Weight: 9.4 lbs.

Additional Information

- For off-road applications, reduce the above capacities by 25%.
- For more product specific mounting information and operating instructions, refer to document number XL-PH312.

Mounting Dimensions

PM-204A

PM-252A

Product Cross Reference Information

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</table>
Drawbar Guides: XA-02556 (left) and XA-02555 (right)

Application

Used in conjunction with PH-210, PH-300(R), PH-310, PH-400(H), PH-410 and PH-550 Series pintle hooks to simplify the coupling procedure by guiding the drawbar into the pintle hook throat.

XA-02556
Left drawbar guide
Weight: 8 lbs.

XA-02555
Right drawbar guide
Weight: 8 lbs.

Pintle Hook Braces: XA-100-80 (pair)

Application

Used in conjunction with pintle hooks listed below to provide additional structural strength where needed. Must be used in pairs. Designed for 34” frame width.

This end is to be used with the following Holland pintle hooks:
- BH-200RN41
- BH-50mmRN41
- PH-10RP41
- PH-30RP41
- PH-T-60-AOS-L-8
- PH-T-60-AOL-8

This end is to be used with the following Holland pintle hook: PH-30SA41
Pintle Hook Wear Gages

**XD-5275**

**Description**

Drawbar front bracket.

Replaces Fruehauf part FLA-005275

**Capacities**

200 lbs. Maximum Vertical Load

53,000 lbs. Maximum Gross Trailer Weight

**Coupling Products and Accessories**

64

**Pintle Hook Wear Gages**

**PH-550**

TF-10520

**PH-200, PH-300, PH-400, PH-400-H, PH-200m PH-310, PH-410**

TF-10612 (shown)

**PH-760 and PH-775**

TF-10521

**PH-T-60-AOL-8, PH-T-60-AOS-L-8, PH-30, PH-35**

TF-10522

**PH-T-90-A and PH-T-126-A**

TF-10523

**PH-30RP, PH-305A, PH-305B**

TF-10960

**PH-10RP with Frame Numbers XD-11047 or XE-10634**

TF-10960

**PH-10RP with Frame Number XD-11047-10**

TF-11402

**RK-1024**

**Description**

Equalizer bushing assembly.

**XB-1020**

**Description**

Bushing.

Replaces Fruehauf part UXA-00000

**Plunger Adjustment Gages**

**Application**

The plunger adjustment gage establishes proper air cylinder/pintle hook plunger adjustment. Luster plated; a must for every handyman’s toolbox.

**PH-200, 300, 400, 400-H and PH-550 Series**

**Product Information**

- For more product specific mounting information and operating instructions, refer to document number XL-PH304.

**PH-210, 310 and 410 Series**

**Drawbar Hinge and Frame Brackets: XD-5275, XD-5315, RK-1024, XB-1020**

**XD-5275**

**Description**

Drawbar front bracket.

Replaces Fruehauf part FLA-005275

**Capacities**

200 lbs. Maximum Vertical Load

53,000 lbs. Maximum Gross Trailer Weight

**XD-5315**

**Description**

Drawbar hinge.

Replaces Fruehauf part FCA-005315

**Capacities**

200 lbs. Maximum Vertical Load

56,000 lbs. Maximum Gross Trailer Weight

**RK-1024**

**Description**

Equalizer bushing assembly.

**XB-1020**

**Description**

Bushing.

Replaces Fruehauf part UXA-00000
Tow Hooks – Heavy-Duty Angled Type

TH-10050-3 and TH-10050-5

Application
Super strong and tough, these tow hooks are designed to be used in pairs for a tow cable or chain attachment. These tow hooks are to be used for only emergency towing. Not intended for use in towing trailers or equipment on- or off-road.

Forged steel alloy tow hooks, heat treated, angled configuration, to be used in pairs.

TH-10050-3L, -3R or -3B for boxed pair
Full Face* Mount rating: 45,000 lbs.
Full Cantilevered** rating: 33,000 lbs.
Weight: 4¼ lbs. each
Use (2) 3/4˝ Grade 8 fasteners

TH-10050-5L, -5R or -5B for boxed pair
Full Face* Mount rating: 45,000 lbs.
Full Cantilevered** rating: 33,000 lbs.
Weight: 4½ lbs. each
Use (2) 20mm Grade 8 fasteners

*Full Face Mount
The mounting face of the tow hook is fully supported.

**Cantilevered Mount
The mounting surface of the tow hook extends beyond the mounting structure.

Capacities
See above for individual tow hook capacities

Additional Information
- For more product specific mounting information and operating instructions, refer to document number PH-310.

Mounting Dimensions

Product Cross Reference Information

<table>
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<tr>
<td>TH-10050-5B</td>
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</table>
**Application**

The Dolly Master™ provides a low-cost, efficient way to **position converter dollys in the yard**. The Dolly Master is an air-operated, truck-mounted steel frame assembly that includes a vertical slide with guide ramps to which a 1.75” diameter coupling pin is attached. A double-acting air cylinder, which uses the truck’s air supply, raises and lowers the slide. A control valve is operated from within the cab.

**IMPORTANT:** The Dolly Master is **not** intended for use in trailer spotting or coupling.

**Mounting Dimensions: TF-675**

- **TF-675**
  - VERTICAL SLIDE
  - The stop mechanism holds the dolly tongue securely while repositioning the dolly.
  - The air cylinder (not shown) actuates the slide by utilizing the tractor air supply.
  - COUPLING PIN

- **TF-675-1**
  - VERTICAL SLIDE
  - The air cylinder (not shown) actuates the slide by utilizing the tractor air supply.
  - The stop mechanism holds the dolly tongue securely while repositioning the dolly.
  - COUPLING PIN

**Weight:** 116 lbs.

**Capacities**

- 390 lbs. Maximum Vertical Load
- 15,000 lbs. Maximum Gross Trailer Weight

**TF-675**

- A Maximum drawbar elevation range: 9”
- B 12’ usable stroke
- C 14.75’ total stroke
- D Provide adequate clearance

**TF-675-1**

- A Maximum drawbar elevation range: 9”
- B 12’ usable stroke
- C 14.75’ total stroke
- D Provide adequate clearance

**Mounting Dimensions: TF-675-1**
REFERENCE
SECTIONS

- Items to Consider
- Descriptions
- Selection / How to Use Guide
- Safety Information
- Mounting Information
- Replacements
- Identifying Marks
- Glossary
Design Guidelines

Pintle hooks, couplers and mating drawbars are designed to provide reliable, durable connections in commercial and industrial towing applications where capacities usually exceed 10,000 lbs. gross trailer weight. These components are designed to be used primarily for towing and where backing up of vehicles is limited. Damage to the coupling components, fasteners, mounting structure and safety chains can occur from the drawbar binding in the pintle horn or from jackknifing if the vehicle is turned while backing up.

Selection Process

Selecting the proper coupling device requires knowing the specific details of the application and selecting components that are compatible with those requirements.

1. The process begins by defining the components to be used:

a. **Pintle Hook** – a coupling device that utilizes a fixed towing horn. It mates with a drawbar that is attached to a towed vehicle. This device is coupled by raising that drawbar eye over the pintle horn and securing it by closing a pivoting swing-down latch (see Figure 1).

![Figure 1](image)

Pintle hooks are designed in two mounting types: rigid or swivel (See Sec. II for details). Models are available with air, rubber, or spring cushioning.

b. **Coupler** – a coupling device that differs from a pintle hook in that the towing horn is not fixed, but pivots. This device is coupled by backing the coupler into a drawbar that is attached to the towed vehicle. The drawbar activates the pivoting horn (or jaw), which automatically swings up into the center of the drawbar eye securing the drawbar to the coupler (see Figure 2).

![Figure 2](image)

c. **Drawbar** (also called a Lunette) – is the mating part to the pintle hook or coupler in the coupling system. It is a steel “doughnut” shaped component that is attached to the towed vehicle by various bolting or welding configurations (see Sec. II for details). There are five types of drawbars:

1. Welded-on rigid mount
2. Welded-on swivel mount (with rubber cushion option)
3. Welded-on rigid mount with air cushion
4. Rigid bolt-on (square mounting base)
5. Rigid bolt-on (rectangular shank)
   The common drawbar eye diameters are 2.38", 2.5" and 3" (see Sec. I, item 6 below).

d. **Tow Hook** – a coupling device that is usually mounted to the underside of the front bumper of a truck. It is used to provide an attachment point for pulling vehicles when stuck in sand, mud, snow, etc. Tow hooks are usually sold in sets. Tow hooks are not designed for towing vehicles on the road. Tow hooks are available in two types: a straight hook and an angled hook (either to the right or to the left).

2. **Rated capacities must be considered in the application/selection process. They include: gross trailer weight, vertical load, and combined drawbar load/vertical load capacity ratings.**

The published rated capacities of a coupling device are the maximum operating loads that can be applied under dynamic or operating conditions. Rated capacities have been established to safely handle the stresses created on the coupling system during operation and result from the combination of the vertical load, drawbar load, and maximum gross trailer weight.

**Note:** The rated capacities must never be exceeded.
a. **Gross Trailer Weight Capacity**
   The capacities of each coupling device are shown on that product’s specification sheet. Included is the maximum gross trailer weight rating (GTW) for each product. SAF-HOLLAND tests coupling devices in accordance with SAE J847 and J849 standards. These two SAE standards refer to Type I and Type II load conditions. Type I typically applies to applications using hinged tongue drawbars or where the maximum vertical load is 500 lbs. Type II rating occurs in applications where maximum vertical load is being applied.

   The gross trailer weight is the weight of the trailer plus the maximum payload. If the actual gross trailer weight for the application is not known, or if there are multiple load conditions, use the trailer’s maximum gross vehicle weight rating, also known as the GVWR. The GVWR is specified by the trailer manufacturer and appears on a tag attached to the trailer. If various size trailers will be towed, the trailer with the largest GVWR must be used to determine the capacity requirements for a coupling device. If the towing vehicle will pull multiple trailers at the same time, the sum of the GVWRs for all towed trailers must be used.

b. **Vertical Load Capacity**
   The vertical load capacity of each coupling device is given on the product’s specification sheet as maximum vertical load. The vertical load of a rigid tongue trailer is the tongue weight that results from the weight of the trailer and its payload and is measured at the coupling device.

   The vertical load of a hinged tongue trailer is not affected by trailer weight or by the amount or location of the payload (see Figure 3). The pivot point provided on the tongue does not transfer the trailer’s vertical weight or payload through the drawbar. The vertical load imposed on the coupling device by a hinged tongue trailer is approximately one-half the weight of the drawbar.

---

**Additional Factors**

The maximum vertical load is the weight of the trailer tongue when the trailer is loaded to its maximum gross vehicle weight rating. For coupling component selection purposes, the load should be placed in such a way that it results in the largest tongue weight the application will receive (see Figure 4). The placement of the load on the trailer is very important and will have a drastic effect on the vertical load at the trailer tongue. When selecting a coupling device, the maximum operating requirements should be coordinated with the published rated capacities.

**Figure 4**
For selection purposes only, the payload should be located such that it results in the largest tongue weight.

---

In some pintle hook and all drawbar applications where the vertical load on the coupling device can be limited because of a hinged tongue drawbar, the maximum allowed gross trailer weight is increased. These capacities are also specified on the product’s specification sheet.

If the proposed application requires operating at the maximum vertical and maximum gross trailer weight capacities, and the combination may see some shock loading, consideration should be given to selecting a coupling device with a higher rated capacity.

3. **Vertical Load Calculation.** The vertical load at the trailer tongue should be at least 10% of the gross trailer weight, but not more than the rated vertical capacity. This provides a good balance between insufficient and excessive vertical loads.

   A proper vertical load assists in stabilizing the drawbar in the coupling device to provide better directional control on cornering. It also reduces the sawing effect of the drawbar in the coupling device, which results from slight speed changes. Insufficient vertical load increases this sawing effect and results in excessive component wear. Excessive vertical load (approaching or exceeding 20%) can also result in accelerated wear of both the coupling device and drawbar. It also unnecessarily increases the weight on the towing vehicle’s suspension and frame.

   Exceeding the vertical capacity rating is the single largest contributor to coupling device failure. Operating a coupling device in a condition where its rated capacities are exceeded—even if it happens only one time—can lead to a fatigue failure of the coupling device.

   Vertical load can vary dramatically. This occurs when the type of load, its density, or the placement of the load in relation to the axles vary. Utility type trailer applications can experience large variations in vertical load when hauling such things as bulldozers, backhoes, and front-end loaders (see Figure 5).
Some provision should be made (for example: a stop) to assure that the trailer is loaded appropriately, so the vertical rated capacity of the coupling device is not exceeded.

**Figure 5** Payload Changes Vertical Load

1,000 POUNDS

4,000 POUNDS

8,000 POUNDS

**4. Off-Road Applications**

For off-road applications, the rated capacity of the coupling device must be reduced by 25%, and either the drawbar or the pintle hook must be of a swivel construction. The swivel provides additional side-to-side rotation (oscillation) over uneven terrain. The capacities are reduced by 25% to provide for the increased dynamic shock loads generated by operating over rough terrain. The calculation in Section III, Step 4 can be used to modify the capacities to allow for shock loads in lieu of modifying the capacity of the coupling device (see item 6—drawbar considerations—for additional off-road recommendations).

**5. Over-The-Road Locking Systems**

SAF-HOLLAND recommends that all pintle hooks or couplers used in over-the-road applications be equipped with a secondary lock.

**6. Drawbar Considerations**

**Drawbar Eye Size**

a. It is important to coordinate the size of the drawbar eye with the mating coupler component for proper fit. Common drawbar eye diameters are 2.38", 2.5", and 3". A proper fit will allow for adequate clearance during the turning and rotation (oscillation) on uneven terrain. If the horn of the coupling component is too large, binding between drawbar and coupler will occur. Recommended drawbar sizes are shown on each coupler’s specification sheet.

b. If there is potential for the drawbar to reach its limit of rotation (oscillation), even in an over-the-road application, then either a swiveling pintle hook/coupler or drawbar must be used to provide necessary oscillation and to eliminate damage to the coupling devices.

**CAUTION**

Never use both a swiveling drawbar and swiveling coupler component at the same time.

**7. Cushioning Considerations**

There are two types of cushioning designs:

a. One provides shock absorption upon start-up.

b. The other provides snubbing of the clearance between drawbar eye and pintle or coupler horn for shock absorption during deceleration (see Figure 6A)

Both are available on various pintle hooks and drawbars, but not on couplers. If a coupler is used and cushioning is required, a cushioned drawbar must be used (see Figure 6B).

**Figure 6A**

**SHOCK ABSORPTION CUSHION**

**SNUBBER CUSHIONS**

**Figure 6B**

**SNUBBER CUSHION**

Shock absorption cushioning is generally specified when a soft start-up is desired. Snubber cushioning is used to provide improved trailer direction control and to eliminate ‘free play’ for hinged tongue drawbars. They are also used in applications where vertical load is minimal in relationship to the gross trailer weight. Snubber cushioning also provides shock absorption upon deceleration on braking.
Description of Pintle Hook, Coupler and Drawbar Types

**Pintle Hook Types**

**Rigid Mount**

**Standard**

A rigid mounted pintle hook is fixed firmly to the towing vehicle and does not have any swivel capability. (For swivel mount pintle hooks, see below.) Used for on-road applications, or in conjunction with a swivel drawbar for off-road applications.

![PH-30RP41](image1)

**Combination**

The HOLLAND combination pintle hook is a combination pintle hook and ball hitch. It is intended for customers who pull trailers equipped with ball couplers and also trailers equipped with drawbars.

![BH-200RN41](image2)

**Air Cushioned (Snubber Type)**

An air-cushioned pintle hook is a rigid pintle hook equipped with an air chamber connected to a plunger. This removes the slack between the pintle horn and drawbar. Air-cushioned pintle hooks are generally used in over-the-road applications.

![PH-210](image3)

**Swivel Mount**

**Without Shock Absorption Cushion**

A swivel pintle hook differs from the rigid type in that the pintle horn swivels about an axis parallel with the towing vehicle. Swivel-mounted pintle hooks are intended for on-road or off-road applications in conjunction with a non-swivel drawbar.

![PH-775SL11 NoLube](image4)

**With Shock Absorption Cushion**

A shock-absorption cushion is provided to cushion the start-up load and absorb any shock at start up. The cushion is provided when the shank spring is compressed. This type of pintle hook is used in the utility industry where both on- and off-road applications occur. Use with a non-swivel drawbar.

![PH-30SA41](image5)
**Swivel Mount continued**

**Rubber Cushion**

A rubber-cushioned pintle hook is a shock-absorption style that provides both start-up cushion and side-to-side cushion. This type of pintle hook is used in the construction industry where both on- and off-road applications occur. Use with a non-swivel drawbar (i.e. DB-1224-49 or DB-610-30).

**Ball Hitch**

A ball hitch is a ball and coupler coupling device that provides a positive, no-slat fit. These hitches allow oscillation up to 30 degrees in all directions. A ball hitch is used in applications where minimal slack is desired and a high degree of articulation or oscillation is needed.

---

**Coupler Types**

**Rigid Mount**

**Over-the-Road**

A rigid mount coupler has the coupler body fixed in location after mounting on the towing vehicle. It includes a secondary lock and is appropriate for over-the-road applications.

---

**Industrial and Airport Ground Support Equipment**

These couplers are intended for industrial material handling and airport ground support applications and not for over-the-road use. They do not include a secondary lock, but feature special release systems.

---

**Tow Hooks**

These coupling devices are usually used in sets. They are angled either left or right (see TH-10050-3L or -3R).
**Drawbar Types**

**Rigid Mount**

**Weld-On**

DB-1400 slides over the tongue first and is then welded.

**Weld-On with Air Cushion**

This drawbar type utilizes an air chamber connected to a plunger pad to remove the slack between the pintle horn and drawbar. Air-cushioned drawbars are typically used on A-frame-type tongues where an air-cushioned pintle hook is not feasible.

**Bolt-On (Plate Mount)**

These drawbars are available in two configurations:

1. Rectangular shank (DB-1228-1)
2. Square mounting base (DB-060FQ1).

**Bolt-On (Shank Mount)**

This type of drawbar uses a large shank and nut to develop a clamping force between the drawbar and its mounting surface. This style drawbar cannot be used as a swivel drawbar because the clamping force is needed to develop the rated capacities.

**Drawbar Types**

**Swivel Mount**

**Weld-On**

This drawbar style allows the drawbar eye to rotate about an axis parallel with the towing vehicle, providing oscillation relief. The DB-610-30 (shown at right) can also be converted to a non-swivel drawbar.

**Weld-On with Rubber Cushion**

This drawbar contains an internal rubber cushion to cushion the start-up load and shock.
Selection Procedure / How to Use This Guide

Steps in the Selection Process

Be sure to review Sec. I of this guide (items to consider before selecting a coupling component) and Sec. II (description of pintle hook, coupler and drawbar types) before proceeding to Step 1.

STEP 1 Determine the required gross trailer weight (GTW) capacity (trailer weight + maximum payload).

NOTE: If the actual gross trailer weight for the particular application is not known, use the GVWR (attached to the trailer). If various size trailers will be towed, the largest capacity GTW or GVWR trailer must be specified here. When the towing vehicle will pull more than one trailer at the same time (i.e. doubles, triples, etc.), the sum of the GTW capacities of all trailers towed at the same time must be used. (See following examples #1 and #2.)

GTW Max = ______________________

STEP 2 Determine the required vertical load capacity.

NOTE: If the actual vertical load (VL) for the particular application is not known, use 15% of the trailer’s GVWR (attached to the trailer), or weigh the trailer tongue when the trailer is loaded to the capacity determined in Step 1 (the trailer should be loaded such that it results in the largest possible tongue weight). (See the following examples #1 and #2.)

VL Max = ______________________

STEP 3 If the vehicle is to be used on road, go to Step 5.

If the vehicle is to be used off road or on road and off road, go to Step 4.

STEP 4 Adjust the capacity requirements for off-road applications.

NOTE: This procedure adjusts the capacities for off-road applications (allowing for a 25% reduction in capacities) as outlined in SAF-HOLLAND specifications sheets. (Also see following examples #1 and #2.)

OFF-ROAD GTW max = GTW max (Step 1) divided by .75 = ______________________

OFF-ROAD VL max = VL max (Step 2) divided by .75 = ______________________

NOTE: Either a swivel drawbar or swivel pintle hook is required for off-road applications. Do not use a swivel drawbar with a swivel pintle hook.

STEP 5 Select the series of coupling devices that meet your requirements from Section IV of this publication, based upon the capacities determined in Step 1 and Step 2 (for over-the-road applications), or Step 4 (for off-road applications).

STEP 6 Review the specification sheets of the various pintle hooks/drawbars selected (in Step 5, above) for specific information.

This literature is available from SAF-HOLLAND (1-888-396-6501) or any SAF-HOLLAND warehouse distributor, truck dealer, or on our website, www.safholland.us. Contact your SAF-HOLLAND distributor for prices on models selected or your SAF-HOLLAND representative for additional information.

STEP 7 Based upon this information, select the specific model.

NOTE: If there is still insufficient information to make a selection, contact your SAF-HOLLAND representative for assistance or call SAF-HOLLAND USA customer service (1-888-396-6501).

Selection Examples

The examples below will help clarify the selection procedure listed above. Each example poses a hypothetical situation and follows through the selection procedure.

EXAMPLE #1

The owner of a construction company needs to pull a 5,825 lbs. air compressor to and on construction sites. The compressor is equipped with a rigid drawbar having a 700 lbs. vertical load. (Follow the procedure from the previous column.)

STEP 1 GTW = 5,825 lbs.

Explanation

In this case, the gross trailer weight (GTW) is the same as the weight of the air compressor, because that is all that will be towed.

STEP 2 VL max = 700 lbs.

Explanation

In this case, the maximum vertical load is defined as the weight of the drawbar at the drawbar (Lunette) eye. In this case the vertical load is 700 lbs.

STEP 3 Since the load is to be towed on and off road, proceed to Step 4.

Explanation

This air compressor will be used at construction sites. Generally, this will involve off-road use even though most of the travel is on road. Step 3 of the selection procedure suggests that for on-road applications, go to Step 5 and for both on- and off-road applications, go to Step 4.
STEP 4  Off-Road GTW = 7,767 lbs.

Explanation

Off-Road  GTW = 5,825 ÷ .75  = 7,767 lbs.
Off-Road  VL =  700 ÷ .75  = 933 lbs.

This step adjusts the capacities for off-road use. Because this adjustment is done here, it will not be necessary to adjust the capacities as outlined in the detail sheets.

STEP 5  Selection Possibilities

Review Sec. IV of this publication. Select a coupling device and drawbar that have capacities greater than or equal to those calculated in Step 4 above. Remember that because this vehicle will be operated off road, either the coupling device or drawbar must have a swivel. If a drawbar has already been selected and installed on the air compressor, this will simplify the selection procedure.

STEP 6  Review the sales specification sheets.

Sales specification sheets are available from any SAF-HOLLAND distributor or from the SAF-HOLLAND website: www.safholland.us. The specification sheet gives important application and mounting information to assist the selection process.

STEP 7  Select a specific model.

PH-T-60-AOS-L-8

In this case the owner already had a rigid drawbar installed on the air compressor. Therefore, he had to have a swivel pintle hook. The PH-T-60-AOS-L-8 model chosen has a GTW capacity of 18,000 lbs. and VL of 3,600 lbs.

EXAMPLE #2

An independent contractor needs to tow a bulldozer weighing 30,000 lbs. on a trailer that weighs 15,000 lbs. to work sites.

STEP 1  GTW = 45,000 lbs.

Explanation

GTW =  Weight of Trailer (15,000) +
      Weight of Payload (30,000) = 45,000

STEP 2  VL max = 6,750 lbs.

There was no vertical load given; therefore, use 15% of the GTW: 15% of 45,000 = 6,750

STEP 3  Since the load is to be towed on and off road, proceed to Step 4.

STEP 4  Off-Road GTW = 60,000 lbs.

Explanation

Off-Road  GTW = 45,000 ÷ .75  = 60,000 lbs.
Off-Road  VL = 6,750 ÷ .75  = 9,000 lbs.

STEP 5  Selection Possibilities

Review Sec. IV of this publication. Select a coupling device and drawbar that have capacities greater than or equal to those calculated in Steps #1 and #4 above. Since this vehicle will be operated off-road, either the coupling device or drawbar must have a swivel.

STEP 6  Review the sales specification sheets.

Sales specification sheets are available from any SAF-HOLLAND distributor or from the SAF-HOLLAND website: www.safholland.us. The specification sheet gives important application and mounting information to assist the selection process.

STEP 7  Select a specific model.

The heavy capacities required in this application narrow the choice to one drawbar, the rigid DB-060FQ1. With a rigid drawbar, the pintle hook must be a swivel model for off-road use—use model PH-77SSL11.
Important Safety Information

Maintain adequate vertical (tongue) load to adequately control the trailer (generally 10% of the gross vehicle weight) but do not exceed the capacity ratings listed.

The equipment listed in this catalog must not be used or maintained in a careless manner.

During Operation

1. Be sure that the drawbar sizes are compatible with the coupling device on the tow vehicle.
2. Do not damage the jaw lock (couplers) or release handle (pintle hooks). Be particularly careful during coupling and uncoupling. Make sure that the coupler jaw or pintle hook latch close and lock properly.
3. Inspect the coupling device on the tow vehicle for proper operation. Do not use any coupling device that does not operate properly.
4. Other steps and inspections are also required. Consult OSHA and D.O.T. regulations and the American Trucking Association for complete coupling and uncoupling procedures. These cover items such as cargo securement, brakes, lights, safety chains, and other important requirements.

General Information

1. Do not modify or add to these products.
2. Wear safety goggles during installation and removal.
3. Never strike any part of these products with a hammer.
4. Do not weld on these products, other than as directed for installation, without written consent from the factory.

These products are covered by SAF-HOLLAND’s Commercial Products Warranty. SAF-HOLLAND reserves the right, without giving prior notice, to change specifications and dimensions as designs are altered or improved.

Maintenance Information

For proper performance, the following maintenance steps should be performed every 30,000 miles or 3 months, whichever comes first.

1. Clean and check for proper operation. Inspect for worn, damaged or missing parts. Replace as required using only SAF-HOLLAND Original Parts.
2. Inspect the coupling contact area and periodically disassemble to inspect for wear on the shank mounting flanges (example PH-760). Replace any component when wear exceeds 1/8” (0.125”) from the original surface profile.
3. Regularly lubricate latch pivot with a light oil lubricant.
4. Check mounting fasteners for proper torque.

Weld Repairs

Holland pintle hooks, drawbars, and couplers are made from quenched and tempered alloy steels. **Weld repairs to either repair a broken part or build up a worn surface are strictly forbidden.** Such weld repairs can locally alter the chemistry, heat treatment, and strength of the coupling device, leading to its failure, or create a stress concentration which could initiate a fatigue failure.

Inspection and Replacement

All coupling devices and safety chains should be regularly inspected as outlined in the maintenance section of the appropriate specification sheet.

Additional inspections should be conducted immediately if there is:
- overloading
- binding of the drawbar upon backing
- jackknifing
- bottoming of articulation
- bottoming of oscillation
- any other abuse suspected.

Immediate replacement is required if any cracks are noted or if wear exceeds the limits outlined in the specifications sheet.

For detailed mounting information, refer to individual product installation instruction at www.safholland.us, or as shipped with the product.

Important Product Information

In certain application circumstances, a medium-duty product can be used in a light-duty application; or a heavy-duty product can be used in medium- or light-duty applications.

Never use a light-duty product in medium- or heavy-duty applications.

SAF-HOLLAND uses non-destructive testing on key or critical components. This testing includes magnetic particle inspection and ultrasonic inspection.
Mounting Information

Mounting Heights
When mounting a pintle hook, coupler, or drawbar, a height should be selected that results in the towed vehicle being approximately level to the towing vehicle. Any offset in height will create vertical and horizontal displacement of the drawbar in the pintle or coupler horn (see Figure 1). This mismatch in height will lead to accelerated wear of the coupling device and changes in vertical load and vehicle handling.

Figure 1
Improper Mounting Height
(causing vertical and horizontal movement)

Mounting Surfaces
The mounting surface must be flat and of adequate strength to support the rated capacity of the coupling device. It must also have sufficient vertical strength and drawbar strength in accordance with the requirements of SAE J849 and SAE J847 Type I and Type II. If the mounting surface is not flat, warping or distortion of the coupling device may occur. A distorted mounting surface will also lead to uneven loading of the mounting hardware, coupling device and mounting structure, which may lead to mounting failure.

Fastener Selection
Selected fasteners must correspond to the mounting recommendations contained in the SAF-HOLLAND specification sheets. All hardware selected must be Grade 8 and of adequate length to provide a minimum of two full threads beyond the end of the nut when properly tightened (see Figure 2). Grade 8 bolts should be used in conjunction with hardened flat washers and Grade C locknuts.

Figure 2
Proper Fastener Selection

Torque Specifications
To develop the fully rated capacity for a coupling device, the fasteners must be Grade 8. They must all be present and properly torqued to the bolt manufacturer’s recommendations. This is a critical requirement. There are three situations that can develop from improper torquing:

1. Undertorquing can lead to loose fasteners, which will in turn cause movement between the coupling device and its mount. Undertorquing can also result in fastener failure from impact forces created by inadequate preload.

2. Overtorquing can lead to fastener elongation and loosening by exceeding the fastener’s yield point. Excessive overtorquing can result in the fastener’s failure.

3. Torquing the mounting fasteners at different values will have the effect of operating with the lower torqued bolts missing. The load is carried only by the most highly torqued fasteners. This condition overloads the most highly torqued fastener, resulting in its elongation. When a bolt becomes elongated or stretched, it will loosen up or fail. A coupling device should never be used with loose or missing fasteners.

Air Cushions
To receive maximum benefit, a snubber-type cushion air chamber (used to control the clearance between the drawbar and coupling device) should be plumbed so the plunger is always energized (tight against the drawbar) when the drawbar is present.

When operating without a drawbar, some means should be provided to de-energize the plunger to prevent jamming and damage to the plunger and/or air chamber. The air supply should not be plumbed from the service air brake system, but must be plumbed from the emergency side of the relay valve.

Safety Chains
Safety chains are an integral part of the coupling system. The safety chain system is intended to keep the towing and towed vehicles together and to control the direction of travel of the towed vehicle in the event of an improper coupling or coupling device failure.

Safety chains are required on all vehicles using a pintle hook/coupler and drawbar device to pull a trailer. These requirements are outlined in the Federal Motor Carrier Safety Regulation 393.70. Similar recommended practices are covered in the Society of Automotive Engineers (SAE) J697 and Truck Trailer Manufacturers Association (TTMA) RP-6. Most states have either adopted the Federal Motor Carrier Safety Regulations as the state standard or have developed a similar standard that parallels the Federal Motor Carrier Safety Regulations. These regulations require the following items regarding safety chains or cables:

1. The safety device must not be attached to the pintle hook or other device.

2. The safety device must have no more slack than is necessary to permit the vehicles to be turned properly.

3. The safety device, and means of attaching it to the vehicles, must have an ultimate strength of not less than the gross weight of the vehicle being towed.
4. The safety device must be connected to the towed and towing vehicle and the tow bar in a manner that prevents the tow bar from dropping to the ground if it fails or becomes disconnected.

To ensure that the above regulations are adhered to, the following actions must be taken:

1. The safety chains must be short enough to keep the drawbar from contacting the ground, and need to be connected so they cross beneath the tongue of the towed vehicle (see Figure 3A). If the towed vehicle accidentally becomes disconnected, the tongue would then be supported by the chains. This will eliminate the tongue digging into the ground, resulting in the sudden overload (and failure) of the safety chains (see Figure 3B).

2. To be effective, the attachment points on the towing and towed vehicles should be located as close to the frame width as possible (see Figure 4A). This positioning will allow the safety chain (attached to the right side of the tow vehicle) to pull the trailer to the right, while the left side pulls the trailer to the left. These two forces will balance, resulting in proper tracking so the equipment can be controlled while stopping. As shown in Figure 4B, having the chains attached near the center allows considerable off-tracking and violent moving from left to right. This can result in safety chain failure or collisions with oncoming vehicles.

3. When attaching safety chains to the towed vehicle it is important that the attaching device is of equal or greater strength than the chain.

4. A hinged tongue is not an integral part of the trailer. Consequently, if the towed vehicle has a hinged tongue drawbar, the safety chain cannot be attached to the drawbar. It must be attached to the frame.

Utilizing safety chains of the proper size and condition is a very important step toward safe vehicle operation.
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* Mounting hole pattern different

Replacement Part Numbers

XL-PH103975G-en-US Rev A 05-10  Amendments and errors reserved. © SAF-HOLLAND, Inc.
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**Glossary**

**“A” Dolly**
A type of dolly used to convert a semi-trailer to a full trailer that has one drawbar/pintle hook connection located at the longitudinal center of both units (see figure, right).

**Air-cushion**
A snubber-type device which uses air pressure to control the clearance between the drawbar and coupling device.

**Articulation**
Movement between the towing and towed vehicles as they negotiate over hills and valleys.

**Ball hitch**
A coupling device that uses a ball attached to the towing vehicle and a socket coupler attached to the towed vehicle similar to a boat trailer connection.

**Cast body**
A part or housing of a pintle hook, drawbar, or coupler formed by the casting process.

**Chamfer**
A beveled edge or corner, such as one cut at a 45 degree angle (see figure, right).

**Clevis**
A U-shaped piece of steel with holes in the ends through which a pin is attached making it a “D” shaped link. Frequently used to attach safety chains.

**Converter dolly**
See “A” Dolly.

**Coupler**
A coupler differs from a pintle hook (see pintle hook) in that the towing horn is not fixed but pivots. This device is coupled by backing the coupler into the (lunette) drawbar eye attached to the towed vehicle.

**De-energize**
To remove power or air pressure, to retract.

**Dolly**
A device consisting of a frame, axle(s) drawbar(s), fifth wheel and suspension used to convert a semitrailer to a full trailer.

**Drawbar**
See “(Lunette) Drawbar.”

**Drawbar capacity**
The maximum horizontal pulling force that can be safely applied to a coupling device during service.

**Energize**
To apply power or air pressure, to extend.

**Fastener torque**
The procedure to measure the tightness of a fastener using a torque wrench (i.e. in-lbs., ft–lbs., etc.).

**Fatigue**
The gradual failure of a part or fastener resulting from the application and removal or reversal of a load many times.

**Forged body**
A part or housing of a pintle hook, drawbar or coupler formed by the forging process.

**G.C.V.W.** – **Gross Combination Vehicle Weight**
The total weight of the towing vehicle, the towed vehicle(s), and payload. Same as GTW if the vehicle is a trailer.

**G.T.W.** – **Gross Trailer Weight or Gross Towed Weight**
The sum of the weight of an empty trailer(s) and its payload.

**G.V.W.R.** – **Gross Vehicle Weight Rating**
The vehicle’s maximum gross capacity. This rating is found on the trailer’s identification tag, which generally includes the manufacturer’s name, vehicle model and vehicle serial number (VIN).

**Jackknife**
Articulation between the towing and towed vehicles (generally greater than 90 degrees) that may result in binding.

**(Lunette) Drawbar**
A lunette drawbar eye is a steel “doughnut” shaped coupling device which is attached to the towed vehicle by various bolting or welding configurations. It is intended to mate with a pintle hook or coupler. The drawbar eye dimensions can vary, but are usually one of the three sizes listed below.

- 2.38” I.D. with a 1.62” section.
- 2.5” I.D. with a 1.25” x 1.5” oval section.
- 3” I.D. with a 1.62” section.

**Maximum Gross Trailer Weight capacity**
The largest weight of both the trailer and its contents that can be safely towed by a coupling device.

**Maximum Vertical Load capacity**
The maximum recommended static vertical load (down) that can be applied to a coupling device for safe operation.

**Mounting height**
The vertical height from the ground to the bottom of the drawbar interface when the vehicle is on level ground.

**Mounting surface (coupling device)**
A flat area to attach a coupling device. This surface must have adequate strength to support the rated capacity of the coupling device and also withstand a drawbar pull equivalent to 115% of the GTW of the towed vehicle.

**Off-road application**
Refers to the terrain on which the towing/towed vehicle will operate which is unpaved, rough, or ungraded. Any terrain not considered part of the public highway system.

**Oscillation**
Rotation about an axis parallel with the towing vehicle.
**Over-the-road application**
Referred to terrain on which a towing/towed vehicle will operate which is paved or a smooth graded surface, generally considered to be a part of the public highway system.

**Pintle horn**
The hook or towing portion of a pintle hook body.

**Pintle hook**
A pintle hook is a trailer coupling device which utilizes a fixed towing horn which mates with a (lunette) drawbar eye attached to the towing vehicle. This device is coupled by raising the drawbar eye over the pintle horn and securing it by closing a pivotal latch.

**Plunger**
The device that contacts the drawbar on a (snubber) cushioned pintle hook or the pintle hook horn on a cushioned drawbar.

**Plunger rod**
The part of a pintle hook or drawbar cushion that attaches the plunger to the actuating device (which generally includes the adjustment).

**Rated capacity**
The published rated capacities of a coupling device are the maximum safe gross trailer weight or vertical load than can be applied under static conditions.

**Safety chains, cables**
A system intended to keep the towing and towed vehicles together and control the direction of travel of the towed vehicle in the event of a coupling failure.

**Secondary lock**
A back-up locking feature used on all pintle hooks or couplers used on over-the-road applications.

**Semi-trailer**
A trailer type which is partially supported vertically by the towing vehicle.

**Shock absorption cushion**
A pintle hook whose design provides shock absorption for start-up of the towed vehicle.

**Shock loading**
The dynamic forces generated when a towed vehicle goes over a bump, through a pothole, etc.

**Static condition**
Weights or loads measured when the vehicle is stationary (not moving).

**Single axle**
Refers to a towing vehicle with one rear axle or a towed vehicle with one axle.

**Snubber cushion**
A pintle hook whose design provides a means to reduce the clearance between the drawbar and pintle horn.

**Tandem axle**
Refers to a towing vehicle with two rear axles or a towed vehicle with two axles.

**Triaxle**
A towing vehicle with three rear axles or a towed vehicle with three axles.

**Utility type trailer**
A semitrailer that has a rigid drawbar designed to interface with a ball hitch or pintle hook.

**Vertical load**
The load or downward force measured at the end of the trailer tongue, generally recommended to be 10% of the gross trailer weight and not more than the rated vertical capacity.

**VIN – Vehicle Identification Number**
Also known as the serial number assigned by the vehicle’s manufacturer. Generally found on a name plate attached to the vehicle.
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**Note:** The document appears to be a list of part numbers and their corresponding page numbers. The page numbers are indicated in a structured format, with some entries being repeated. The document seems to be a resource or catalog for part numbers and their references.
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They’re called “Original Parts” for a reason! Why trust anything else?

Service parts for Holland, SAF, Neway, and former Binkley, Simplex, and TruckMaster Products.

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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