

Technical Service Bulletin:

Holland PH990 Inspection & Service Procedures



For vehicles operating in harsh environments with potential to expose the coupler to corrosive or caustic materials, the following inspection shall be performed at least once per year.

Inspection Procedures:

1. Remove the cotter pin, slotted nut, and washer from the pintle (**Figure 1**). Clean all rust and debris from the slotted nut and coupler threads.
2. With a caliper or micrometer measure crest diameter at multiple points around the circumference within the original nut engagement zone (load-bearing thread area) (**Figure 1**). If any position on the thread under the nut is less than 2.215" (56.26mm) the nut and coupler body should not be reused. Replace worn components using parts kit RK-T-551.
3. Inspect the thread profiles of both the coupler shaft and the nut prior to reuse (**Figure 2**). Closely examine the threads beneath the nut bearing surface for signs of wear or corrosion.

Note: Rust can remove material from the threads that carry load. As material is lost, fewer threads are available to support the applied load. This may result in wave-like or distorted thread crests, uneven wear on one side of the threads, or thread crests that appear shorter than surrounding threads (**Figure 2**). Components showing these conditions should not be reused.

⚠ WARNING

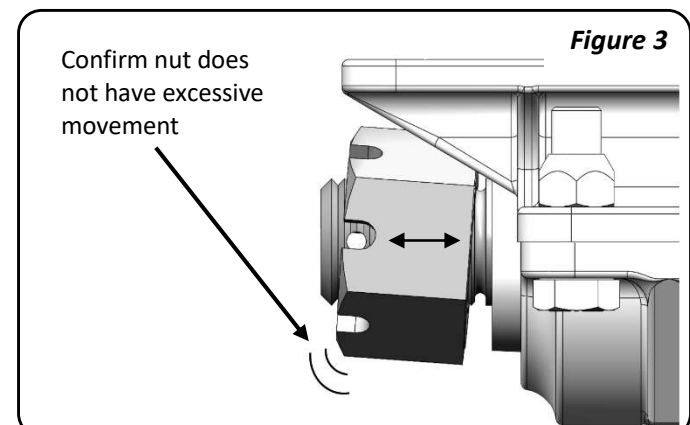
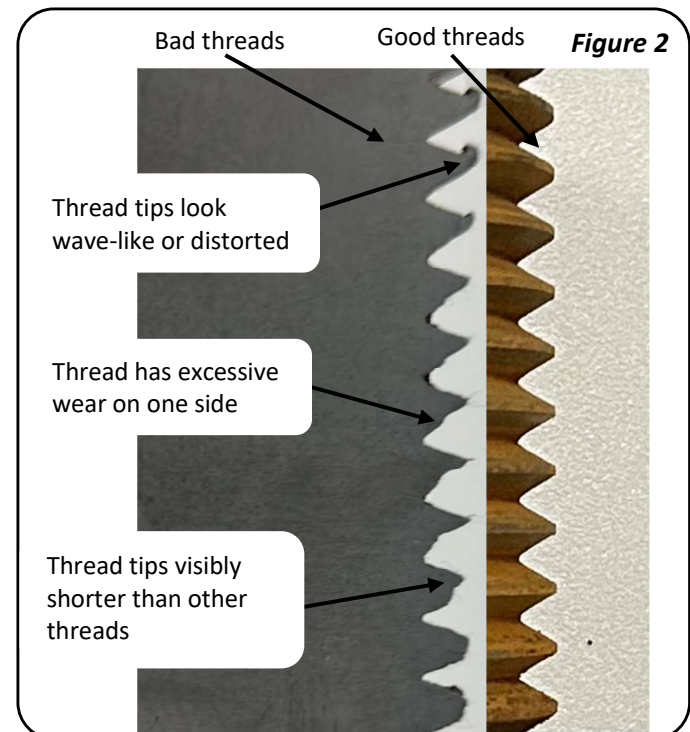
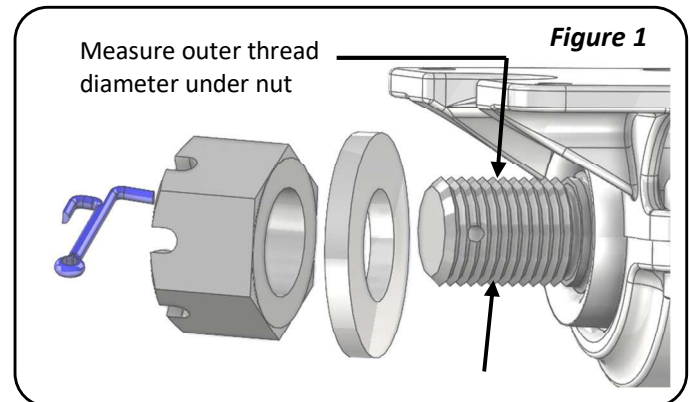
Do not operate the vehicle if excessive corrosion-related damage is present on the coupler threaded shaft or retaining hardware.

4. Reinstall the nut in its original position, without the washer, and check for fit on the threads (**Figure 3**). Apply hand pressure to the nut to check for movement. Slight movement due to normal thread fit is acceptable. Reject the components if movement is clearly excessive, including visible rocking, looseness, or separation between the mating thread surfaces.

⚠ WARNING

If the nut or coupler exhibits any of the conditions described above, both components must be replaced. Failure to do so could result in tractor-trailer separation, causing death or serious injury. Replace worn components using parts kit RK-T-551.

Note: If parts pass inspection, the coupler can be reassembled using the following procedures.



Reassembly Procedures:

1. Remove slotted nut and apply a thin coat of paint to the contact surfaces of all parts before reinstallation. (Be sure coating is thoroughly dry before reinstalling to avoid coating peel and binding).
2. Ensure that the coupler body is fully seated in the housing with no gap between the rear bushing and coupler flange (**Figure 4**).
3. Re install Washer, and slotted nut until they contact the steel bushing removing any gaps, do not over tighten (**Figure 5**).
4. Advance nut clockwise, until the next slot in the nut lines up with the hole in the coupler body (**Figure 5**).
5. Secure the nut to the coupler body by using a new 5/16" x 3 1/2" cotter pin. Fully bend over both legs of the cotter pin as shown (**Figure 6**).

⚠ WARNING

Failure to properly install the cotter pin could result in the nut and washer coming loose resulting in tractor-trailer separation, causing death or serious injury.

Figure 4

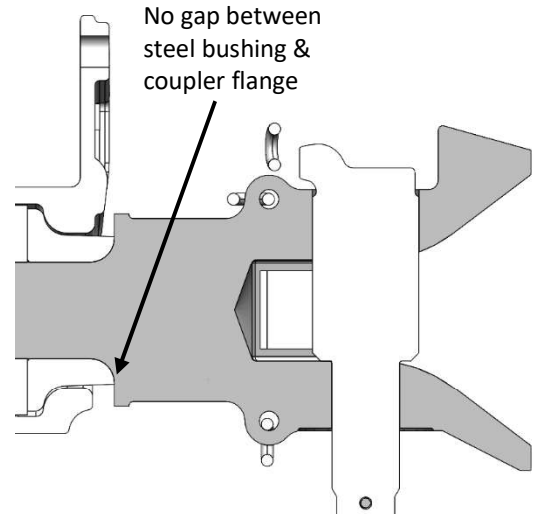


Figure 5

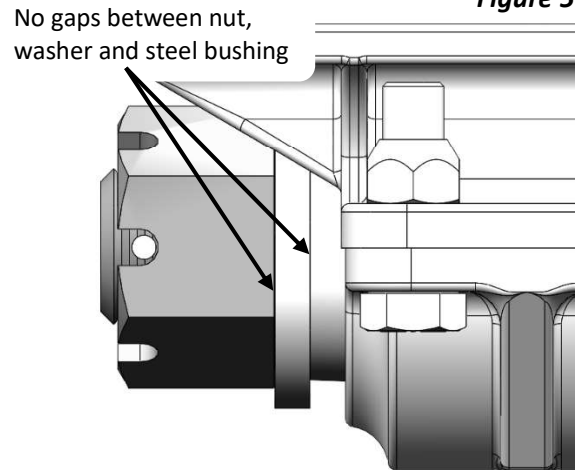
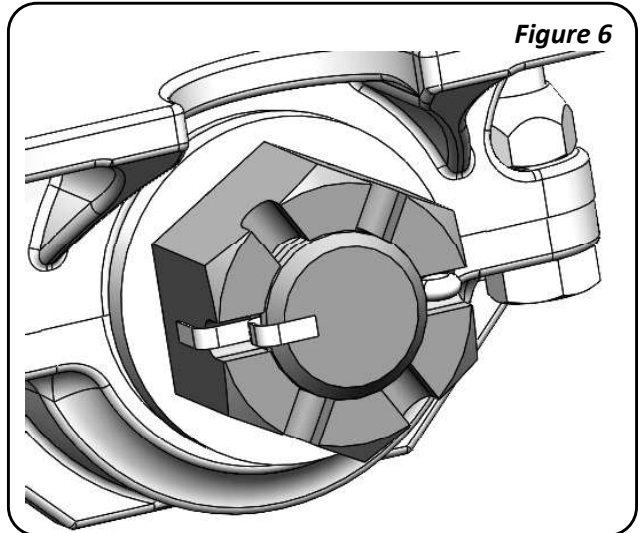


Figure 6



safholland.com

SAF-HOLLAND, Inc.
Tel 800.876.3929

SAF-HOLLAND Mexico
+(52) 55.5362.8743

SAF-HOLLAND Canada Limited
Woodstock 519.537.3494
Cambridge 519.621.3924
Surrey 604.574.7491

SAF Holland
Group