

Fontaine® Fifth Wheel Ultra NT

Instructions



- Pre-service and operation
- Coupling instructions
- Inspection & maintenance
- Installation instructions
- Warranty

FOR YOUR SAFETY USE ONLY GENUINE FONTAINE SERVICE PARTS. USING PARTS THAT DO NOT MEET FONTAINE SPECIFICATIONS WILL VOID WARRANTY.

Read before operating or mounting fifth wheel.

After fifth wheel is installed these important instructions must be permanently retained in the tractor glove box.

WARNING! Failure to follow these instructions could cause a hazardous operating condition resulting in serious personal injury or death.





Warning!

WARNING! The visual inspection is required by law. Some improper couplings can pass a “tug test” and sound is not reliable to verify proper coupling. The coupling procedure is not complete without a visual inspection. It is necessary to get out of the tractor and look. Incorrect coupling could cause the trailer to disconnect, possibly resulting in serious personal injury or death.

WARNING! When coupling, the fifth wheel must lift the trailer. Always inflate the tractor suspension air bags prior to coupling. Coupling should not be attempted with the tractor suspension air bags deflated. Inflating the tractor suspension air bags while positioned underneath the trailer may result in damage to and incorrect coupling of the fifth wheel, possibly resulting in serious personal injury or death.

WARNING! Do not use any fifth wheel that has damaged components or fails to operate properly.

WARNING! Failure to follow these specifications will void warranty and could affect product performance.

WARNING! Air cylinder(s) should not be disassembled as contents are under pressure.

WARNING! Under no circumstances should a sliding fifth wheel be repositioned while the tractor and trailer are in motion. This could result in personal injury or death.

WARNING! Do not use a lube plate (high density polyethylene) on top of the fifth wheel or kingpin bolster plate in lieu of grease without prior approval by Fontaine.

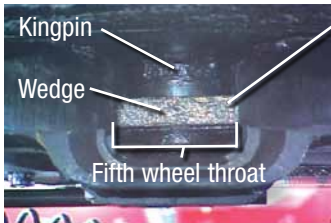
Fontaine Fifth Wheel Handbook

HOW TO TELL IF THE FIFTH WHEEL IS PROPERLY LOCKED – NO-SLACK 6000/7000/7000CC/ULTRA NT

Verify secure coupling with a “tug test”, by easing the tractor forward, with the trailer brakes on, to feel resistance of the load. Set the parking brakes on the tractor and trailer and get out of the tractor and visually inspect, using a flashlight if necessary, that the fifth wheel is properly closed.

The locking jaw and wedge must be fully across the throat of the fifth wheel, there must be no gap between the fifth wheel and the trailer plate, and the pull handle must be within 1” or less from the skirt of the fifth wheel. All three areas of the fifth wheel must be inspected to ensure that the fifth wheel is properly coupled. See figures below. If the visual inspection indicates that you failed to obtain a proper couple, open the fifth wheel, inspect for damaged components, and repeat the coupling sequence.

Below are three critical areas of visual inspection that drivers must perform after every couple.



Locking jaw and wedge must be fully across the throat of the fifth wheel.



No gap between trailer bottom and fifth wheel.



Gap between pull handle and skirt of wheel less than 1”.

Fontaine Fifth Wheel Handbook

For over 60 years, Fontaine has been passing customer performance tests by building fifth wheels with innovative technology, uncompromising quality, and features designed to ensure cost-efficient performance.

This handbook provides instructions and recommended procedures to ensure optimum performance from your new Fontaine® Ultra NT fifth wheel.

Keep this handbook in the tractor glove box after your fifth wheel has been installed.

For convenience record fifth wheel information below:

Model number: _____

Serial number: _____

In service date: _____

Serial number engraved into the right side of the fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.



If you have any questions concerning your new fifth wheel, our Customer Service Department is available to help you at (800) 874-9780.

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Section I – Pre-service procedures and operation

Always check for damage due to improper handling or delivery practices prior to starting recommended pre-service procedure.

Prior to service the fifth wheel assembly should be inspected, checked for proper operation and lubricated.

WARNING! Do not use any fifth wheel that has damaged components or fails to operate properly.

INSPECTION

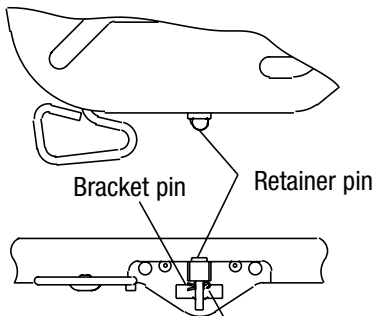
Make sure all nuts and bolts are in place and properly tightened.

Check all welds for cracks, breaks or separation.

Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.

See Figure A.

FIGURE A



Pre-Service Procedures and Operation

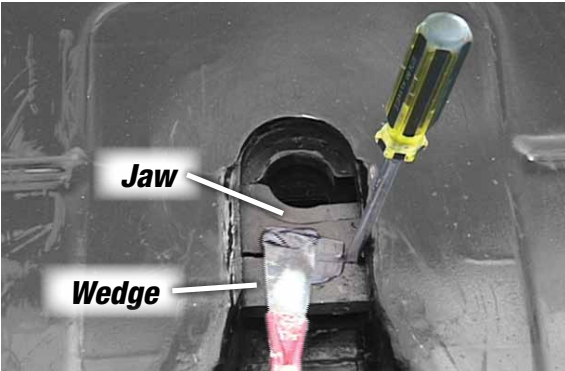
LUBRICATION

WARNING! Do not use a lube plate (high density polyethylene) on top of the fifth wheel or kingpin bolster plate in lieu of grease without prior approval by Fontaine.

The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

1. Lubricate the fifth wheel prior to opening and closing. Referring to Figure B, grease the jaw and wedge on top and bottom. Separate the jaw and wedge with a large screwdriver and distribute the grease along the full length of the jaw and wedge mating surfaces. Open and close the fifth wheel several times to further distribute the grease.

FIGURE B



Fontaine suggests the use of a moly based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge.

2. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full of grease.
3. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism several times to ensure it is functioning properly.

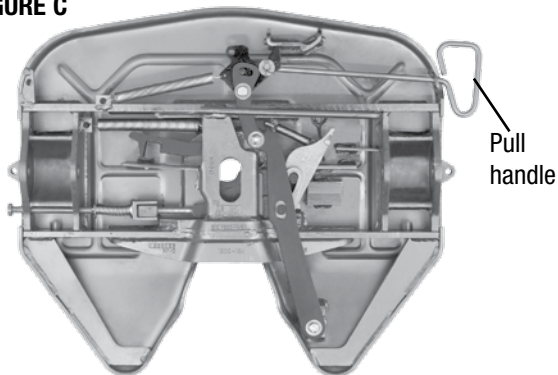
For service interval lubrication refer to page 19.

Pre-Service Procedures and Operation

OPERATION

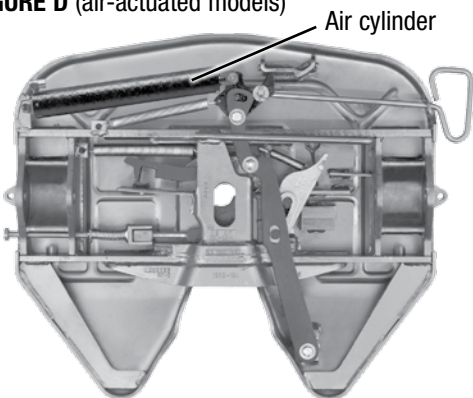
1. Fontaine's Ultra NT fifth wheels, shown in Figure C, open by a straight pull on the release handle which releases the secondary lock automatically as the mechanism opens. Continue pulling until the fifth wheel locks in the open position.

FIGURE C



2. Fontaine's air actuated Ultra NT air-actuated fifth wheel is shown in Figure D. They open with a release valve located on the dash or in a lock box mounted on the rear of the cab. To open, set the tractor parking brake and pull the release valve. Hold the valve open until the locking mechanism is locked in the open position. The pull valve will not activate the air cylinder unless the tractor parking brakes are set.

FIGURE D (air-actuated models)



Pre-Service Procedures and Operation

3. Close the locking mechanism using a test kingpin (Fontaine part number KIT-ULTRA-KP). Repeat several times making sure that all moving parts have adequate lubrication.
4. The pull handle grip should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and possibly resulting in injury.

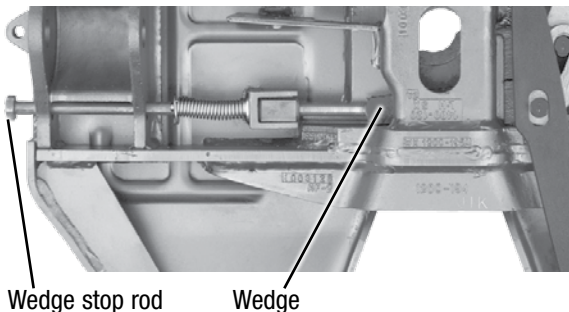
ADJUSTMENT PROCEDURE

Wedge stop rod setting

Wedge stop rod adjustment is not required as part of the pre-service procedure. It is set during the final assembly inspection at our manufacturing facility. Refer to Inspection and Maintenance Procedures section for adjustment procedures and required service intervals.

This wedge stop rod can also be used to release a tight wedge (hard to pull handle) by tapping the rod with a hammer to release the wedge.

FIGURE E



Section II – Coupling instructions

COUPLING PROCEDURE

1. Prior to coupling, inspect the fifth wheel to ensure a proper operation.

WARNING! Do not use any fifth wheel that has damaged components or fails to operate properly.

- Examine the mounting assembly for securely fastened bolts, cracked welds or material separation.
- Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.
- Tilt the fifth wheel up and down to make sure that it moves freely. Rest the fifth wheel in the proper position by tilting it to the rear of the tractor and resting it on the stops.
- Check the top surface of the fifth wheel for a liberal coating of grease. If the fifth wheel is equipped with greaseless top plate inserts inspect for damage to mating surfaces.
- If the tractor is equipped with an air-actuated fifth wheel, actuate the air cylinder and check for air leaks. **WARNING: Air cylinder should not be disassembled as contents are under pressure.**
- The fifth wheel should be in an unlocked position. When unlocked, the handle should be extended (See Figure F) and the fifth wheel throat unobstructed. If the fifth wheel is equipped with a retractable handle, the handle will not be fully extended. **DO NOT TRY TO COUPLE TO A CLOSED FIFTH WHEEL AS THIS MAY DAMAGE THE FIFTH WHEEL LOCKING MECHANISM.**

Coupling Instructions

FIGURE F



2. The trailer kingpin should be inspected prior to coupling. The kingpin plate should be fully reinforced and of sufficient size to completely cover the fifth wheel. If the kingpin plate is too narrow, the uncovered portion of the fifth wheel will collect dirt and foreign matter. This material may work into the fifth wheel locking mechanism, causing wear and difficulty uncoupling. This material can also cause galling of the fifth wheel and/or kingpin plate. If the trailer kingpin plate is not fully reinforced, distortion can result causing:
 - Non-uniform loading
 - Variation in kingpin length
 - Cutting and galling of the fifth wheel or kingpin plate

If the trailer kingpin plate is distorted enough to cause any of the conditions listed above, it is recommended that a new plate be installed.

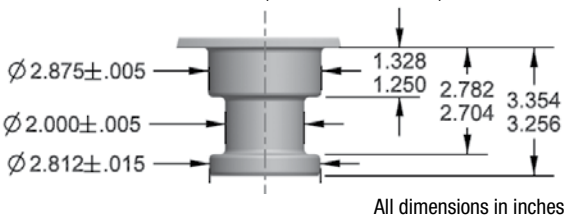
The trailer kingpin plate must be properly greased.

Fontaine fifth wheels are designed and manufactured for use with all trailer kingpins that conform to SAE specifications, SAE J700, February 1993, and subject to the wear limits of SAE J2228, June 1993. These specifications cover SAE 2" (50.8mm) kingpins only.

The SAE standard kingpin can be checked using the dimensions given in Figure G.

FIGURE G

SAE STANDARD KINGPIN (SAE J700, FEB 93)



Coupling Instructions

3. Proper tractor/trailer alignment with the tractor directly in front of the trailer is critical to obtain a secure coupling and to avoid equipment damage. Never couple at an angle as it could result to damage to trailer landing legs.

Set the trailer brakes and raise the trailer to the proper height by extending the landing legs. If the trailer is positioned too high, the kingpin may jump the fifth wheel throat and locking mechanism altogether. Resulting damage may include: scoring the fifth wheel, bending the handle thus preventing the fifth wheel from properly locking to the kingpin, bending the kingpin, and other significant damage to the tractor or trailer.

Coupling should not be attempted if the trailer is too low. Costly damage may be incurred to the trailer, the kingpin, the kingpin plate, the fifth wheel, tractor drive train and truck frame.

4. To couple the fifth wheel to the kingpin, be sure the fifth wheel is positioned so that it tilts down at the rear and is resting on the stops.

Align the kingpin with the throat of the fifth wheel and ease the tractor toward the trailer. The trailer should strike the fifth wheel just at the top of the approach ramps. The fifth wheel will level with the kingpin plate and the kingpin should slide into the fifth wheel throat. See Figure H.

FIGURE H
Fifth wheel
needs to lift
up trailer.



Slowly back into the trailer until
resistance is felt.

Coupling Instructions

WARNING! When coupling, the fifth wheel must lift the trailer. Always inflate the tractor suspension air bags prior to coupling. Coupling should not be attempted with the tractor suspension air bags deflated.

Inflating the tractor suspension air bags while positioned underneath the trailer may result in damage to and incorrect coupling of the fifth wheel, possibly resulting in serious personal injury or death.



Warning!

The visual inspection is required by law. Some improper couplings can pass a “tug test” and sound is not reliable to verify proper coupling. The coupling procedure is not complete without a visual inspection. It is necessary to get out of the tractor and look. Incorrect coupling could cause the trailer to disconnect, possibly resulting in serious personal injury or death.

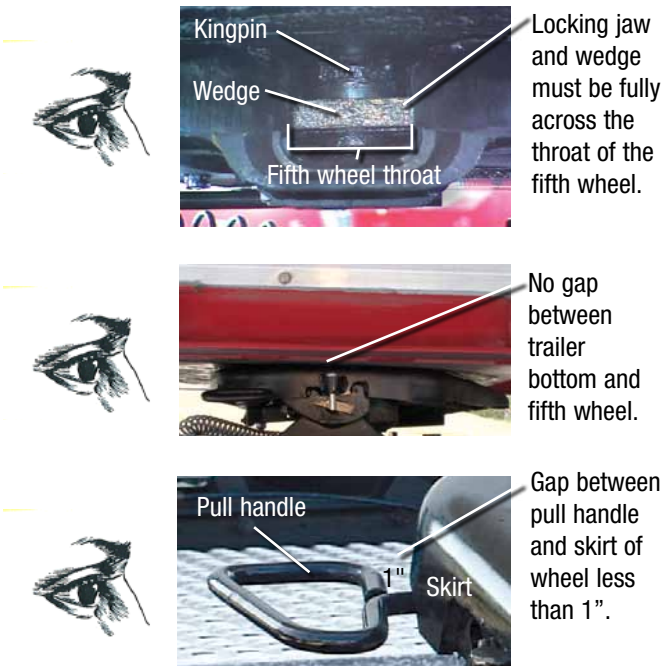
Coupling Instructions

HOW TO TELL IF THE FIFTH WHEEL IS PROPERLY LOCKED – NO-SLACK 6000/7000/7000CC/ULTRA NT

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The locking jaw and wedge must be fully across the throat of the fifth wheel, there must be no gap between the fifth wheel and the trailer plate, and the pull handle must be within 1” or less from the skirt of the fifth wheel. All three areas of the fifth wheel must be inspected to ensure that the fifth wheel is properly coupled. See figures below. If the visual inspection indicates that you failed to obtain a proper couple, open the fifth wheel, inspect for damaged components, and repeat the coupling sequence.

Below are three critical areas of visual inspection that drivers must perform after every couple.



Coupling Instructions

UNCOUPLING PROCEDURE

1. Prior to uncoupling, set the trailer parking brakes. Back the tractor gently but tightly against the trailer before setting the tractor parking brake. This will help relieve pressure from the fifth wheel locking mechanism.

IF THE TRUCK IS EQUIPPED WITH AIR RIDE SUSPENSION, DO NOT DUMP THE AIR BEFORE OPENING THE FIFTH WHEEL. DOING SO MAY CAUSE A HARD TO OPEN SITUATION OR DAMAGE TO THE FIFTH WHEEL.

2. Block the trailer wheels. If poor ground conditions exist, you may have to provide a base for the trailer landing gear.
 - Spring suspension: lower landing gear until it contacts the ground. Give a few extra turns in low gear. **DO NOT** lift the trailer off of the fifth wheel.
 - Air ride suspension: lower landing gear until it contacts the ground. Add one additional turn. **DO NOT** raise the trailer off of the fifth wheel.
3. Disconnect the air and electrical lines.
4. Open the fifth wheel.
5. Pull out slowly from under the trailer. Let the trailer slide down the fifth wheel approach ramps. This will allow the air ride suspensions to adjust to unloaded height.

CAUTION: GOING TOO QUICKLY WILL CAUSE THE SUSPENSION TO BOUNCE, POSSIBLY DAMAGING THE TRAILER, TRACTOR FRAME RAILS OR SUSPENSION AIR BAGS.

Coupling Instructions

SLIDE ADJUSTMENT



Warning!

Under no circumstances should a sliding fifth wheel be repositioned while the tractor and trailer are in motion. This could result in serious personal injury or death.

Do not attempt to slide the fifth wheel until all persons are clear of the vehicle.

Note: The fifth wheel must be in the locked position when changing slide positions.

To position an air sliding fifth wheel:

1. Set the trailer brakes.
2. Unlock the cab control air valve and allow the air cylinder to retract the locking wedges.
3. Ease the tractor forward or backward to move the fifth wheel to the desired position.
4. Lock the air valve.

After the fifth wheel is properly positioned, inspect the locking wedges to ensure that they are fully engaged in the slide rail pockets. See Figure I.

FIGURE I



Wedges through rail

Section III – Inspection and maintenance procedures

WARNING! Do not use any fifth wheel that has damaged components or fails to operate properly.

Fontaine recommends that preventative maintenance be performed after 90 days or 30,000 miles, whichever comes first and every 90 days or 30,000 miles thereafter.

Note: P.M. intervals are recommended based on standard duty applications. Applications more severe than standard duty may require different P.M. intervals to ensure peak performance.

Using a suitable solvent, degrease the fifth wheel and mounting brackets and inspect for:

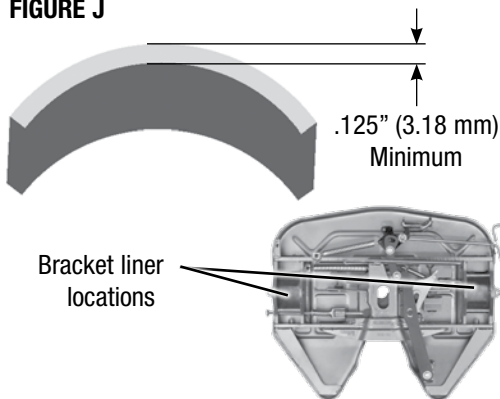
1. Cracks in the fifth wheel assembly, mounting brackets, and mounting parts.
2. Wear and/or damage to moving parts.
3. Correct operation of the secondary lock.
4. Loose nuts and bolts in the fifth wheel and in the mounting hardware.
5. Securely fastened and properly working springs.
6. Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.
7. Check the top surface of the fifth wheel for a liberal coating of grease. If the fifth wheel is equipped with greaseless top plate inserts inspect for damage to mating surfaces.
8. If the tractor is equipped with an air actuated fifth wheel, actuate the air cylinder and check for air leaks.

WARNING: Air cylinder should not be disassembled as contents are under pressure.

Inspection and Maintenance Procedures

10. Free front to rear rock on brackets. If the fifth wheel does not rock freely, remove the top plate and inspect the bracket liners in the fifth wheel. Replace liners that are broken or have worn excessively, or, if the thickness is less than .125" (3.18mm) at the top of the liner. See Figure J. Replace liners every 300,000 miles.

FIGURE J



11. Proper operation of the slide locking mechanism. Check for air leaks in the cylinder and supply line.

Inspection and Maintenance Procedures

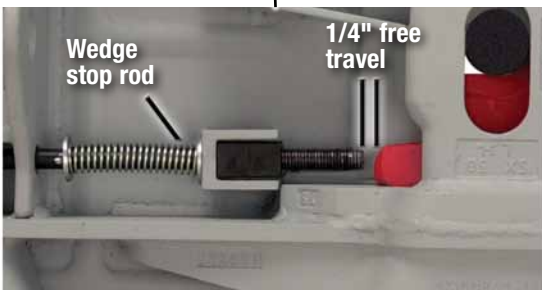
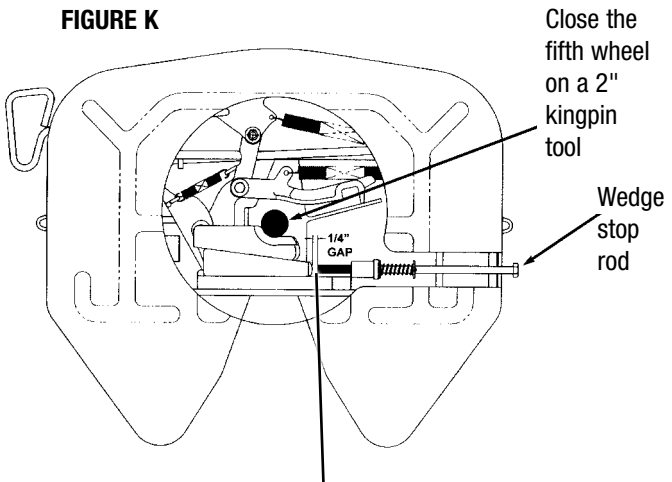
ADJUSTMENT PROCEDURE

Wedge Stop Rod Setting

Close the fifth wheel on a standard 2" kingpin tool (Fontaine KIT-ULTRA-KP). Push on the wedge stop rod. (Extends from the side of the top plate and looks like the head of a bolt). It should move in $\frac{1}{4}$ " with hand pressure, then spring back. To obtain a proper setting, turn the wedge stop rod clockwise to reduce the dimension and counter-clockwise to increase the dimension. Adjust the gap until the free travel is $\frac{1}{4}$ " (See Figure K). This will allow the automatic slack adjustment of the Fontaine fifth wheel to function properly.

At the first P.M. (90 days or 30,000 whichever comes first) and every 90 days or 30,000 miles thereafter, the wedge stop rod should be adjusted per technical bulletin TB-012.

FIGURE K



Inspection and Maintenance Procedures

LUBRICATION

Lubrication recommended every 90 days or 30,000 miles.

WARNING! Do not use a lube plate (high density polyethylene) on top of the fifth wheel or kingpin bolster plate in lieu of grease without prior approval by Fontaine.

The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

Special precautions must be taken during cold weather to ensure that the Fontaine® Ultra NT locking mechanism operates freely. Ice and sludge can build up and lubricants become thick and binding at low temperatures. When the temperature drops below freezing, Fontaine recommends a thorough cleaning of the latching mechanism using a suitable cleaner or degreaser to make sure that all moving parts operate freely.

1. Clean then grease all moving parts of fifth wheel as shown in Figure L.
2. Lubricate the fifth wheel prior to opening and closing. Referring to Figure M, grease the jaw and wedge on top and bottom. Separate the jaw and wedge with a large screwdriver and distribute the grease along the full length of the jaw and wedge mating surfaces. Open and close the fifth wheel several times to further distribute the grease.
3. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full of grease.
4. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism several times to ensure it is functioning properly.

Inspection and Maintenance Procedures

FIGURE L

Clean, oil/grease all moving parts (arrows)

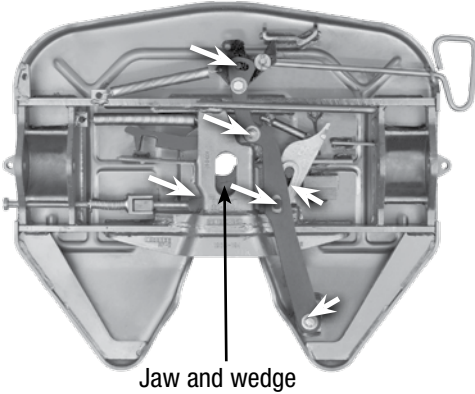
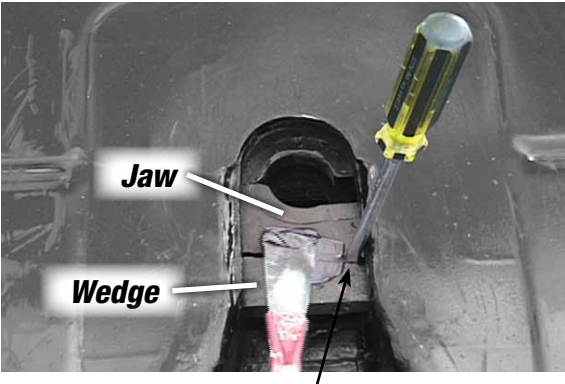


FIGURE M



Separate jaw and wedge with screwdriver here – grease full length.

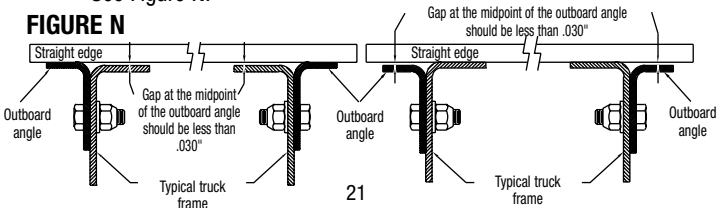
Fontaine suggests the use of a moly based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge. Lightly oil other moving parts in the fifth wheel. (Areas or regions that experience extreme and/or prolonged freezing temperatures should consider using a less viscous substance such as: 90-weight oil, diesel fuel, kerosene, motor oil, etc. Fontaine suggests contacting your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant).

Section IV – Installation instructions

GENERAL MOUNTING INSTRUCTIONS

1. **Do not** modify and/or customize any fifth wheel or mounting assembly without prior approval from Fontaine. Modifying or welding to the product without approval will void product warranty. Only Fontaine authorized procedures are acceptable. Welding must be performed by an AWS certified welder.
2. The fifth wheel should be installed with the pivot point of the fifth wheel located on or ahead of the rear axle. The installation shall be in accordance with DOT regulations, state and local ordinances, SAE and TMC practices and standards, and tractor manufacturers' recommendations.
3. All fifth wheels shall be located so that the tractor and trailer will maintain clearance at all times. On sliding fifth wheels, it may be necessary to "block out" forward slide positions.
4. All mounting fasteners must be a minimum of:
5/8" (16.0mm) diameter - grade 8 bolts
5/8" (16.0mm) diameter - grade C lock nuts
5/8" (16.0mm) diameter - hardened flat washers
5. Outboard mounting angles shall be ASTM-A-36 or equal with a minimum thickness of 5/16" (7.9mm).
6. Inboard mounting angles must have a 4" (101.5mm) minimum vertical and horizontal leg and shall not be less than 36" (913.7mm) long. (Stationary angle mounts only)
7. Welding of inboard mounting angles must be performed per criteria shown below.
8. Outboard mounting angles must have a minimum horizontal leg of 3" (76.2mm) and vertical leg of 3-1/2" (88.8mm).
9. The full length, horizontal flange of the outboard mounting angles must be at the **same elevation** as the truck frame. The vertical leg of the angle must fit **flush** with the truck frame. **Warning: Failure to follow these specifications will void warranty and could affect product performance.**

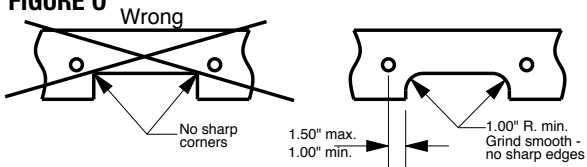
See Figure N.



Installation Instructions

10. All mounting holes shall be drilled, not burned. All edges shall be ground smooth to prevent point loading. See Figure O.

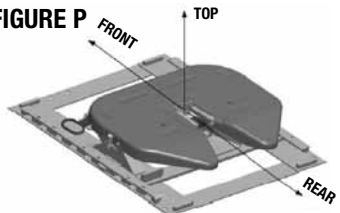
FIGURE O



11. When required to clear obstructions, cutouts in the mounting angles shall be smooth and straight with a minimum radius of 1" (25.4mm). No sharp corners are permitted and all edges shall be ground smooth. A minimum of two bolts is recommended beyond a cutout.
12. Care must be taken to avoid interference or contact between the fifth wheel and any other component when rear of fifth wheel is depressed. In order to prevent this, it is recommended that a stop be used. The stop should be positioned so that contact is made with the fifth wheel mounting plate.
13. **Do not** restrict normal rock of fifth wheel. This could create a hazardous operating condition.
14. All fifth wheels subjected to weather abuse must be thoroughly cleaned, inspected, and lubricated prior to installation.

15. Fifth Wheels should be mounted in the proper orientation relative to the tractor (See Figure P). Do not mount the fifth wheel upside down or backward.

FIGURE P



16. The trailer that is attached to the fifth wheel should impose a consistent vertical load. Repeated negative loading (trying to pull the fifth wheel off of the brackets with the kingpin) is not allowed. A minimum vertical static load applied to the fifth wheel through the trailer is 10% of the gross trailer weight.
17. **Do not** center load the fifth wheel. The vertical load should be distributed over the entire surface of the fifth wheel.
18. Fixed angle mounts (inboard angles) shall be flush with the top of the truck frame. (No gap between the truck frame and the angle). See Figure A on page 5.
19. **Do not** attempt to "block" Ultra NT fifth wheels.

Installation Instructions

APPLICATION/RESTRICTION LEVELS

STANDARD DUTY: Fifth wheel must be used in a 100% on-highway application, with more than 30 miles between each stop. The total number of towed axles equals 2. Road type must be maintained concrete or asphalt. Gross Combination Weight (GCW) is less than 95,000 pounds or 43,000 kilograms. See Fontaine Application Guide LT-076 for specific application recommendations. Product used in unapproved applications voids manufacture warranty.

MODERATE DUTY: Fifth wheel must be used in a less than 10% off-highway application, with no minimum mileage between each stop. The maximum total number of towed axles equals 4. Road type must be maintained concrete, asphalt, gravel, or crushed rock. Gross Combination Weight (GCW) is less than 115,000 pounds or 52,000 kilograms. See Fontaine Application Guide LT-076 for specific application recommendations. Product used in unapproved applications voids manufacture warranty.

SEVERE DUTY: Fifth wheel can be used in any off-highway application, with no minimum mileage between each stop. The total number of towed axles equals 5 or more. All road types are acceptable including hard packed dirt and non-maintained roads. Gross Combination Weight (GCW) is more than 115,000 pounds or 52,000 kilograms. See Fontaine Application Guide LT-076 for specific application recommendations. Product used in unapproved applications voids manufacture warranty.

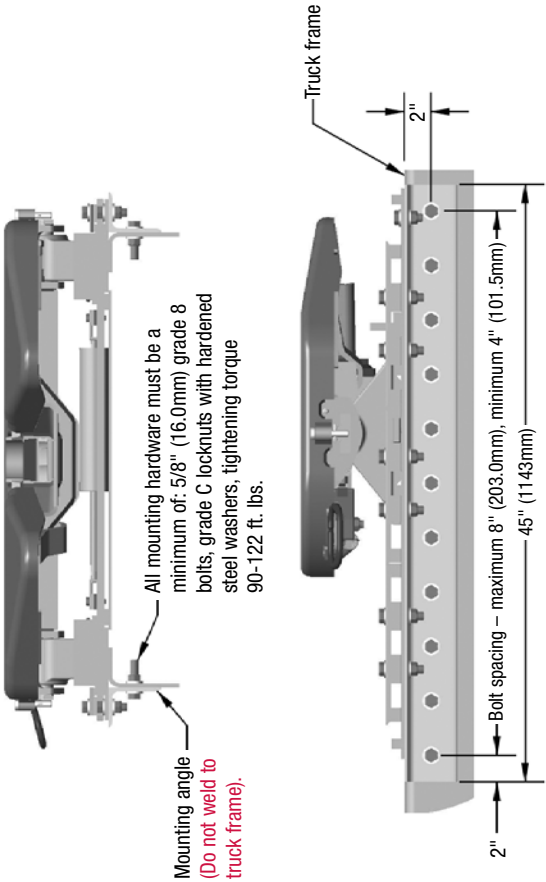
Important Application Notes:

1. If any single restriction factor within your application is surpassed within a given duty level, the next duty level must be selected.
2. When selecting a fifth wheel, if the application or vehicle usage places the maximum capacity on a certain fifth wheel, then the selection of a fifth wheel with a higher capacity is advised. For example, a tractor that is at a maximum vertical load of 50,000 lbs. in a moderate duty application should be using a fifth wheel with a vertical load capacity of 55,000 lbs. or greater. This additional capacity should give better service life over a longer period of time.
3. All logging applications are considered severe duty. Do not select fifth wheels in the standard or moderate levels when a logging application is designated.

Installation Instructions

Air slide bracket (LW0)

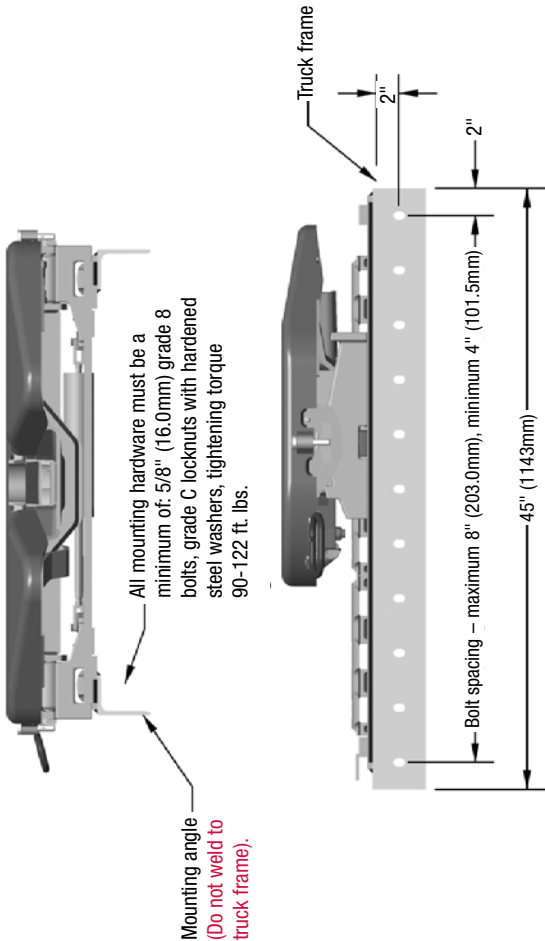
Adjustment of 24" mounting slide shown. Assemblies with greater adjustment require longer angle and additional mounting bolts. See suggested price list for angle sizes and lengths available. The full length of the horizontal flange of the outboard mounting angles must be at the **same elevation** as the truck frame. The vertical leg of the angle must fit **flush** with the truck frame. See Figure N on page 21.



Installation Instructions

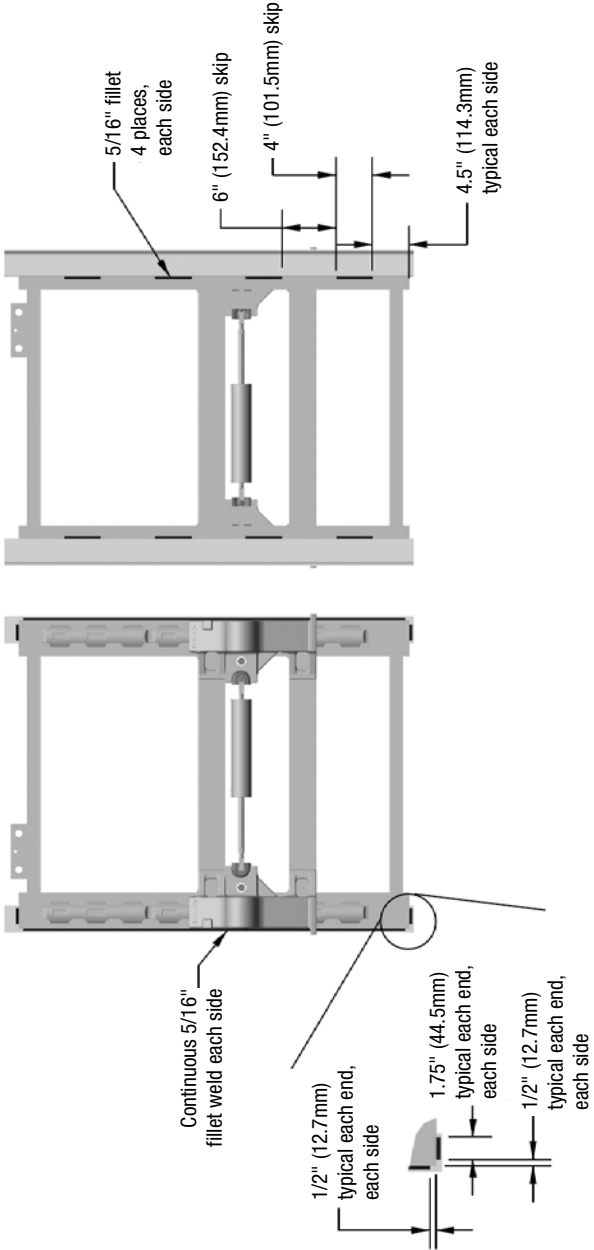
Air Slide Bracket (LWI)

Adjustment of 24" mounting slide shown. Assemblies with greater adjustment require longer angle and additional mounting bolts. The full length of the horizontal and vertical legs of the angles must fit **flush** with the truck frame.



Installation Instructions

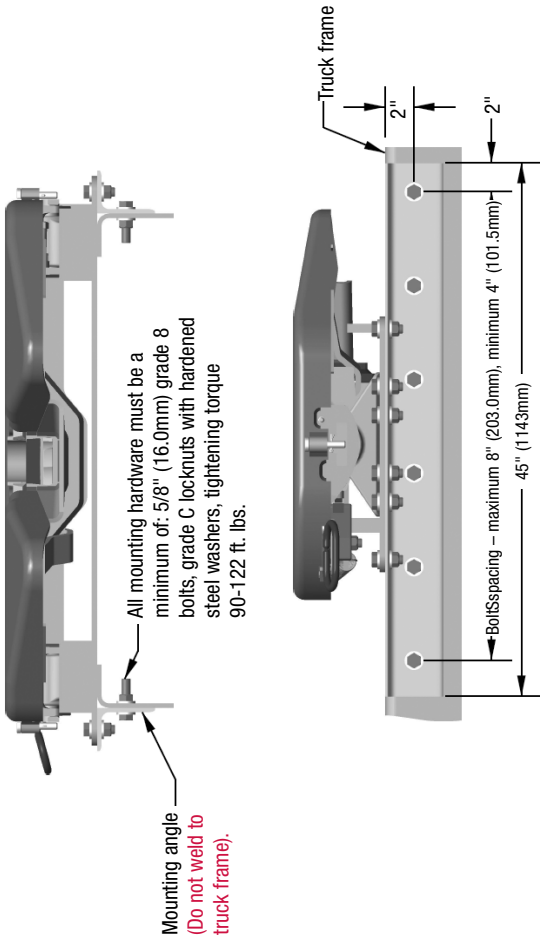
Inboard Air Slide Bracket – Welding Locations



Installation Instructions

Adjustable Plate Mounting Bracket (APB)

Mounting of 18" adjustable mounting bracket shown. See suggested price list for angle sizes and lengths available. The full length of the horizontal flange of the outboard mounting angles must be at the **same elevation** as the truck frame. The vertical leg of the angle must fit **flush** with the truck frame. See Figure N on page 21.



Section V – Fontaine Limited Warranty

Basic Limited Warranty

Fontaine Fifth Wheel Company (“Fontaine”) warrants each fifth wheel sold in North America on or after January 1, 2010 to be free from defects in material and workmanship for five years from the date of sale with the exception of Blocked and Heavy Duty fifth wheels which are warranted for two years. This warranty does not cover failures due to:

1. Use in loads that are beyond federal and state highway limits or in special overweight load permits.
2. Improper installation of the fifth wheel (See the appropriate Fontaine Instruction Handbook for proper installation procedures)
3. Normal wear.
4. Accident.
5. Improper application. **See Fontaine Application Guide LT-076 for specific application recommendations. Product used in unapproved applications voids manufacture warranty.**
6. Misuse, alteration or negligence.
7. Failure to properly maintain the fifth wheel (See the appropriate Fontaine Instruction Handbook for proper installation procedures)
8. Inadequate repairs or alterations that, in Fontaine’s judgment, adversely affect the fifth wheel’s performance or reliability.

Fontaine cannot guarantee the service life of any fifth wheel since service life can vary with application, usage, maintenance, environment, and other factors beyond Fontaine’s control.

Fontaine Limited Warranty

Limited Performance Warranty

Fontaine warrants the performance of each fifth wheel sold in North America on or after January 1, 2010 that is used in a "standard duty application" for five years from the date of sale. A "standard duty application" requires that (i) the vehicle is used 100% on highways with more than 30 miles between each stop, (ii) the vehicle does not exceed a gross combined vehicle weight of 95,000 lbs. (43,000 kilograms), (iii) the total number of towed axles does not exceed two and (iv) the road type is maintained concrete or asphalt.

Fontaine warrants that each fifth wheel covered hereunder shall operate as described in the Fontaine Instruction Handbook, and the locking mechanism (jaw & wedge) will wear properly on the trailer kingpin when the fifth wheel is adjusted in accordance with the manufacture specifications.

Fontaine fifth wheels are designed and manufactured for use with SAE 2" trailer kingpins that conform to SAE specification (SAE J700, February 1993) and are subject to the wear limits of SAE specification (SAE J2228, June 1993).

Lube Free Specific Warranty

Fifth wheel lube free components are warranted for two years unlimited mileage per "standard duty application" requirements as listed. .

Replacement of Parts and Repairs

Authorization from Fontaine must be obtained before replacing or returning any part under this Limited Warranty. **All request for reimbursement must be submitted within (45) days of the repair.**

If the fifth wheel does not perform as warranted in this Limited Warranty, or if there is any defect in the material or workmanship covered by this Limited

Fontaine Limited Warranty

Warranty, Fontaine will, at its option, provide buyer with parts or reimburse the buyer for parts at its reasonable acquisition cost, up to the amount of the original suggested retail price. Further, Fontaine will cover labor cost in repairing the fifth wheel as long as the labor rate is reasonable and the repair time does not exceed Fontaine's Standard Rate Time chart. Fontaine may require the unit or part to be returned to Fontaine's factory or a Fontaine authorized representative for evaluation. All freight to and from Fontaine or a Fontaine authorized representative must be prepaid.

This is Fontaine's only warranty (Excludes Custom Duty fifth wheel warranty). Fontaine makes no other warranty of any kind, expressed or implied. All implied warranties or merchantability and/or fitness for a particular purpose are hereby disclaimed by Fontaine and excluded. This Limited Warranty may not be changed except in writing by an authorized officer of Fontaine. Any action for any alleged breach of this Limited Warranty must be commenced within one year after such alleged breach occurred or shall be forever barred.

The remedies stated above shall be exclusive for any and all claims by the original user, or anybody claiming through the original user, against Fontaine, whether based on contract, negligence, tort, or any other theory. **In no event shall Fontaine be liable for any incidental or consequential damages, losses, or expenses.**

This limited warranty gives the buyer specific legal rights, and buyer may also have other rights, which may vary depending on the state, province or country where the truck is registered.

NOTES

For sales and service locations or for additional copies of this handbook go to our web site at www.fifthwheel.com or contact Customer Services at 1-800-874-9780.



www.fifthwheel.com