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Landing Gear Repair Procedures

Atlas 55, Atlas 65 and Atlas iM

XL-LG20083RM-en-US Rev-

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Contents	Page
Introduction	2
Warranty	2
Notes, Cautions, Warnings	2
Section 1 - Troubleshooting Guide	3
Section 2 - Repair and Rebuild Instructions	4

Contents	Page
Section 2.1 - Gearbox Disassembly	5
Section 2.2 - Leg Disassembly	7
Section 2.3 - Leg Assembly	8
Section 2.4 - Gearbox Assembly	10
Section 3 - Repair Kits	11

Introduction

This manual provides information necessary for the repair of SAF-HOLLAND® Atlas 55, 65 and iM model landing gears.

Read this manual before using or servicing this product and keep it in a safe location for future reference. Updates to this manual, which are published as necessary, are available on the internet at www.safholland.us.

When replacement parts are required, SAF-HOLLAND highly recommends the use of only SAF-HOLLAND Original Parts. A list of technical support locations that supply SAF-HOLLAND Original Parts and an Aftermarket Parts Catalog are available on the internet at www.safholland.com or contact Customer Service at 888-396-6501.

Warranty

Instruction noted in the manual are to be carefully followed at all times during the repair of the landing gear assembly. SAF-HOLLAND is not liable for damage that may occur as a result of incorrect repair practices.

Refer to the complete warranty for the country in which the product will be used. A copy of the written warranty is included with the product or available on the internet at www.safholland.com.

Notes, Cautions, and Warnings

Before starting any work on the unit, read and understand all the safety procedures presented in this manual. This manual contains the terms "NOTE", "IMPORTANT", "CAUTION", and "WARNING" followed by important product information. These terms are defined as follows:

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

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

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

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

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

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1. Troubleshooting Guide

PROBLEM	POSSIBLE CAUSE	RESOLUTION
Hard to Crank Landing Gear	Turning the crank in the wrong direction	Refer to "Landing Gear Operation" for proper crank rotation.
	Attempting to raise or lower trailer in high gear.	Shift into low gear. DO NOT ATTEMPT TO LIFT OR LOWER IN HIGH GEAR. Doing so could result in damage to the landing gear.
	Cross shaft binding.	Inspect cross shaft bolts. Back off bolts to allow lateral (side to side) movement of the cross shaft. Straighten or shorten cross shaft to eliminate binding.
	Misaligned landing gear legs.	Legs MUST be parallel and extend and retract evenly. Remove cross driveshaft and adjust landing gear legs to same height.
	Lack of grease.	Grease landing gear legs as provided in the "Lubrication" section.
	Damaged lift screw or nut.	Check landing gear for signs of impact (accident) damage. Disconnect cross shaft and crank legs individually to determine which leg is damaged. Replace entire retract assembly or damaged leg.
	Interference between powder metal bushing or jackshaft of gearbox and trailer mounting surface.	Trailer mounting surface may need to be modified to ensure no interference between bushing or jackshaft and trailer surface.
	Upper housing or retract tube may be bent.	Replace damaged part(s) or landing gear.
	Excessive wear or damage to pinion, bevel, input, idler and/or output gears.	Replace damaged gears.
	Bearing boss is pushed inside housing.	Replace jackshaft and O-ring with jackshaft repair kit designed for landing gear models sold after January 2013.
	Weld blow through where strut bracket is welded to housing.	Grind weld as required and re-weld. (With no-load on landing gear, the retract tube should have free play inside the housing.)
Hard to crank landing gear under load only.	Damaged collar.	Replace the collar
	Damaged thrust bearing.	Replace the thrust bearing.
Crankshaft jams or skips while turning.	Inner leg screw damaged.	Examine the lift nut and screw of the inner leg assembly for impact (accident) damage. Replace components or leg as necessary.
	Worn, broken, or damaged gears (missing teeth).	Examine pinion, bevel pinion and all gearbox gears for missing teeth or other signs of damage or wear. Replace components as necessary.
Landing gear will NOT shift between gears.	Low input gear is frozen or binding on the shift shaft.	Follow procedures in the Troubleshooting Guide XL-LG11424TS-en-US to restore easy shifting.
Gearbox leg operates but opposite leg DOES NOT.	Broken/damaged cross driveshaft bolt.	Replace cross driveshaft bolt.
	Broken/damaged cross driveshaft.	Replace cross driveshaft.
	Bevel gear pin/pinion gear pin sheared in non-gearbox leg.	Remove upper leg cover. Check for damaged or missing pins under bevel gear, or in pinion gear and replace as necessary.
	Bevel gear/pinion gear damaged in non-gearbox leg.	Remove upper leg cover. Check for damaged gears and replace as necessary.
Non-gearbox leg operates, but gearbox leg DOES NOT.	Bevel gear pin/pinion gear pin sheared in gearbox leg.	Remove upper leg cover. Check for damaged or missing pins under bevel gear, or in pinion gear and replace as necessary.
	Bevel gear/pinion gear damaged in gearbox leg.	Remove upper leg cover. Check for damaged gears and replace as necessary.
Both legs will NOT operate, shift shaft will turn but output shaft DOES NOT turn.	Damaged input, idler, and/or output gear.	Remove gearbox cover. Inspect and replace broken gears.
	Gear pin(s) sheared in gearbox.	Remove gearbox cover. Inspect and replace broken pins.
Both legs will NOT operate, but shift shaft and output shaft turn.	Bevel gear pin/pinion gear pin sheared in both legs.	Remove upper leg covers. Check for damaged or missing pins under bevel gear, or in pinion gear and replace as necessary.
	Bevel gear/pinion gear damaged in both legs.	Remove upper leg covers. Check for damaged gears and replace as necessary.
Legs locked and will NOT turn	Bent retracting screw or damaged riser nut and screw.	Check landing gear for signs of impact (accident) damage. Disconnect cross shaft and attempt to crank legs individually to determine which leg is damaged. Replace entire retract assembly or damaged leg.

2. Repair and Rebuild Instructions

Before attempting to operate the landing gear, you must read and understand the following procedures.

1. Do not attempt to repair any landing gear component without following the instructions contained in this manual.
2. Do not modify, change or add to the product. Use only genuine SAF-HOLLAND parts.
3. Perform all procedures in a lighted area clear of obstacles and other personnel.
4. Always wear eye protection.
5. Do not strike any part of the product with a steel hammer.
6. Observe standard precautions when lifting.

Before performing any landing gear repair or rebuild procedure, the following precautions must be taken ***(Figure 1)***.

1. Position the tractor and trailer on firm level ground free of persons and obstacles.
2. Chock the trailer wheels.
3. Securely couple tractor to trailer.
4. Set the tractor and trailer brakes.
5. Retract (raise) landing gear until off ground.

The landing gear may need to be unmounted from the trailer to perform repairs. These repairs include, but are not limited to:

a. Jackshaft replacement.
b. Jackshaft bushing replacement.
c. Output gear replacement.
d. Pinion gear replacement.
e. Bevel gear replacement.

1. Remove the bolts **(Item 19)** and nuts **(Item 20)** from each end of the cross drive shaft **(Item 21)** and remove the cross drive shaft ***(Figure 2)***.
2. Remove the eight (8) landing gear mounting bolts from the mounting plate and remove the landing gear leg from the trailer ***(Figure 3)***.

NOTE: Atlas 65 landing gear will have a ten hole mounting plate, and may require removal of ten (10) landing gear mounting bolts.

Figure 1

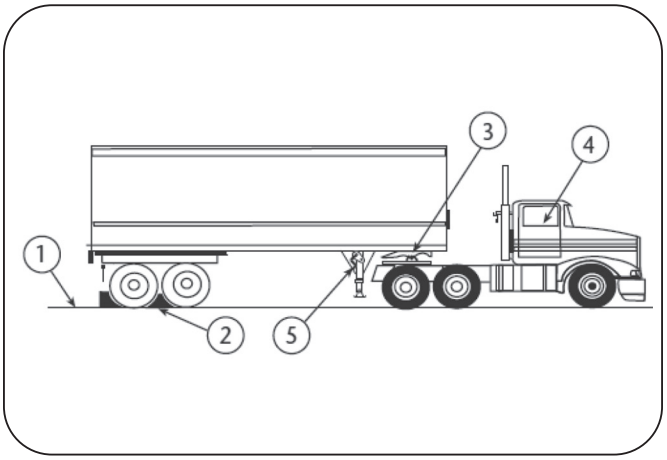


Figure 2

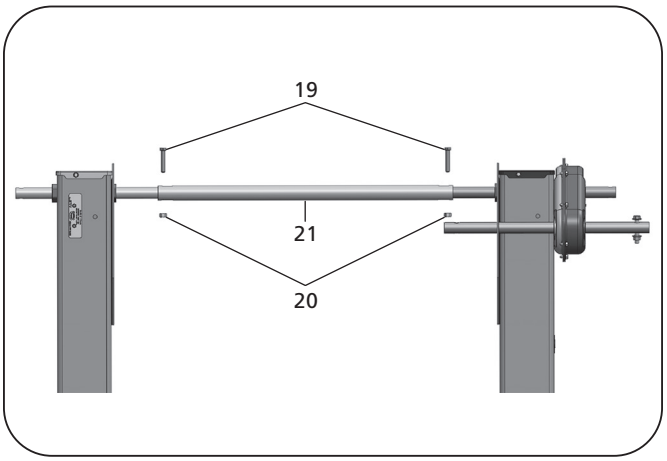
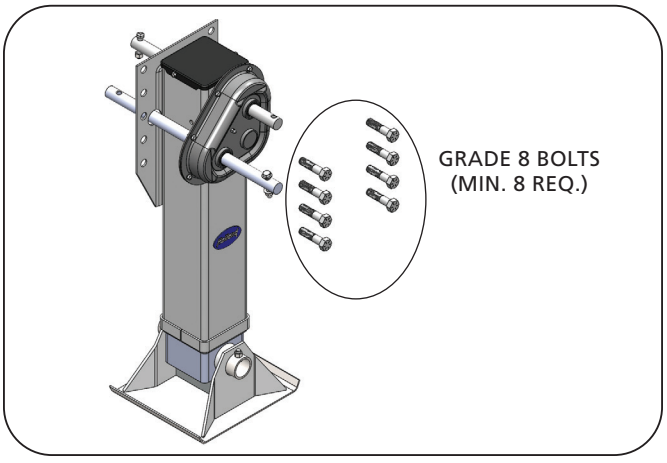


Figure 3



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2.1 Gearbox Disassembly

1. Remove the crank handle bolt **(Item 1)**, washers **(Item 2)**, and nut **(Item 3)**. Remove the crank handle **(Item 4)** ***(Figure 4)***.
2. Remove the seven gearbox cover self-tapping screws **(Item 7)**. Slide off the gearbox cover **(Item 8)** and make sure that the idler gear **(Item 9)** does not fall out while doing so ***(Figure 5)***.
3. Remove the gearbox cover gasket **(Item 10)**. Use care not to tear or damage it.

NOTE: To ease removal of the gearbox cover, remove all rust, burrs and paint from the shift shaft and jackshaft. Lubricate the shift shaft **(Item 5)** and jackshaft **(Item 6)**.

CAUTION See notices and important information below before proceeding. Failure to do so may result in damage to landing gear.

4. Referring to ***Figure 6***, remove the gears from the gearbox in the following order.
   a. Slide the idler gear **(Item 9)** off of the inner gear box bushing.
   b. Remove the low input gear **(Item 11)** from the shift shaft.
   c. Remove the high input gear **(Item 12)** from the shift shaft.
   d. Remove the top cover screws **(Item 13)** and the top cover **(Item 14)** to expose the upper housing gear train.
   e. Remove the pinion gear groove pin **(Item 15)** with a 3/8 inch punch.

NOTE: Ensure that the pinion gear groove pin **(Item 15)** is removed at an angle to prevent the pin from being trapped between the pinion gear and bevel gear ***(Figure 7)***. Significant force may be required to drive the pin through the pinion gear and jackshaft.

   f. Slide the jackshaft **(Item 6)** out from the output gear **(Item 16)** to expose the output gear straight pin **(Item 17)**.
   g. Remove the output gear straight pin **(Item 17)**.
   h. Remove the output gear **(Item 16)**.

Figure 4

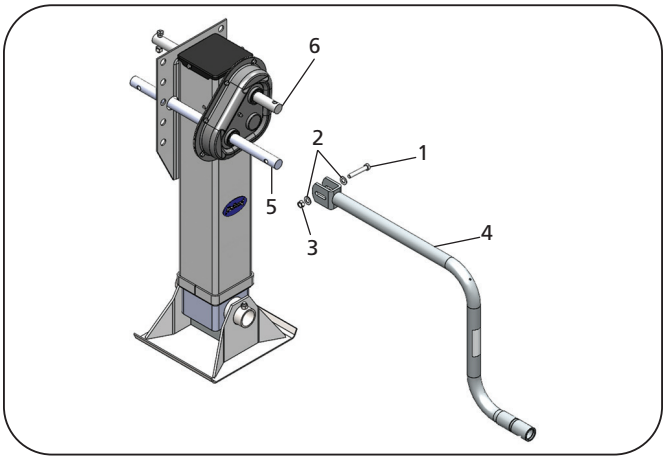


Figure 5

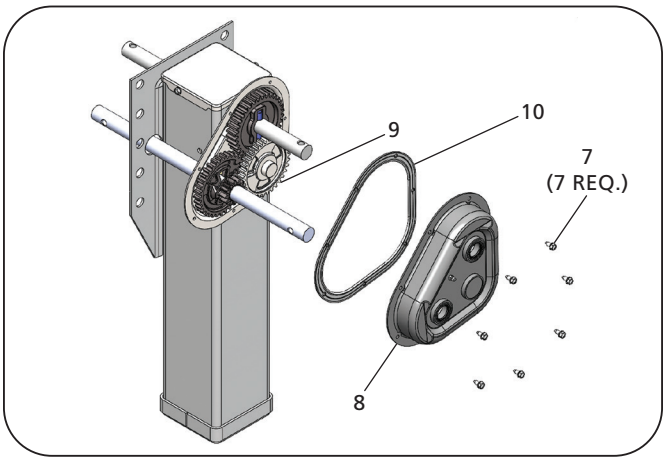
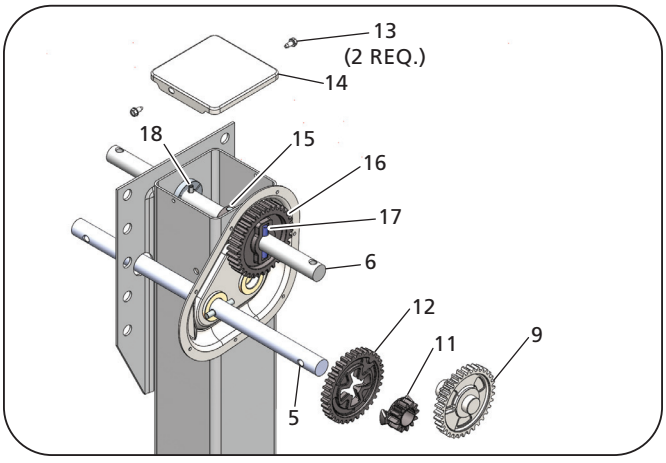


Figure 6



5. Remove the shift shaft **(Item 5)** by tapping the shaft from behind the mounting plate.
6. Remove the jackshaft **(Item 6)** by removing the jackshaft spring pin **(Item 18)** with a 1/4 inch punch. Slide the jackshaft away from the mounting plate.

NOTE: Ensure that the jackshaft spring pin **(Item 18)** is removed at an angle to prevent the pin from being trapped between the jackshaft and bevel gear ***(Figure 8)***. Significant force may be required to drive the pin through the jackshaft.

IMPORTANT: Atlas 55 landing gear come with an O-ring that is located between the jackshaft bushing and jackshaft spring pin. Be sure to remove the O-ring and use care to not tear or damage it.

7. Remove the jackshaft bushing **(Item 30)** by tapping it towards the upper housing cavity with a mallet.
8. Replace all worn or damaged parts.

IMPORTANT: Remove and clean all components of used grease. This ensures that any potential debris inside the gearbox is removed, and reduces the likelihood of performance issues once fully rebuilt.

Figure 7

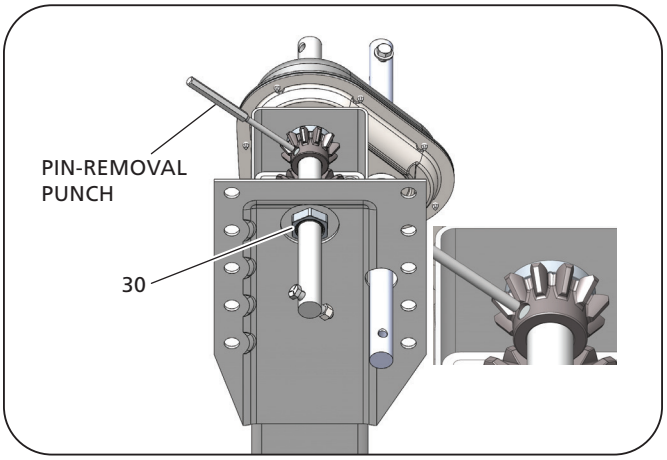
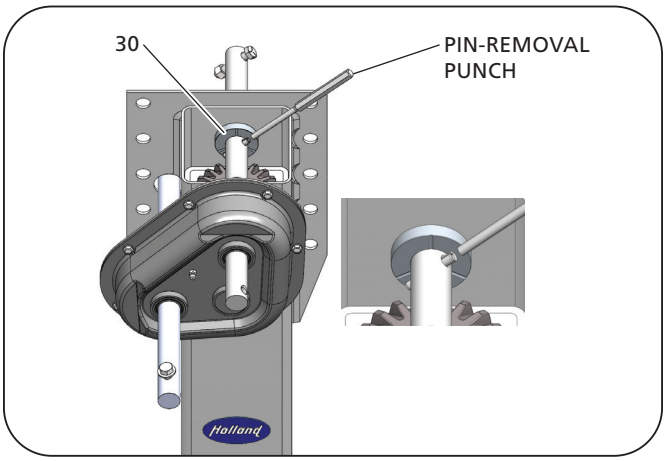


Figure 8



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2.2 Leg Disassembly

1. For gearbox legs, disassemble the gearbox as described in Section 2.1 Gearbox Disassembly and skip to step 6.
2. Remove the top cover screws **(Item 13)** and top cover **(Item 14)** ***(Figure 9)***.
3. Remove the pinion gear groove pin **(Item 15)**.

NOTE: Ensure that the pinion gear groove pin is removed at an angle to prevent the pin from being trapped between the pinion gear **(Item 22)** and bevel gear **(Item 23)** ***(Figure 7)***. Significant force may be required to drive the pin through the pinion gear and jackshaft.

4. Remove the jackshaft spring pin **(Item 18)**.

NOTE: Ensure that the jackshaft spring pin is removed at an angle to prevent the pin from being trapped between the jackshaft and bevel gear ***(Figure 8)***. Significant force may be required to drive the pin through the jackshaft.

5. Remove the jackshaft **(Item 6)** by sliding it away from the mounting plate.
6. Remove the pinion gear **(Item 22)** from the upper housing.
7. Remove the jackshaft bushing(s) **(Item 30)** by tapping it towards the upper housing cavity with a mallet.
8. Remove the bevel gear **(Item 23)** from the upper housing by pulling it straight up ***(Figure 10)***.

NOTE: A small two jaw puller may be needed to break any suction caused by the grease.

9. Support the retract tube and remove the bevel gear pin **(Item 24)** and thrust washer **(Item 25)** from the lift screw **(Item 26)**. Drive the bevel gear pin to the corner of the housing for sufficient clearance to remove.
10. Carefully remove the support which should allow the retract tube assembly to slide out from the upper housing.

NOTE: The lift screw **(Item 26)** may bind to the bearing block **(Item 27)**, preventing the retract tube assembly from sliding away from the upper housing. Tap the top end of the lift screw with a wooden block or brass hammer until the retract tube assembly drops out.

Figure 9

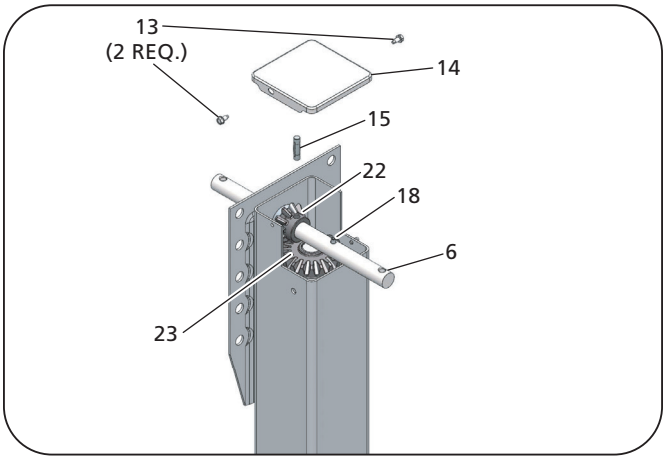
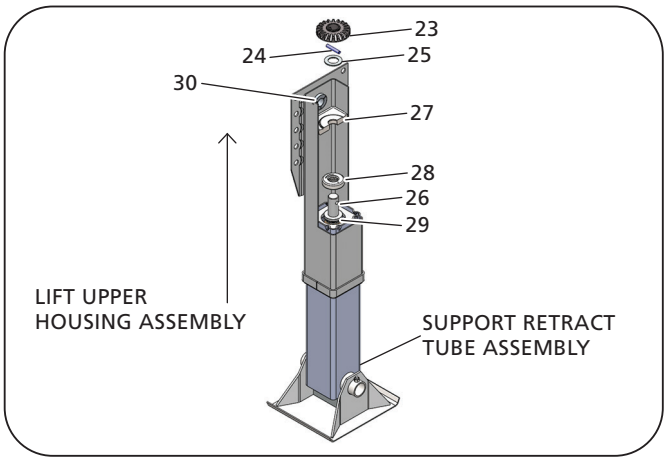


Figure 10



11. Remove the thrust bearing **(Item 28)** and collar **(Item 29)** from the lift screw.
12. Replace all worn or damaged parts.

IMPORTANT: Remove and clean all components of used grease. This ensures that any potential debris inside the upper housing is removed, and reduces the likelihood of performance issues once fully rebuilt.

2.3 Leg Assembly

1. Slide the collar **(Item 29)** over the lift screw **(Item 26)** in the retract tube assembly with the flat face oriented upwards. Place the thrust bearing **(Item 28)** on top of the collar with the cup of the bearing facing upwards ***(Figure 11)***.
2. Rotate the lift screw counter-clockwise until it is fully extended, and apply a coat of Holland landing gear grease (see XL-LG20081SD-en-US) along the entire threaded section of the lift screw (approximately 1/8 lb. of grease).
3. Place the upper housing assembly over the retract tube assembly ***(Figure 12)*** and press down until the end of the lift screw protrudes through the bearing block **(Item 27)**.
4. Install the thrust washer **(Item 25)** onto the lift screw and insert the bevel gear pin **(Item 24)** through the hole in the side of the lift screw, centering the pin in the lift screw.
5. Slide the bevel gear **(Item 23)** on top of the lift screw, ensuring that the bevel gear grove falls on top of the bevel gear pin **(Item 24)**.

Figure 11

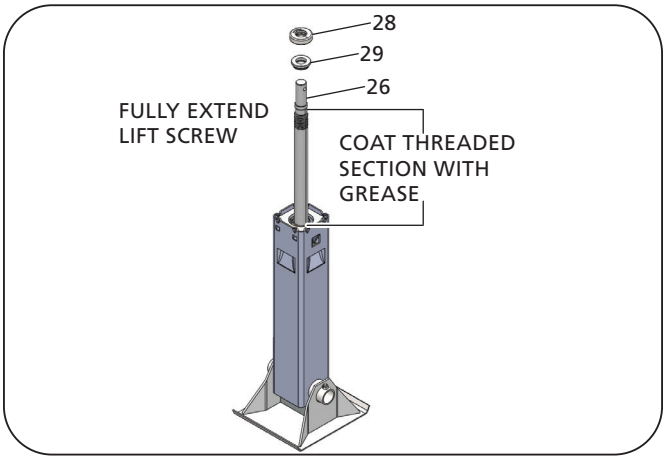
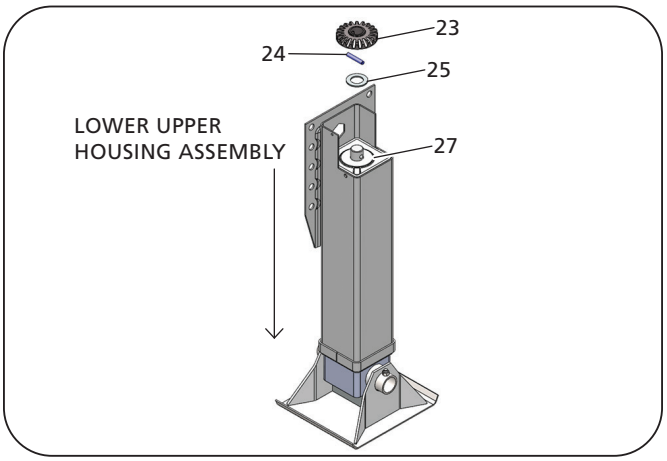


Figure 12



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6. Remove any residual sealant around the hex bushing(s) **(Item 30)** and upper housing. Apply a bead of RTV sealant (Black or Grey) to the inner hex bushing flange surface and press the bushing(s) through the hex cutout of the upper housing. The flange should rest along the inside of the upper housing.
7. Position the pinion gear **(Item 22)** on top of the bevel gear **(Item 23)**. For non-gearbox legs, the pinion gear should be on the same side as the mounting plate, as illustrated in ***Figure 13***. For gearbox legs, the pinion gear should be on the opposite side of the mounting plate as illustrated in ***Figure 14***.
8. On the gearbox legs, slide the jackshaft **(Item 6)** into the gearbox side of the upper housing assembly and through the pinion gear **(Item 22)**.
9. On the non-gearbox legs, slide the jackshaft **(Item 6)** into the upper housing assembly side opposite to the mounting plate and through the pinion gear **(Item 22)**.

NOTE: Atlas 55 landing gear will include a rubber O-ring that is be installed between the jackshaft spring pin **(Item 18)** and the jackshaft busing.

10. Align the through hole of the pinion gear **(Item 22)** with the through hole of the jackshaft **(Item 6)** and insert the pinion gear groove pin **(Item 15)** through the pinion gear. Ensure that the pinion gear groove pin is centered through the pinion gear and jackshaft, and that the pinion gear and bevel gear **(Item 23**) mesh and turn freely.
11. Insert the jackshaft spring pin **(Item 18)** through the jackshaft **(Item 6)**. Ensure that the spring pin is centered through the jackshaft.

NOTE: See ***Figure 6*** and ***Figure 9*** for pin insertion locations for gearbox legs and non-gearbox legs, respectively.

12. Thoroughly grease the pinion gear **(Item 22)** and bevel gear **(Item 23)** (approximately 1/2 lb. of grease) using Holland landing gear grease (see XL-LG20081SD-en-US).
13. Remove any residual sealant from the top cover **(Item 14)** and add a bead of RTV sealant (Black or Grey) around the inner lip ***(Figure 15)***. Install the top cover.

IMPORTANT: Allow the sealant to cure around the top cover and hex bushing(s) before introducing water to the landing gear.

Figure 13

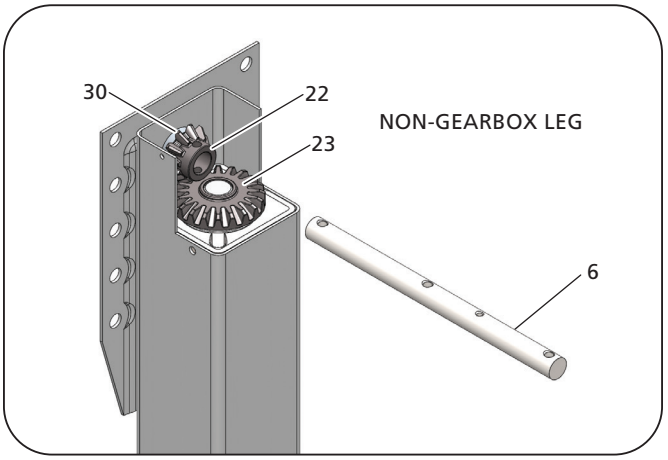


Figure 14

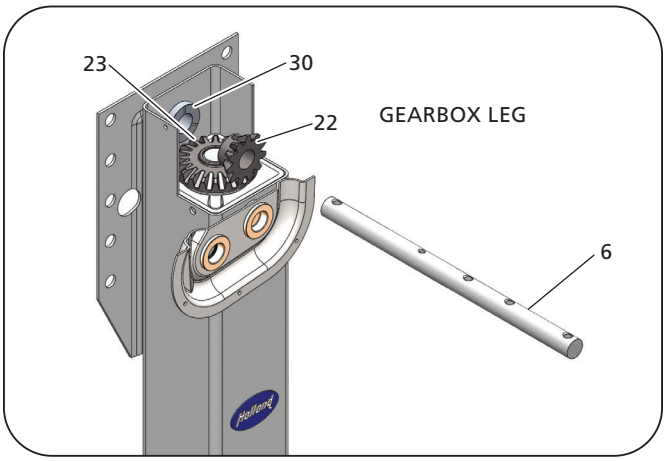
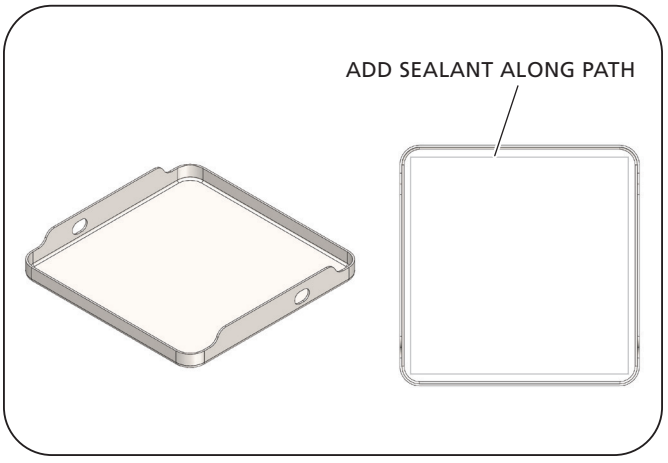


Figure 15



2.4 Gearbox Assembly

1. Remove any residual sealant around the hex bushing **(Item 30)** and upper housing. Apply a bead of RTV sealant (Black or Grey) to the inner hex bushing flange surface and press the bushing through the hex cutout of the upper housing. The flange should rest along the inside of the upper housing.
2. Place the pinion gear **(Item 22)** on top of the bevel gear **(Item 23)** towards the side of the gearbox cover. Slide the jackshaft **(Item 6)** through the inner gearbox cover, pinion gear and jackshaft bushing.
3. Slide the output gear **(Item 16)** onto the jackshaft **(Item 6)** and insert the jackshaft straight pin **(Item 17)** through the jackshaft. Press the jackshaft towards the output gear so that the pin sits flush into the output gear groove. Follow **Steps 10-13** of **Section 2.3** Leg Assembly to assemble the upper housing components.
4. Referring to ***Figure 16*** and ***Figure 17***, install the gearbox gears in the following order.
   a. Slide the shift shaft **(Item 5)** through the inner gearbox cover.
   b. Slide the high input gear **(Item 12)** onto the shift shaft and through the shift shaft groove pin.
   c. Slide the low input gear **(Item 11)** onto the shift shaft.
   d. Insert the idler gear **(Item 9)** into the inner gearbox bushing.
5. Lubricate all gears and shafts (approximately 3/4 lb. of grease) using Holland landing gear grease (see XL-LG20081SD-en-US).
6. Install the gasket **(Item 10)** and gearbox cover **(Item 8)** with the seven self tapping screws **(Item 7)**.
7. Remount the landing gear using eight grade 8 bolts on the mounting plate and all necessary support bracing required by the trailer manufacturer.

Figure 16

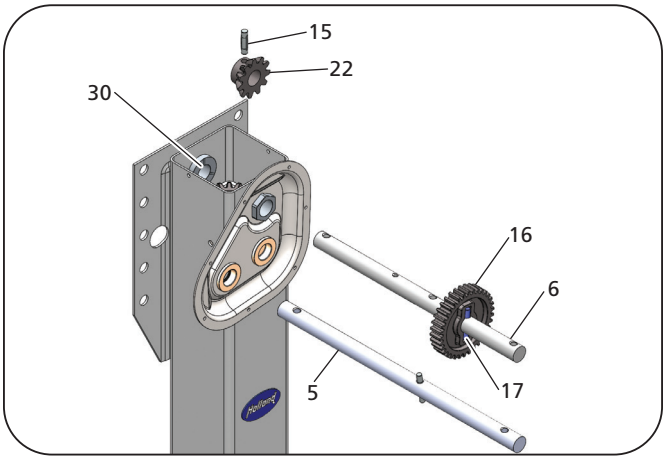
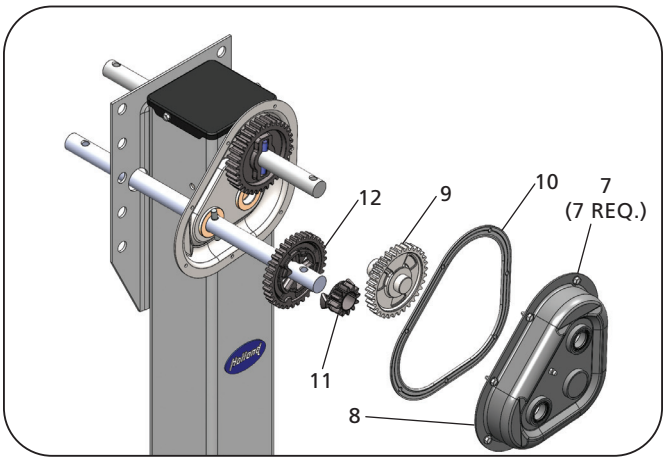


Figure 17



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3. Repair Kits

Bevel and Pinion Gear - Atlas 55 ***(Figure 18)***

RK-11442		
ITEM	DESCRIPTION	QTY.
1	Washer, FL 20D x 1.192ID x .125THK - Heat Trt	1
2	Pin, Chamfered Straight - 3/8" x 2"	1
3	Gear, Bevel - Machined	1
4	Gear, Pinion, Drilled	1
5	Pin, Groove .375 x 1.50 Type E	1
6	O-Ring, #319	1
7	Shaft, Jack, LH	1
8	Pin, Spring Diameter .25 x 1.5	1
9	Cover, Top	1
10	Screw, Selftap 1/4-20 x 1/2 Hx Wash CDPT Wx	2
11	Boss, Hex Lock-Sealed	2

Bevel and Pinion Gear - Atlas 65 ***(Figure 19)***

RK-11682		
ITEM	DESCRIPTION	QTY.
1	Washer, FL 20D x 1.192ID x .125THK - Heat Trt	1
2	Pin, Chamfered Straight - 3/8" x 2"	1
3	Gear, Bevel - Machined	1
4	Gear, Pinion, Drilled	1
5	Pin, Groove .375 x 1.50 Type E	1
6	Shaft, Output, LH - Univ Mt Atlas 65	1
7	Pin, Spring Diameter .25 x 1.5	1
8	Cover, Top - Atlas 65	1
9	Screw, Selftap 1/4-20 x 1/2 Hx Wash CDPT Wx	2
10	Boss, Hex Lock-Sealed	2

Figure 18

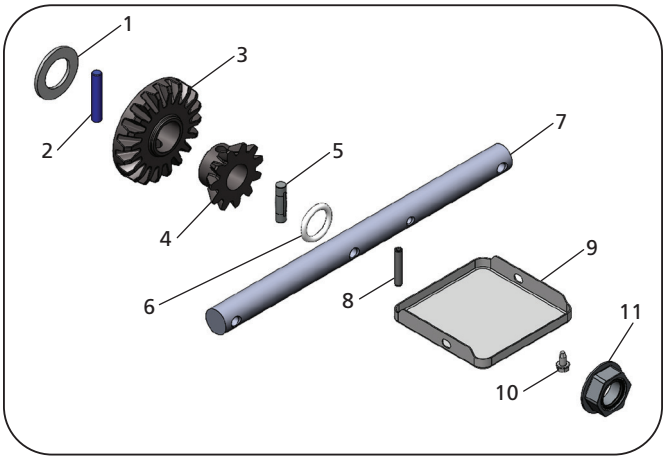
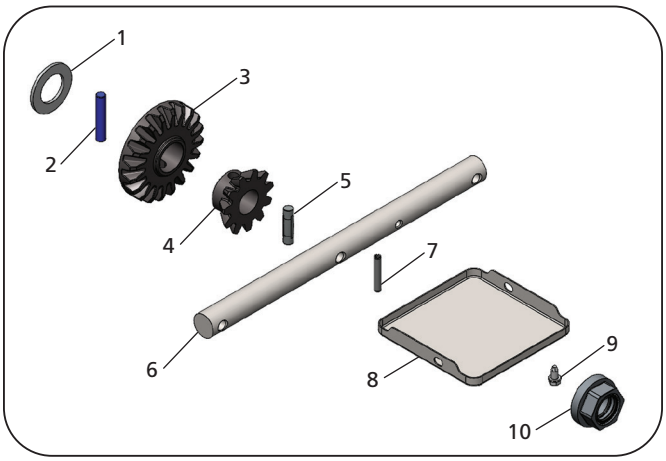


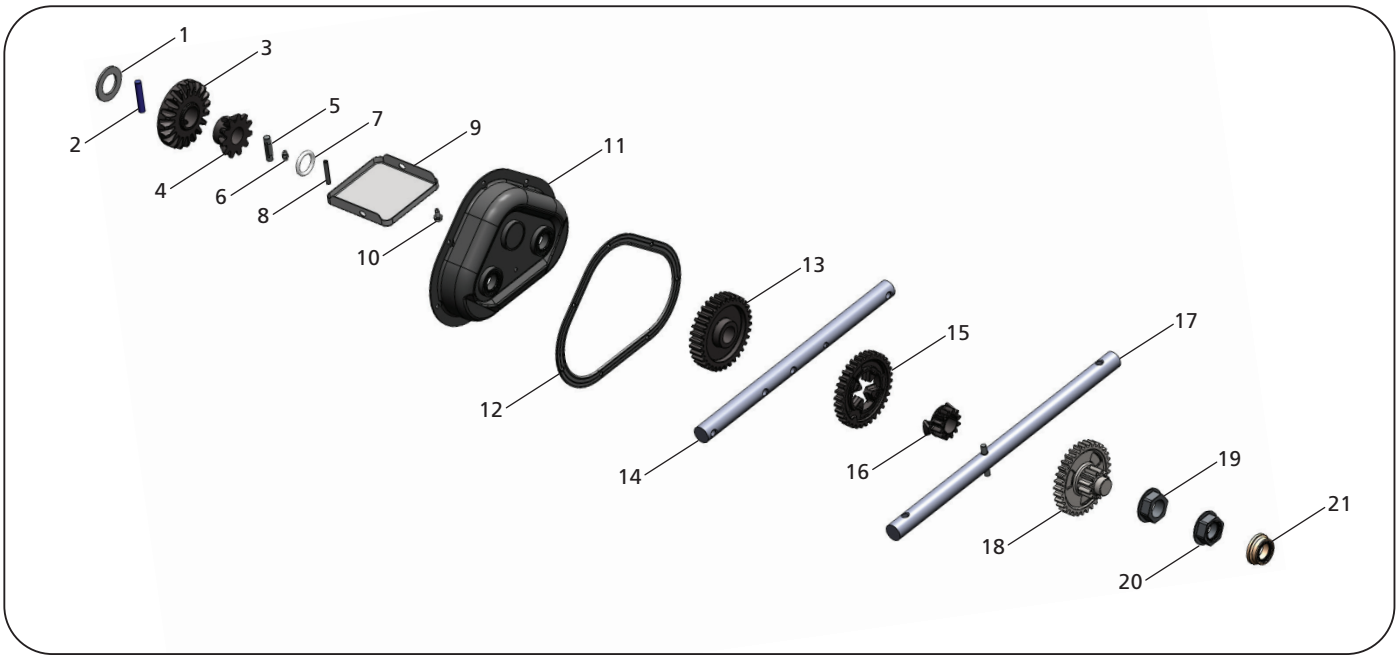
Figure 19



Gearbox - Atlas 55 ***(Figure 20)***

RK-11443		
ITEM	**DESCRIPTION**	**QTY.**
1	Washer, FL 20D x 1.192ID x .125THK - Heat Trt	1
2	Pin, Chamfered Straight - 3/8" x 2"	2
3	Gear, Bevel - Machined	1
4	Gear, Pinion, Drilled	1
5	Pin, Groove .375 x 1.50 Type E	1
6	Fitting, Grease - 1/4-28 Straight	1
7	O-Ring, #319	1
8	Pin, Spring Diameter .25 x 1.5	1
9	Cover, Top	1
10	Screw, Selftap 1/4-20 x 1/2 Hx Wash CDPT Wx	9
11	Gearbox Half Assembly, Outside	1
12	Gasket, Gear Box, Rubber - Atlas	1
13	Gear, Output - Casting - Machined	1
14	Shaft, Jack, RH	1
15	Gear, Drive, High Speed - Machined	1
16	Gear, Drive, Low Speed - Machined	1
17	Shaft Assembly, Shift	1
18	Gear, Idler - Casting - Machined	1
19	Boss, Hex Lock, Oversized	1
20	Boss, Hex Lock-Sealed	1
21	Bushing With Double Lip Seal	1

Figure 20



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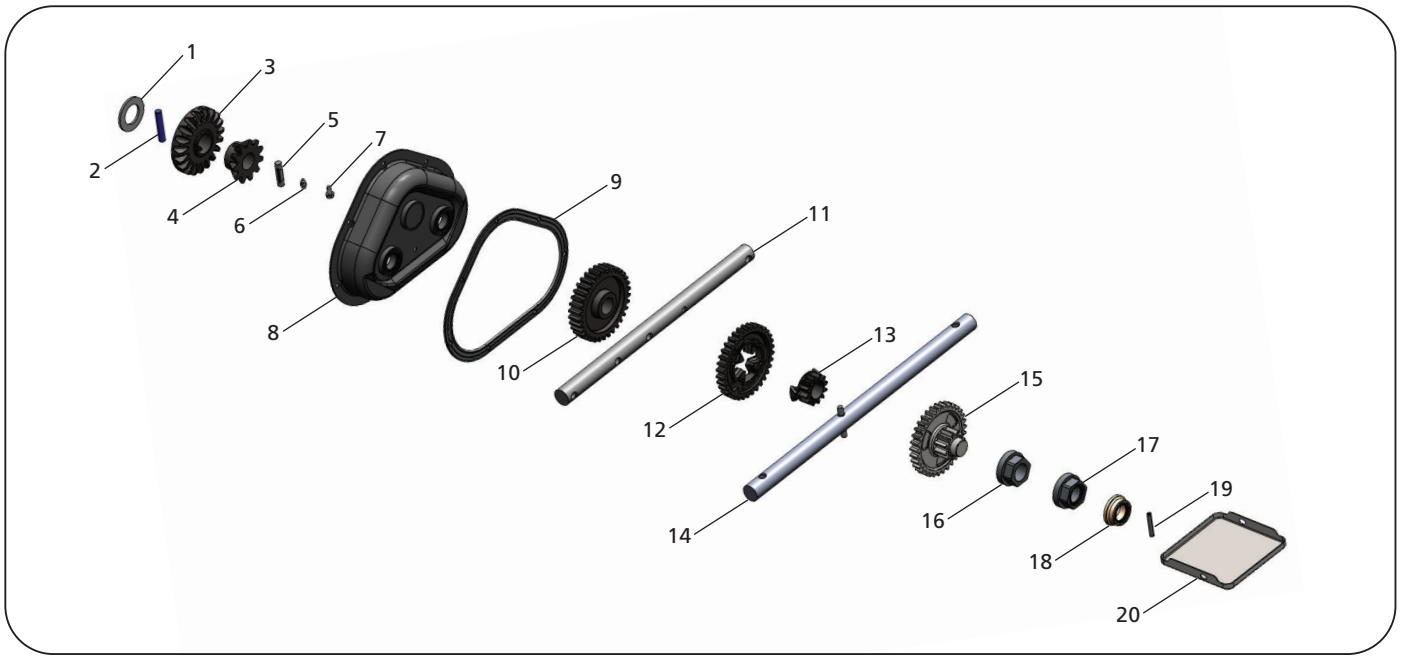
Gearbox - Atlas 65 ***(Figure 21)***

RK-11683		
ITEM	DESCRIPTION	QTY.
1	Washer, FL 20D x 1.192ID x .125THK - Heat Trt	1
2	Pin, Chamfered Straight - 3/8" x 2"	2
3	Gear, Bevel - Machined	1
4	Gear, Pinion, Drilled	1
5	Pin, Groove .375 x 1.50 Type E	1
6	Fitting, Grease - 1/4-28 Straight	1
7	Screw, Selftap 1/4-20 x 1/2 Hx Wash CDPT Wx	9
8	Gearbox Half Assembly, Outside	1
9	Gasket, Gear Box, Rubber - Atlas	1
10	Gear, Output - Casting - Machined	1
11	Shaft, Jack, RH - Univ Mt Atlas 65	1
12	Gear, Drive, High Speed - Machined	1
13	Gear, Drive, Low Speed - Machined	1
14	Shaft Assembly, Shift	1
15	Gear, Idler - Casting - Machined	1
16	Boss, Hex Lock, Oversized	1
17	Boss, Hex Lock-Sealed	1
18	Boss, Bearing Assembly w/Oil Seal	1
19	Pin, Spring Diameter .25 x 1.5	1
20	Cover, Top - Atlas 65	1

Figure 21



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www.safholland.com.mx

info@safholland.com

SAF-HOLLAND, INC.
1950 Industrial Blvd., Muskegon, MI 49442
www.safholland.com

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