UPPER COUPLER KINGPIN—COMMERCIAL TRAILERS AND SEMITRAILERS—SAE J700 APR2001

SAE Standard

Report of the SAE Motorcoach and Motor Truck Division approved January 1940. Completely revised by the SAE Truck and Bus Chassis Committee, June 1985. Reaffirmed by the SAE Truck and Bus Fifth Wheel Subcommittee of the SAE Truck and Bus Chassis Committee February 1993 and April 2001. Rationale statement available.

1. Scope—This SAE Standard applies to upper coupler kingpins for commercial trailers and semitrailers in the unladen condition. See Figure 1. A 90 degree ± 1 degree angle extends (in all directions) from the centerline of the kingpin to the upper coupler plate surface within a 48.26 cm (19 in) radius. The upper coupler plate surface should not bow downward (convex) more than 0.635 cm (1/4 in) within a 48.26 cm (19 in) radius or more than 0.3175 cm (1/8 in) at a radius of 25.4 cm (10 in) from the kingpin. The upper coupler plate surface should not bow upward (concave) more than 0.15875 cm (1/16 in) within a 48.26 cm (19 in) radius. (See Figure 2.)

NOTE—For recommended performance, see SAE J133.

2. References

2.1 Applicable Publication—The following publication forms a part of this specification to the extent specified herein. The latest issue of SAE publications shall apply.

2.1.1 SAE PUBLICATION—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J133—Fifth Wheel Kingpin Performance—Commercial Trailers and Semitrailers

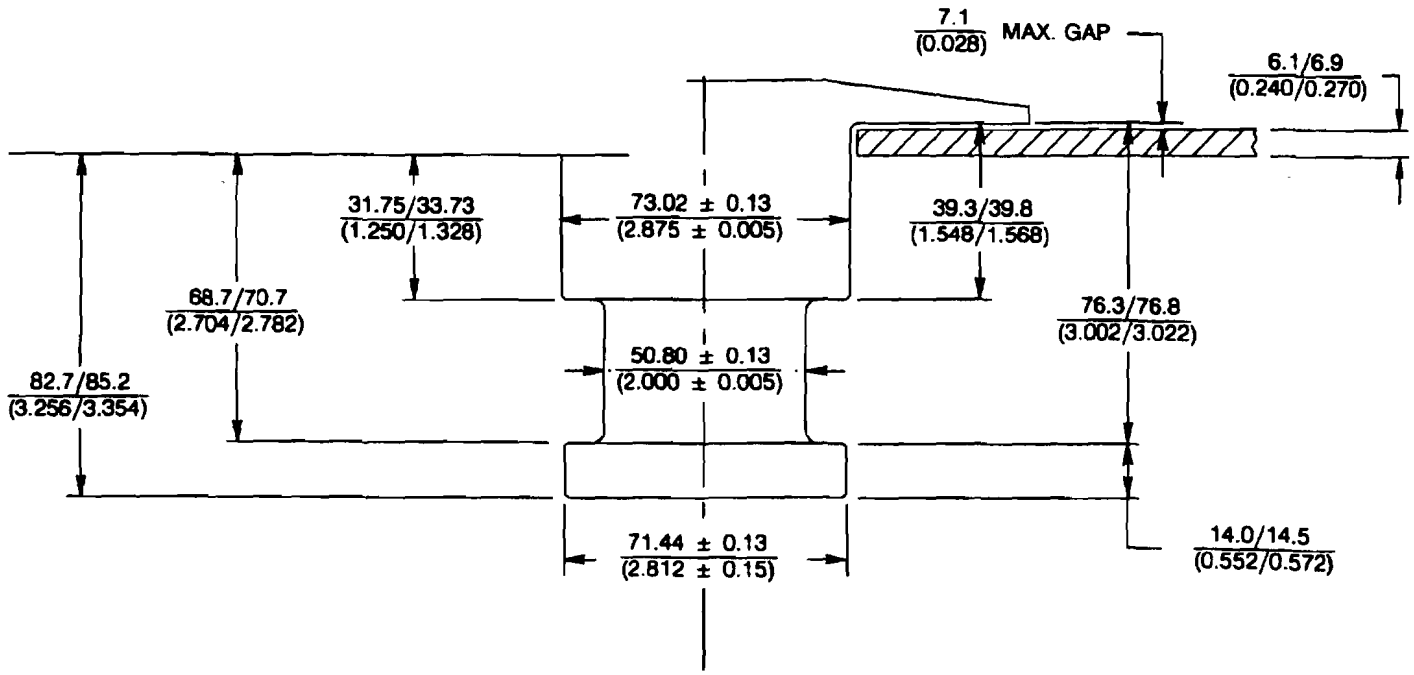

FIGURE 1—UPPER COUPLER KINGPIN

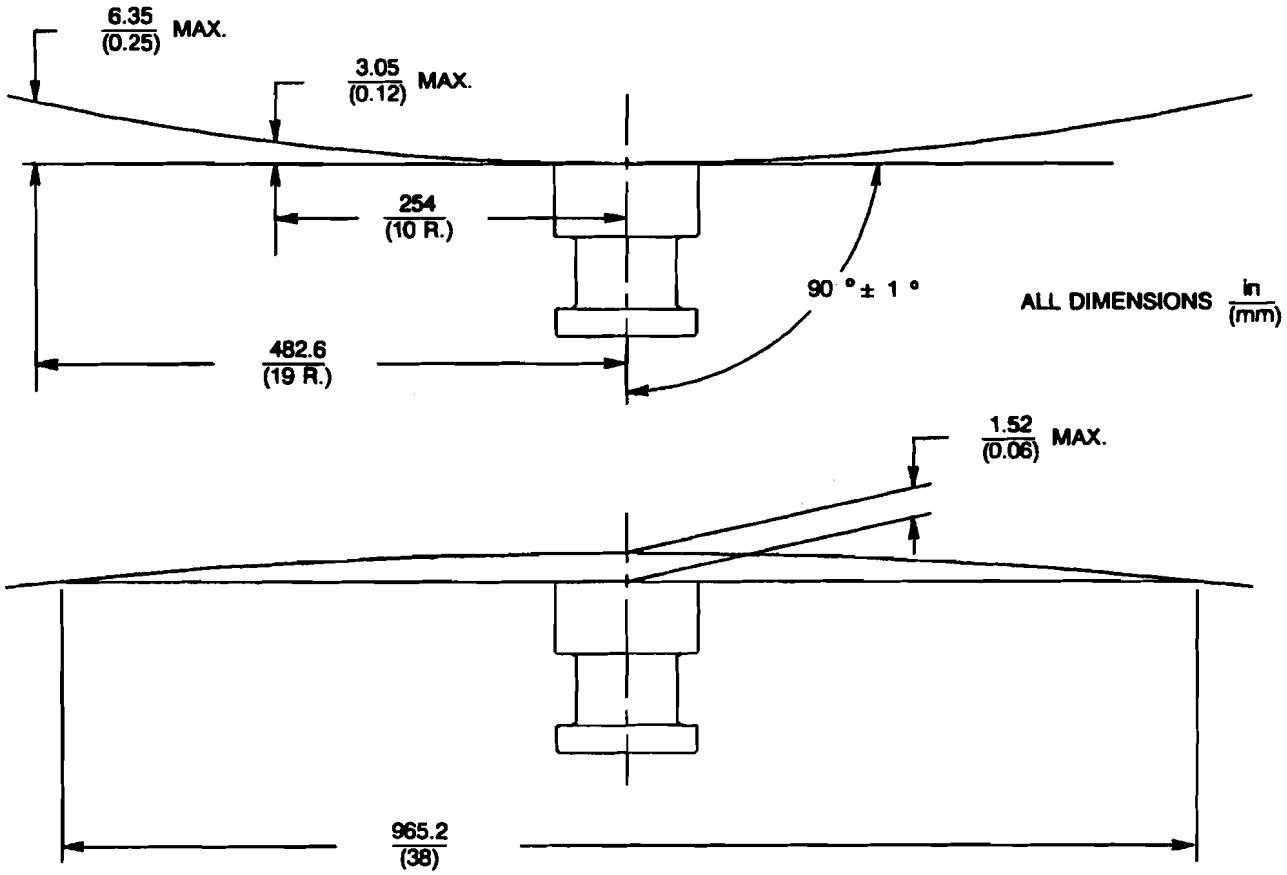

FIGURE 2—ALLOWABLE UPPER COUPLER PLATE BOWING