



**PREMIER**  
MANUFACTURING

Document #10006315

THE FIRST NAME IN QUALITY COUPLINGS

# Installation, Inspection, Operation & Maintenance Guide



## MODEL 150 COUPLING

PART #10004672

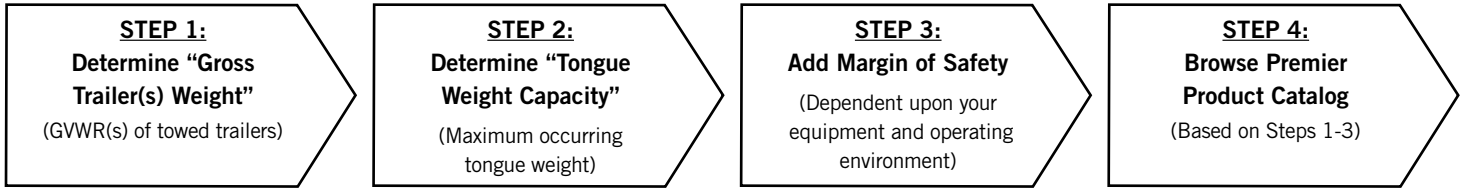
### IMPORTANT

Read these instructions completely before installing, using or attempting to repair this product. If you have any questions, call Premier at (800) 255-5387 or (503) 234-9202

# SELECTING THE RIGHT EQUIPMENT

Whatever your application, selecting the proper equipment for the job is very important. Proper selection along with regular inspection and maintenance will help keep operating costs minimal while providing long life to each component. Below are general guidelines for selecting Premier Coupling and Drawbar Eyes. If you feel that your application is unique, please give Premier a call so that we may help you through the selection process.

Follow these four steps to ensure proper selection of Premier Couplings and Drawbar Eyes.



## STEP 1: Determine "Gross Trailer(s) Weight"

"Gross Trailer(s) Weight" is usually determined by the Gross Vehicle Weight Rating (GVWR). This information is attached to the trailer by the trailer manufacturer.

For "Double Trailer" configurations, only the rear trailer is considered when selecting your Premier Coupling or Drawbar Eye. In this example, a Coupling and Drawbar Eye with a "Gross Trailer Weight" rating of 40,000 lbs. (18,143 kg) would be the minimum rating acceptable for normal, over-the-road applications (see Tongue Weight section below).

### Double Trailer Configuration



Example only, each application may vary and should be considered unique.

For "Triple Trailers", only the two most rearward trailers are considered in selecting your Premier Coupling or Drawbar Eye. In this example, a Coupling and Drawbar Eye with a "Gross Trailer Weight" rating of 80,000 lbs (36,287 kg) would be the minimum acceptable for normal, over-the-road applications. (See Tongue Weight section below).

### Triple Trailer Configuration



Example only, each application may vary and should be considered unique.

## STEP 2: Determine "Tongue Weight Capacity"

"Tongue Weight Capacity" is the maximum expected weight at the drawbar eye. If a hinged drawbar is used, the maximum weight will be approximately 1/2 the overall drawbar weight. If a non-hinged drawbar is used and the actual tongue weight is not known, you can approximate the weight by multiplying the GVWR of the towed trailer by 15%. However, each application is unique and the best practice is to weigh the tongue when the trailer is loaded to GVWR.



## STEP 3: Consider Operating Conditions and Environments

Environments such as rough uneven roads or off-road use can dramatically increase shock loads to both drawbar eyes and couplings. In general, increasing the "Gross Trailer Weight" (Step 1:) and "Tongue Weight Capacity" (Step 2:) by a minimum of 25% will be sufficient for many applications. Even if an application is used off-road occasionally, the minimum increase necessary for Gross Trailer and Tongue Weight is 25%. Certain types of equipment and/or operating practices can also dramatically increase loads through equipment binding and/or improper loading practices. Of special concern is high tongue weight. However, each application is unique and every environment different, therefore your application may require more than 25%.

Once both "Gross Trailers(s) Weight" (Step 1:) and "Tongue Weight Capacity" (Step 2:) have been determined, evaluate your operating conditions and apply an appropriate margin of safety.

## STEP 4: Browse Premier Product Catalog

Browse the Premier Product Catalog and refer to the "Specifications" section of each product. Be sure to review the "Understanding Premier Load Specifications" sections and "Coupling to Drawbar Eye Cross-Reference" sheet on the next couple of pages.

# SELECTING THE RIGHT EQUIPMENT

## Understanding Premier Load Specifications

Each Premier product undergoes extensive design and testing prior to being introduced. We use the latest in Computer Aided Design and Analysis Software as well as physical destructive tests. Premier's published load specifications are the maximum load a given product or part will withstand without failure. Premier's testing procedures closely follow the Society of Automotive Engineers (SAE) guidelines of Recommended Practice for testing Couplings and Drawbar Eyes (SAE J847 & J849).



## Importance of Inspection and Maintenance

Whether you use Premier Jacks, Couplings, Drawbar Eyes, Hinge Assemblies or any other Premier product, regular inspection and maintenance are essential for proper function, keeping repair costs to a minimum and above all, safe and efficient operation.

To determine wear limits, Premier created Wear Gages that help judge the useful life of couplings and drawbar eyes (details in catalog). In accordance with Premier and the Federal Motor Carrier Safety Regulations, these were designed to identify wear at the critical percentages of 18% and 20%, by measuring the cross-section of coupling hooks (horn) and drawbar eye loops. 18% wear indicates that the product should be replaced as soon as possible. At 20% wear, the product is no longer in usable condition and must be taken out of service immediately and replaced. The latch gage bar measures the gap space between the top of the coupling hook and the closed latch. If the 3/8" latch gage bar can pass between this region, then the latch components should be considered worn past safe limits and replaced. Please note that these wear gage specifications are in accordance with Premier Mfg. and the Federal Motor Carrier Safety Regulations (refer to other manufacturer's specifications for wear limits on their products).



Premier also provides Installation Guides for each of our major products. These help guide you through installation, inspection, routine maintenance and part replacement. Another resource is our website at [www.premier-mfg.com](http://www.premier-mfg.com). Here you will find Installation Guides, Service Guides, distributor locations, online catalogs, product information, trade show schedules and links to trucking resources.

## Additional Product Resources at Your Fingertips

**Customer Service:** We are always here to support you. Do you need additional information or assistance? Your phone calls are greeted by our courteous receptionist, during business hours. We have exceptional, personable Customer Service Reps for you to rely on. If you have product questions or want to place an order, you can speak directly with one of our experienced and knowledgeable Customer Service Representatives.

**Sales Representatives:** Would you like on site training or assistance? Contact one of our veteran Premier Sales Reps for more information about product training for your staff. Or be sure to visit with them at a Trade Show (see website for schedule).

**www.premier-mfg.com:** Our website is an informative resource at your fingertips. In addition to our Installation and Service Guides, you will find Territory Manager contact information, distributor locations, product specifications, product selectors, cross-reference forms, digital product catalog, trade show schedule, and links to trucking resources.

# MODEL 150 COUPLING

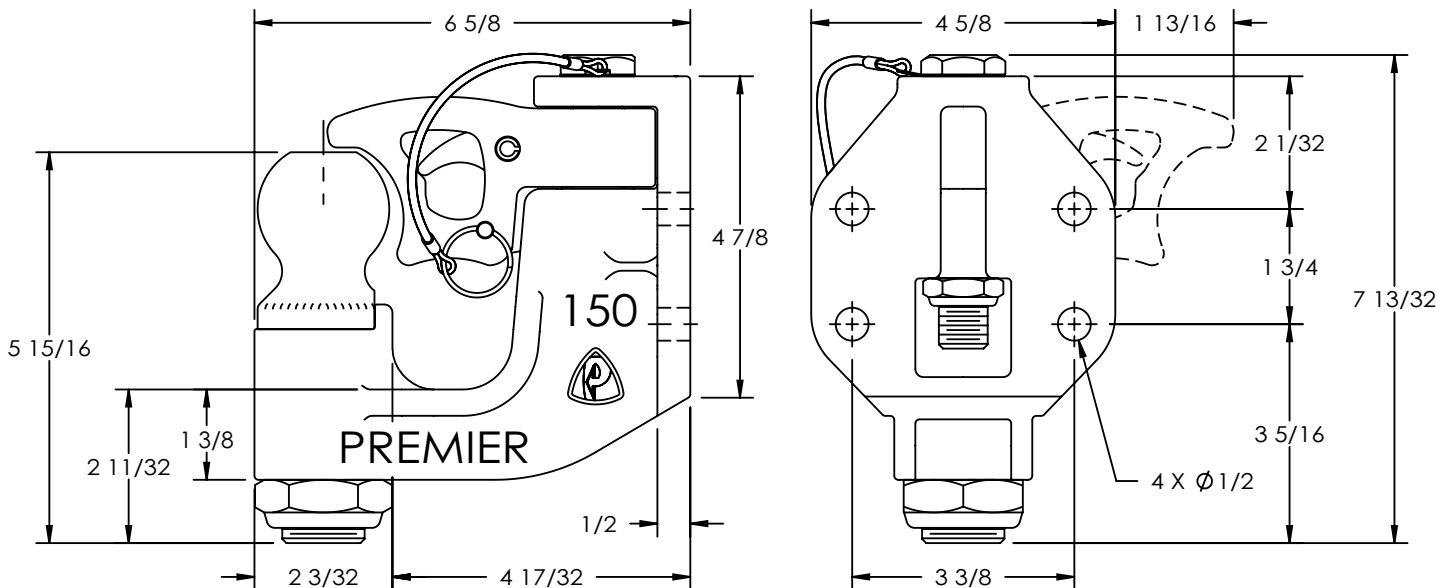
## Specifications and Load Capacities

### SAFETY WARNING

This product is designed for towing under normal conditions within the stated gross trailer weight. Do not overload or abuse this product. Overloading or abuse may lead to property damage, severe injury, or death.

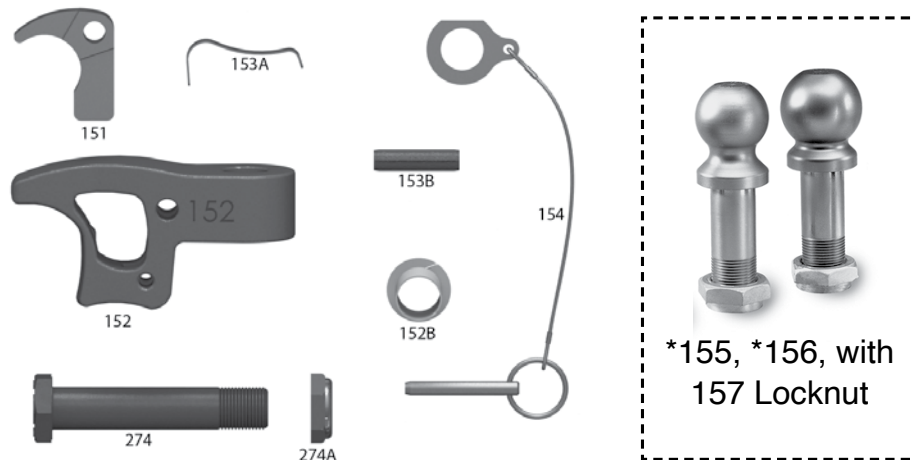
<b>Max Gross Trailer Weight with eye:</b>	20,000 lbs.	(9,072 kg)
<b>Maximum Tongue Weight:</b>	2,500 lbs.	(1,134 kg)
<b>Ultimate Latch Capacity:</b>	5,000 lbs.	(2,267 kg)
<b>Maximum Eye X-Section:</b>	1 13/16 in.	(46 mm)
<b>Minimum Eye Opening:</b>	2 3/8 in.	(60 mm)
<b>Unit Weight:</b>	14.7 lbs.	(6.7 kg)

## Standard Installation Drawing



# MODEL 150 COUPLING

## Replacement Part Information



### Model 150 Parts available:

Model #	Part #	Description
151	10001077	Trigger
152	10001078	Latch
152B	10001079	Bushing
153A	10001081	Spring
153B	10001082	Roll Pin
154	10001083	Latch Pin
157	10004671	Locknut
274	10000308	Bolt
274A	10000309	Locknut

Model #	Part #	Description
155	10000090	Coupling Ball w/157 Locknut 2 in. (51 mm)
156	10000092	Coupling Ball w/157 Locknut 2 5/16 in. (59 mm)

## Parts

- 150 (#10004672): 150 Coupling & 155 Coupling Ball Capacity MGTW: 10,000 lbs. (4,535 kg)
- 150-1 (#10004673): 150 Coupling & 156 Coupling Ball Capacity MGTW: 10,000 lbs. (4,535 kg)

## Accessories

### Optional Accessories:

- 159 Bolt Kit (#10000438): Four 1/2-20 x 2 in. grade-8 bolts, 1/2-20 grade-C nuts and 1/2 in. lock washers.
- 165 Adjustable Mount Receiver (#10000094) (2 in.): 10,000 (4,535 kg) MGTW.
- 166 Adjustable Mount Receiver (#10000096) (2 1/2 in.): 12,000 (5,443 kg) MGTW.
- 155 Coupling Ball: 2 in. (51 mm) Diameter.
- 156 Coupling Ball: 2 5/16 in. (59 mm) Diameter.



# MODEL 150 COUPLING

## Installation

The 150 Coupling is only to be used and maintained with Premier parts listed in the Replacement Part Information section. Any substitution or use of non-Premier parts in a 150 Coupling will VOID ALL PRODUCT WARRANTY.

### **Installation Procedure:**

1. The 150 Coupling must be installed to comply with the Federal Motor Carrier Safety Regulations. Specifically, Section 393.70, Paragraph C: "Towing of Full Trailers." Prior to install or operation, consult with local, State and Federal agencies, as there may be additional applicable laws governing installation and use of this product.
2. Make certain that the cross member the 150 Coupling is to be mounted on is of sufficient strength to withstand the load rating of the coupling.
3. Using the Standard Installation Drawing, measure and layout the cross member and then drill the holes for the mounting bolts.
4. Mount the 150 Coupling using either Premier's 159 Bolt Kit and provided torque value, or four other 1/2" grade-8 bolts and grade-C locknuts (or grade-C nuts and lock washers). Only use new fasteners when mounting couplings or drawbar eyes and torque to SAE specifications.
5. Align the machined flat on the flange of the coupling ball with the flat on the coupling body. Making sure the coupling ball is seated properly and the visible threads are clean, tighten the 157 Locknut on the coupling ball shaft to 150 ft-lbs of torque.
6. Once mounted, check the latch components for proper operation and clearances (see the Inspection/Operation/Maintenance section for opening and closing the latch). If the operation of the latch components is sticky, lubricate all rotation points with a light penetrating oil. Work the latch assembly several times to distribute the lubricant evenly and remove any excess with a rag. Do not apply lubricant to the coupling ball or saddle area of the 150 Coupling.
7. An "IMPORTANT WARNINGS!" sticker was enclosed. This must be attached to the coupling or cross member and be visible for the end user to read.

## Inspection/Operation/Maintenance

### **Inspection and Maintenance:**

1. Visually inspect the coupling body, coupling ball and latch components for cracks, impact damage and/or deformation before each and every use. Do NOT use if any of these conditions exist.
2. Check for wear in the saddle area. If the 1 3/8" or 2 3/32" dimensions shown in the 150 Standard Installation Drawing are worn 1/8" or more, the coupling is considered out-of-service and must NOT be used.
3. Inspect the coupling ball for wear by measuring the largest diameter of the ball. Replace the ball if the wear is at or exceeds 0.030 inches.
4. Check the gap between the flat on the top of the coupling ball and the adjacent surface of the 152 Latch before each and every use. If a gap of 3/8" or more exists between these two surfaces, the coupling must be taken out-of-service and is NOT to be used.
5. Lubrication of the latch components must be performed at 90-day intervals or sooner. Lubricate the latch components with a spray-type lubricant to evenly coat the 274 Bolt, 153B Roll Pin and 151 Trigger. Squeeze the trigger and rotate the latch components several times to evenly distribute the lubricant.
6. Remove any excess lubricant with a rag. Do not apply lubricant to the coupling ball or saddle area of the coupling.
7. Never weld on any Premier part in order to repair damaged or worn areas. Field and/or shop welds are inadequate and may further weaken the coupling.
8. WARNING: Other inspection and maintenance procedures are also required prior to the operation of combination vehicles. Consult and follow all Federal Motor Carrier Safety Regulations as well as local, state and federal guidelines.

### **Operation:**

#### **Connecting to Ball-Type Couplers:**

1. Remove the 154 Latch Pin from the 152 Latch by firmly grasping the ringlet on the latch pin and pull outward.
2. Once the 154 Latch Pin has been removed, grasp the 152 Latch and squeeze the 151 Trigger.
3. While holding the 151 Trigger, rotate the entire latch assembly a full 90° in either direction and release the trigger.
4. The 150 Coupling is now open and may be coupled.



## MODEL 150 COUPLING

5. When coupling, make certain the coupling ball is sized properly for the ball coupler it is connecting.
6. Tighten the coupler to the coupling ball and secure any locking devices or safety clips on the coupler.
7. This product is designed to be operated within its free rotation limits. It is the responsibility of the vehicle designer/end user to ensure that these limits are not exceeded (do not bind-up/jackknife).
8. **WARNING:** Prior to towing, make certain that adequately rated safety chains have been properly connected.
9. The 150 Coupling is now ready for operation.

### Connecting to a Drawbar Eye:

1. Remove the 154 Latch Pin from the 152 Latch by firmly grasping the ringlet on the latch pin and pull outward.
2. Once the 154 Latch Pin has been removed, grasp the 152 Latch and squeeze the 151 Trigger.
3. While holding the 151 Trigger, rotate the entire latch assembly a full 90° in either direction and release the trigger.
4. The 150 Coupling is now open and may be coupled or uncoupled.
5. When connecting to the coupling, make certain the drawbar eye drops below the coupling ball and rests in the saddle area of the coupling body.
6. Close the coupling latch by rotating the 152 Latch until its nose is directly over the center of the coupling ball. The 151 Trigger should snap into the notch on the coupling body.
7. Verify the 150 Coupling has been securely closed by grasping the 152 Latch and attempting to rotate it in either direction. If the latch moves and does not remain locked in position, perform the following:
  - a. Look for debris in the notch on the 150 Coupling body that could prevent the 151 Trigger from fully seating. If debris is found, clean the notch and try latching again.
  - b. Grasp and squeeze the 151 Trigger repeatedly to verify free motion. If the trigger is frozen in place or non-responsive, lubricate the trigger around the 153B Roll Pin with a light penetrating oil. Squeeze the trigger several times to evenly distribute the lubricant
  - c. If neither of these actions succeeded in correcting the latching problem, the coupling is considered out-of-service and must NOT be used. There may be irreparable damage to either the latch assembly or coupling body.
8. Once verified that the coupling is securely closed, lock the 152 Latch in the closed position with the 154 Latch Pin. Slide the pin all the way through the bottom hole in the latch (NOT the 153B Roll Pin hole) until the ringlet on the pin prevents it from passing through further. If the pin will not pass all the way through to the ringlet, the 151 Trigger is NOT fully seated and step 7 must be repeated. The latch pin must be properly in place before the coupling may be used.
9. Verify that the 154 Latch Pin has secured the latch by attempting to squeeze the 151 Trigger and then rotating the 152 Latch to the open position. **THE LATCH SHOULD NOT OPEN!** If the latch can be opened with the latch pin in place, the coupling is considered out-of-service and must NOT be used. Closer inspection is needed to determine which part(s) is damaged that allows the latch to open. Replace the affected parts and repeat steps 5-9.
10. This product is designed to be operated within its free rotation limits. It is the responsibility of the vehicle designer/end user to ensure that these limits are not exceeded (do not bind-up/jackknife).
11. **WARNING:** Prior to towing, make certain that adequately rated safety chains have been properly connected.
12. The 150 Coupling is now ready for operation.

### **IMPORTANT GUIDELINES that apply to all Premier Non-Air Couplings**

- Do not weld on any coupling assembly
- Always use Grade-8 fasteners properly torqued
- Do not apply lubricants to the coupling hook
- Clean & inspect coupling for damage & excessive wear prior to each and every use
- Lubricate all coupling components at a minimum of 90 day intervals
- Do not bind-up (Jackknife) any application as stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use.



# ATTENTION!

End Users must read and follow this information.

**DISTRIBUTORS & OEM'S:** Please ensure that your customers are made aware of the following information on this page.

1. VERIFY THAT BOTH COUPLING'S AND DRAWBAR EYE'S RATED CAPACITIES MEET YOUR APPLICATION(S) REQUIREMENTS.
2. DO NOT OVERLOAD COUPLING OR DRAWBAR EYE.
3. INSPECT COUPLING, LATCH AND DRAWBAR EYE FOR CRACKS, BENDING DAMAGE OR EXCESSIVE WEAR.  
**DO NOT USE IF ANY OF THESE CONDITIONS EXIST!**
4. CHECK FOR GAP BETWEEN CLOSED LATCH AND TOP OF HORN OR COUPLING BALL.  
**DO NOT USE IF GAP IS 3/8 IN. OR MORE.**
5. MAKE SURE COUPLING IS LATCHED AND THAT LATCH WILL NOT OPEN.
6. PRIOR TO USE, ALWAYS CONNECT SAFETY CHAINS OF ADEQUATE STRENGTH FOR LOAD(S) BEING TOWED.
7. DO NOT BIND-UP (JACKKNIFE) ANY APPLICATION AS STRESSES CAN CAUSE DAMAGE TO THE COUPLING, DRAWBAR EYE, OTHER COMPONENTS OR ANY COMBINATION OF THEM. JACKKNIFING MAY RESULT IN FAILURE OF PRODUCTS OR COMPONENTS, RESULTING IN DETACHMENT OF THE TRAILER WHILE IN USE.
8. DO NOT APPLY LUBRICANTS TO THE COUPLING HOOK OR DRAWBAR EYE LOOP, AS THEY CAN COVER UP POSSIBLE DAMAGE AND ACCELERATE WEAR.
9. ALWAYS ABIDE BY ALL APPLICABLE STATE AND FEDERAL REGULATIONS GOVERNING SAFE AND PROPER TRANSPORTATION.
10. NEVER STRIKE ANY OF THESE COMPONENTS WITH A HAMMER OR ANY OTHER DEVICE.
11. ALWAYS VERIFY PROPER OPERATION OF LATCHING SYSTEM AND COUPLING COMPONENTS PRIOR TO DRIVE OFF.
12. NEVER USE A COUPLING THAT YOU DO NOT FULLY UNDERSTAND HOW TO PROPERLY OPERATE AND VERIFY SECURE LATCHING OF.
13. **NEVER REPLACE ANY PART IN ANY OF PREMIER'S ASSEMBLIES WITH NON-PREMIER COMPONENTS. DOING SO WILL VOID ALL WARRANTY AND POTENTIALLY COMPROMISE THE UNIT'S INTEGRITY, WHICH COULD RESULT IN PROPERTY DAMAGE, SERIOUS INJURY, OR DEATH.**





# WARNING!

This envelope contains important instructions

## **AND MUST REMAIN ATTACHED TO THIS**

**COUPLING.** It may be removed only by the End

User or by an Original Equipment Manufacturer

who preserves this envelope and instructions and

provides it to the end user.



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### Model 150 Coupling

**WARRANTY:** We warrant all Premier products to be free from defects in material or workmanship for one year. We will repair or replace, at our option, any Premier product which our examination reveals to be defective, provided that the product is returned to our factory, at Tualatin, Oregon transportation prepaid, within one year of purchase by the first retail purchaser. Our warranty does not extend to products which have been subject to misuse, neglect, improper installation, maintenance or application, nor does our warranty extend to products which have been repaired or altered outside of 3UHPLHU-V facility unless the repair or alteration has been expressly authorized in writing by Premier. **This warranty is in lieu of all other warranties, express or implied, and excludes warranties of merchantability, fitness for a particular purpose and otherwise, and in no event will Premier be liable for incidental, special, contingent or consequential damages.**

**DISCLAIMER:** Although great care has been taken to ensure accurate information throughout this document, Premier Manufacturing must reserve the right to alter any information contained within. These changes include but are not limited to: Dimensional changes, load capacity and availability of any part or assembly.

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