



**PREMIER**  
MANUFACTURING

Document #10006355

THE FIRST NAME IN QUALITY COUPLINGS

## Installation, Inspection, Operation & Maintenance Guide



**238DB BOLT-ON DRAWBAR EYE** PART #10000778

**245DB BOLT-ON DRAWBAR EYE** PART #10000782

**245DB-3 BOLT-ON DRAWBAR EYE** PART #10000783

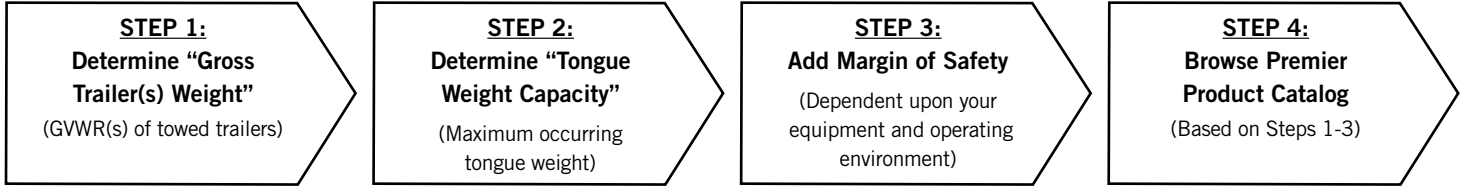
### IMPORTANT

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.

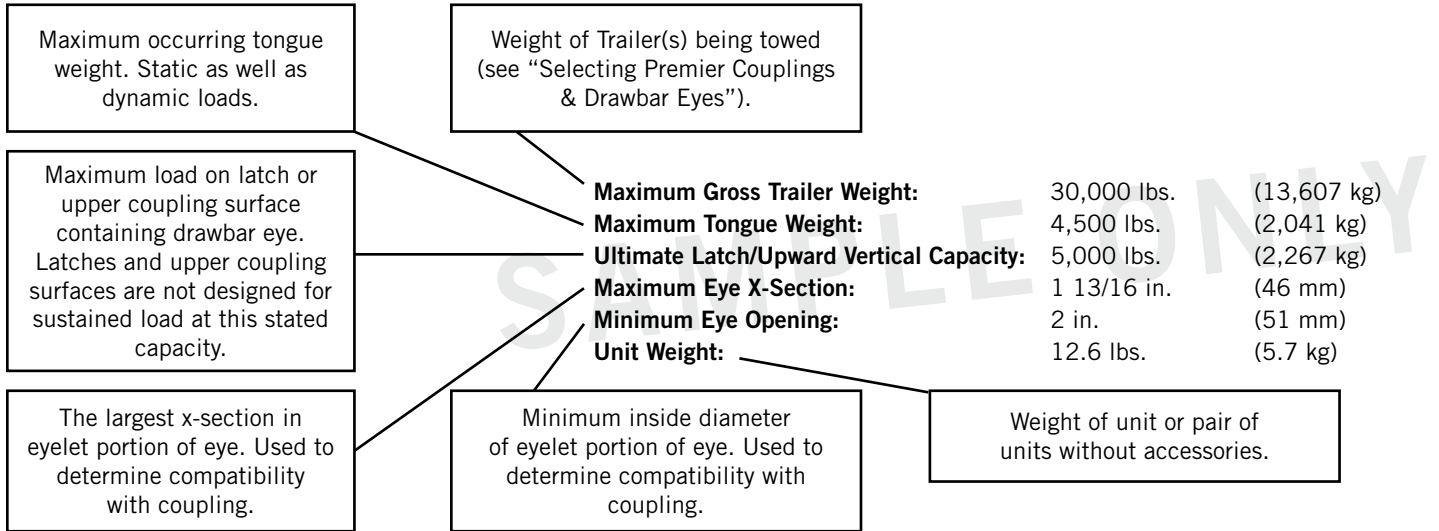
## STEP 4: Browse Premier Product Catalog

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.

# 238DB, 245DB & 245DB-3 BOLT-ON DRAWBAR EYES

## Specifications and Load Capacities

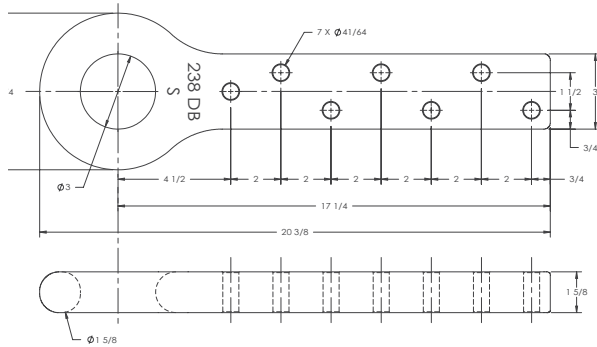
### SAFETY WARNING

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.

**Max. Gross Trailer Weight:** 90,000 lbs. (40,823 kg)

**Maximum Tongue Weight:** 8,000 lbs.w (3,628 kg)

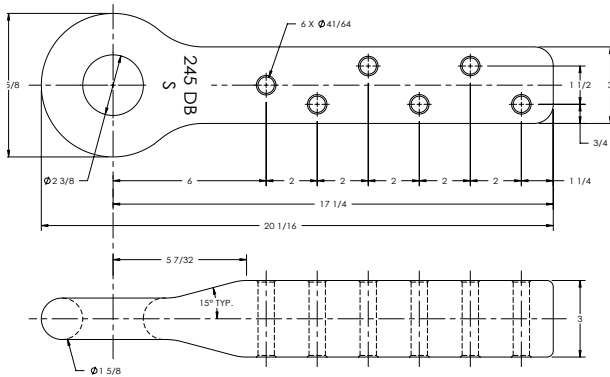
### 238DB Standard Installation Drawing



**Inside Diameter:** 3 in. (76 mm)

**Unit Weight:** 27.8 lbs. (12.6 kg)

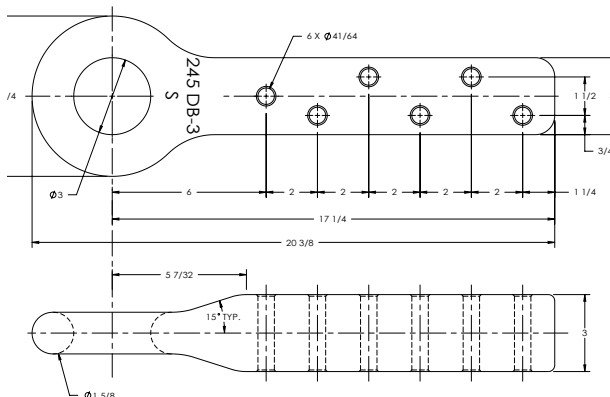
### 245DB Standard Installation Drawing



**Inside Diameter:** 2 3/8 in. (60 mm)

**Unit Weight:** 41.6 lbs. (18.9 kg)

### 245DB-3 Standard Installation Drawing



**Inside Diameter:** 3 in. (76 mm)

**Unit Weight:** 42 lbs. (19.1 kg)



# 238DB, 245DB & 245DB-3 BOLT-ON DRAWBAR EYES

## Accessories

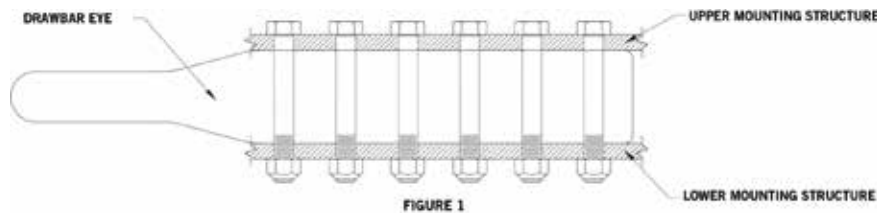
### Optional Accessories:

- **14005 (#10000053) (1 5/8") Wear Gage:** Used to determine if the eye has worn beyond its intended service life.

## Installation

### Installation Procedure:

1. The 238DB, 245DB and 245DB-3 Drawbar Eyes 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. Drill six 41/64" diameter mounting holes in the mounting structure as outlined in the Standard Installation Drawing. NOTE: Seven mounting holes are required for model 238DB.
3. Secure the 238DB, 245DB or 245DB-3 Drawbar Eye using 5/8" grade-8 bolts and grade-C locknuts. Torque nuts to SAE specifications. THE MOUNTING STRUCTURE MUST ATTACH TO BOTH THE UPPER AND LOWER SURFACES OF THE DRAWBAR EYE, AS SHOWN IN FIGURE 1. ALL BOLT HOLES MUST BE USED.
4. An "IMPORTANT WARNINGS!" sticker was enclosed. This must be attached to the front end, adjacent to the drawbar eye, visible for the end user to read.



## Inspection/Operation/Maintenance

1. Visually inspect the drawbar eye for cracks, impact damage and/or deformation before each and every use. Do NOT use if any of these conditions exist.
2. Check all fasteners to make certain that they are secure before each and every use.
3. If the original cross-section of the eye loop has been reduced by 20% or greater, the drawbar eye is NOT to be used and is considered out-of-service.
4. This product is designed to be operated within its free rotation limits. It is the responsibility of the vehicle designer/end user to assure that these limits are not exceeded (do not bind-up/jackknife).
5. **WARNING:** Prior to towing, make certain that adequately rated safety chains have been properly connected.
6. Never weld on any Premier drawbar eye in order to repair damaged or worn areas. Field and/or shop weld repairs are inadequate and may further weaken the drawbar eye.

**WARNING:** OTHER INSPECTIONS AND PROCEDURES ARE ALSO REQUIRED PRIOR TO OPERATION OF COMBINATION VEHICLES. CONSULT AND FOLLOW ALL FEDERAL MOTOR CARRIER SAFETY REGULATIONS AS WELL AS LOCAL OR STATE/ PROVINCE GUIDELINES.

### **IMPORTANT GUIDELINES that apply to all Premier Bolt-On Drawbar Eyes**

- Never attempt weld repair of damaged or worn drawbar eyes
- Air adjusted drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Only Grade-8 fasteners properly torqued should be used when attaching bolt-on drawbar eyes
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- 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
- Do not apply lubricants to the coupling hook or drawbar eye loop, as they can cover up possible damage and accelerate wear



# 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 DRAWBAR EYE.** 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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238DB, 245DB & 245DB-3  
Bolt-On Drawbar Eyes

**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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