



THE FIRST NAME IN QUALITY COUPLINGS

WEAR GAGE GUIDELINES

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. 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 pintle 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 prior to further use. Please note that the 18% and 20% wear gage specifications are in accordance with Premier Mfg. and the Federal Motor Carrier Safety Regulations (refer to other manufacturers' specifications for wear limits on their products). The latch gage bar is designed for Premier products only.

Premier also provides Installation Guides for each of our major products. They help guide you through installation, inspection, routine maintenance, and parts replacement. Another resource is our website at www.premier-mfg.com. There you will find Installation Guides, Service Guides, distributor locations, online catalogs, product information, trade show schedules, and links to trucking resources.

Selecting the Correct Wear Gage:

Premier's catalog and each coupling and drawbar eye Installation Guide reference the correct wear gages to be used. You can also test the non-wear area on the coupling hook or drawbar eye to find the suitable wear gage.

Applying Wear Gages to Premier Couplings:

1. Make certain the correct gage is being used by checking the non-wear area at the top of the pintle (see Figure 1). The "0% wear" part of the gage should closely match the circular contour near the top of the pintle.
2. Looking down from above the coupling, apply the gage to either side of the worn area of the pintle and rotate the gage 180° around the circumference of the pintle, as shown in Figure 2.
3. If the gage bottoms out to the "20% wear" area at any time during the rotation, the coupling should be considered Out-Of-Service and is NOT to be used.



Applying Wear Gages to Premier Couplings:

1. Make certain the correct gage is being used by checking the non-wear area at the top of the pintle (see Figure 1). The "0% wear" part of the gage should closely match the circular contour near the top of the pintle.
2. Looking down from above the coupling, apply the gage to either side of the worn area of the pintle and rotate the gage 180° around the circumference of the pintle, as shown in Figure 2.
3. If the gage bottoms out to the "20% wear" area at anytime during the rotation, the coupling should be considered Out-Of-Service and is NOT to be used.

Applying Wear Gages to Premier Drawbar Eyes:

1. Make certain the correct gage is being used by checking the typical non-wear area near the sides of the drawbar eye (see Figure 3). If the side areas look worn, you will have to reference Premier's literature for the correct sized gage. The "0% wear" part of the gage should closely match the contour of a non-worn area of the eye. Two different gages may be needed, as some eyes have different original top to bottom versus side-to-side cross-sectional thicknesses. Therefore, check the gage at the non-wear area from both the side and top or bottom of the eye (see Figure 4).
2. Once the proper gage (or gages) is identified, place the gage over the center part of the wear area and rotate a full 180° around the cross-section of the eye (see Figure 5). If two different gages are needed, then test the gages only in their appropriate direction and do not rotate them 180°.
3. If the gage bottoms-out to the "20% wear" area at any time during the test, the drawbar eye should be considered Out-Of-Service and is NOT to be used.

Testing the Latch Gap on Premier Couplings:

1. All Premier couplings have the same Out-Of-Service criteria with respect to the latch gap. It may not exceed 3/8".
2. With the coupling in the locked closed position, attempt to fit the 3/8" Latch Gage between either the top of the pintle and latch or the top of the pintle and coupling body as shown in Figure 6.
3. The coupling is to be considered Out-Of-Service and NOT to be used if the 3/8" Latch Gage passes between this region. The latch components are considered worn past their safe limits and must be replaced before being used.



Figure 1

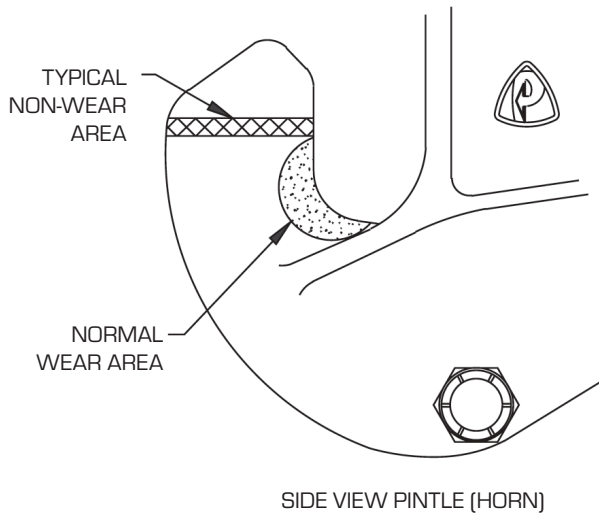


Figure 2

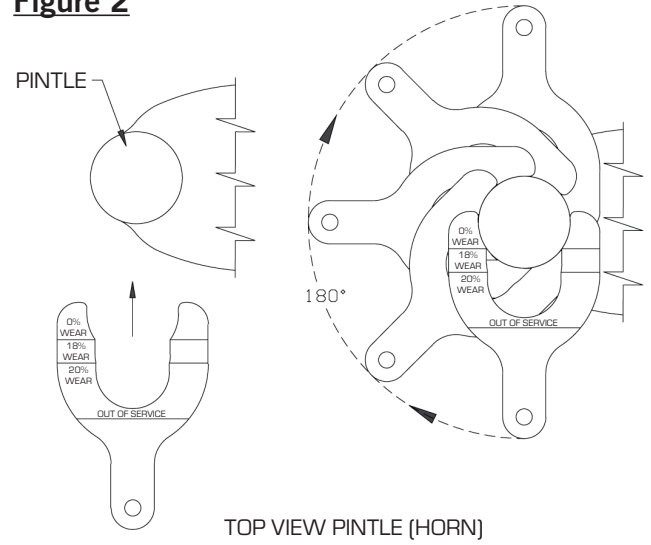


Figure 3

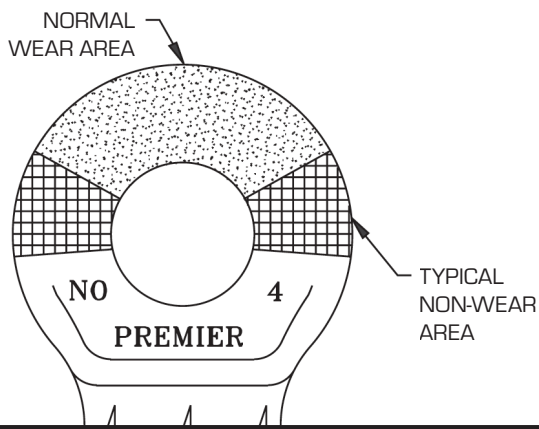


Figure 4

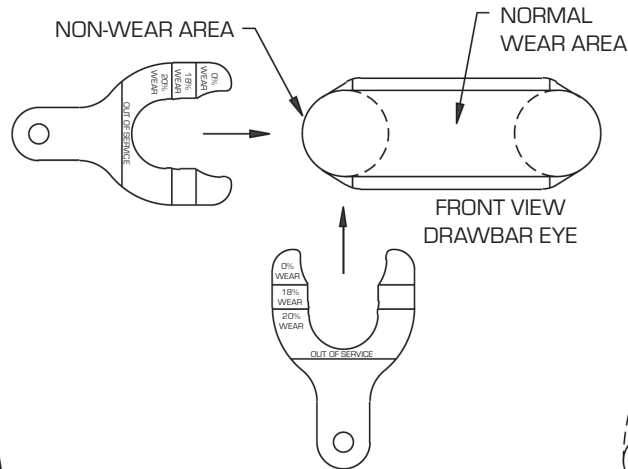


Figure 5

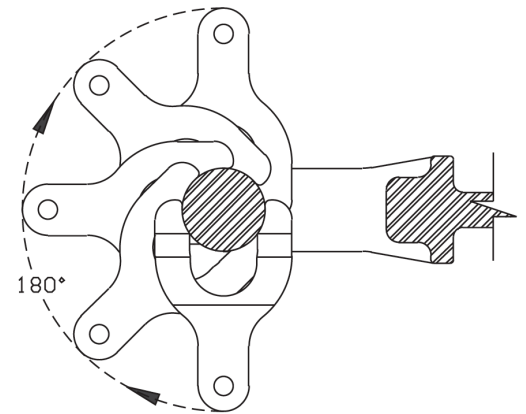


Figure 6

