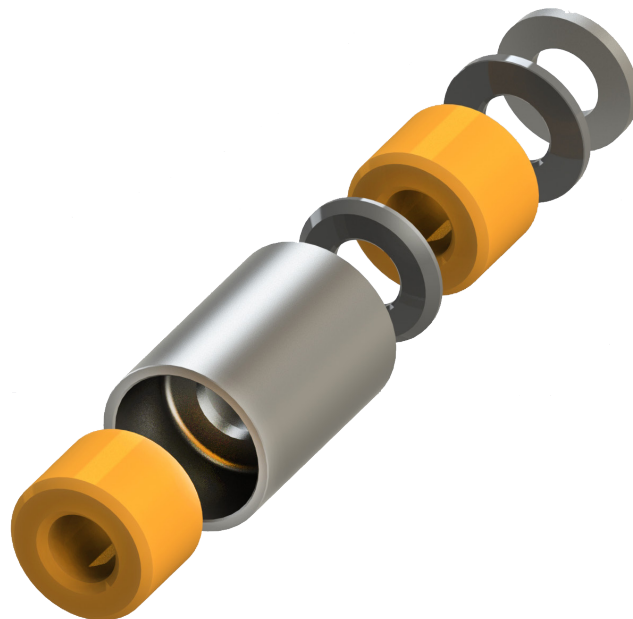




**PREMIER**  
**MANUFACTURING CO.**

THE FIRST NAME IN QUALITY COUPLINGS

# Installation, Inspection, Operation & Maintenance Guide



## Model 956BK Front End Assembly

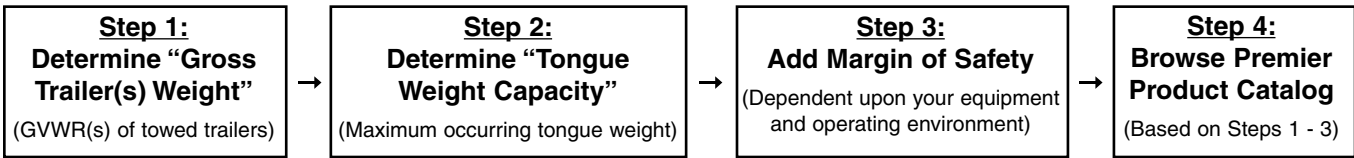
### **IMPORTANT**

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 Couplings 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.

### Double Trailer Configuration



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

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).

### Triple 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).

## 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 its GVWR.

## Step 3: Considering 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

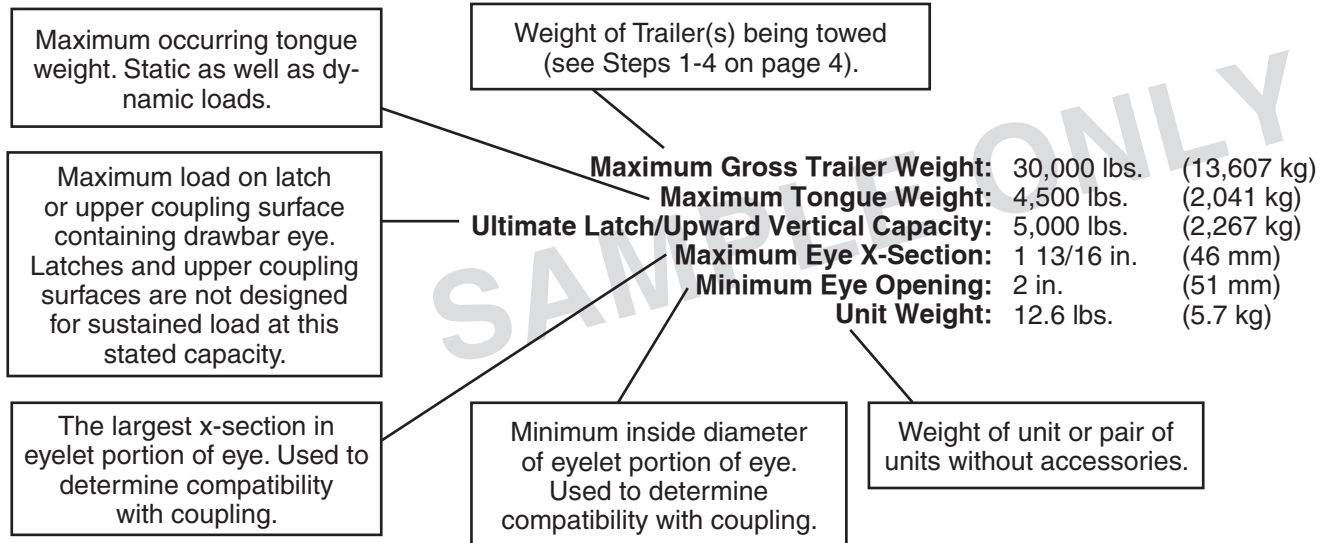
Browse the Premier Product Catalog and refer to the "Specifications" section of each product. Be sure to review the "Understanding Premier Load Specifications" section and "Coupling to Drawbar Eye Cross-Reference" sheet on the next couple pages.



# 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

**Safety is our #1 Priority:** Through high quality designs and unsurpassed quality control procedures, Premier assures our customers that our focus on safety continues to be our #1 priority.

**Scheduled Inspection & Maintenance:** Regularly scheduled inspection and maintenance are essential for maintaining safe and efficient operations whether you are using Couplings, Drawbar Eyes, Jacks, Hinge Assemblies, or any other Premier product. Inspection and maintenance are necessary for proper function and will also keep repair costs to a minimum.

**Technical Literature:** Premier provides important literature to assist you with our products. We package and attach *Installation, Inspection, Operation & Maintenance Guides*, or *Service Guides*, to each of our major products. This literature is also available to view and/or print from our website at [www.premier-mfg.com](http://www.premier-mfg.com). These supply you with important information and help guide you through installation, inspection, operation, routine maintenance and part replacement.

**Wear Gages:** In accordance with the Federal Motor Carrier Safety Regulations, we created Wear Gages to assist you in determining the wear limits of Premier couplings and drawbar eyes. See details on catalog pages 7 & 75.

## 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](http://www.premier-mfg.com):** Our website is an informative resource at your fingertips. In addition to our Installation and Service Guides, you will find our Sales Representatives, distributor locations, online catalog pages, product specifications, how to select product, trade show schedule, and links to trucking resources.



# Selecting The Right Equipment

## Coupling - to - Drawbar Eye, Cross Reference Chart

		Drawbar Eyes																																							
		2*	3	4	5	6/6A	8	11	20	21	22	23	107	108	110	123	125	126	127	200	200L	203	205	207	238DB	245DB	245DB-3	300	304	305	306	307	309	405	407SE	410					
Couplings	16	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
	24	•																																							
	40	•																																							
	100 †			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
	100-3 †			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
	100-4 †			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
	100-4H †			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
	130	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				
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	235NT			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•	•	•	•	•	•	•	•	•			
	240		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	240K			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	270			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	290			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	360			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	370			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	370B			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	470			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	470H			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
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	570			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
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	590	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	690/690T			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
	770			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			
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880																									•		•	•	•	•	•	•	•	•	•	•	•				
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2880																									•		•	•	•	•	•	•	•								

† Saf-Tite Product

\* Industrial Application

**CAUTION:** Verify that both the coupling's and drawbar eye's rated capacities meet your application(s) requirements.



# Model 956BK Front End Assembly

## SPECIFICATIONS

### SAFETY WARNING

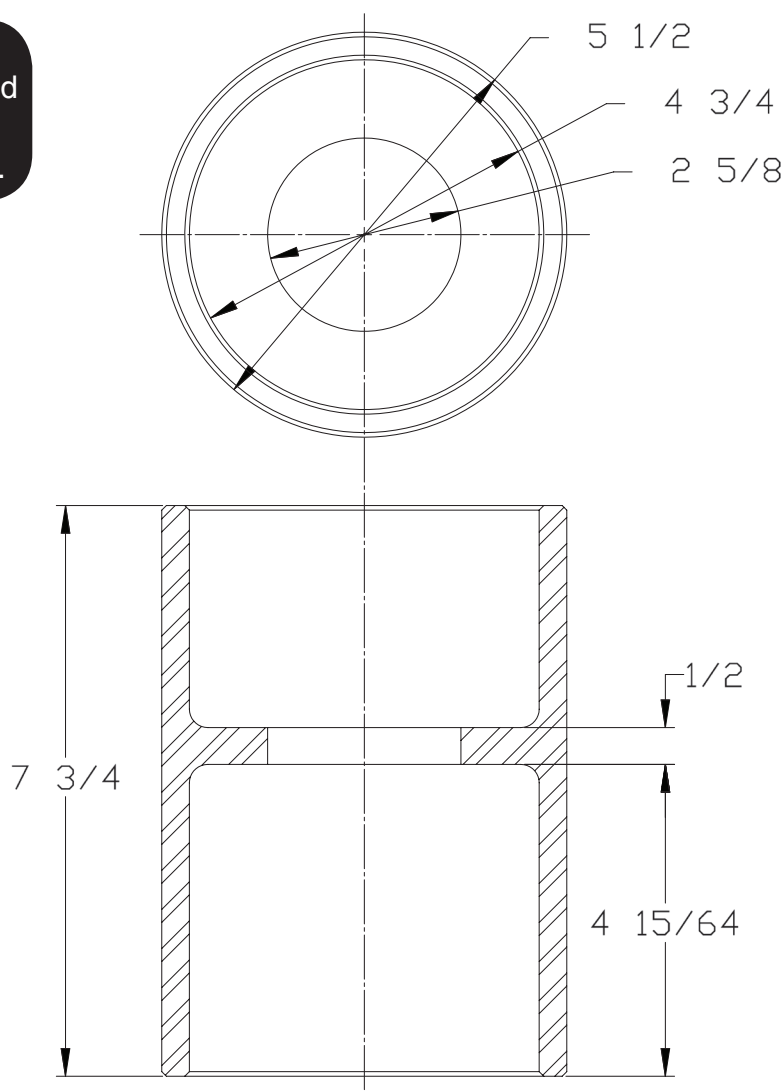
This product is designed for towing under normal conditions within the stated gross trailer weight capacity of the drawbar eye being used. Do not overload or abuse this product. Overloading or abuse may lead to property damage, severe injury, or death.

<b>Bushing I.D.:</b>	2 1/4 in.	(57 mm)
<b>Bushing O.D.:</b>	4 3/4 in.	(121 mm)
<b>Bushing Length:</b>	3 1/2 in.	(89 mm)
<b>Maximum Tongue Weight:</b>	500 lbs.	(227 kg)

## STANDARD INSTALLATION DRAWING

### NOTE:

This product is designed to be used with hinged front ends only.



## PARTS & ACCESSORIES

### Parts Included:

- 956 Housing
- 948AK Poly Bushings
- 955NK-A Internal Polymer Washer
- 955NK-B External Polymer Washer
- 949W External Washer

### Bushing Replacements

(Use **ONLY** Premier's Bushings):

- 948AK (Poly)

### Drawbar Eye is NOT included

(Use **ONLY** Premier's Drawbar Eyes):

- 307K Drawbar Eye



# Model 956BK Front End Assembly

## INSTALLATION

These instructions are ONLY for the Premier 307K Drawbar Eye, and Premier 948AK Poly Bushings, installed in a Premier 956BK Front End Assembly. Any substitution or use of non-Premier components in the 956BK Front End Assembly VOIDS ALL PRODUCT WARRANTY.

### Installation Procedure:

1. THIS PRODUCT IS DESIGNED TO BE USED WITH HINGED FRONT ENDS ONLY.
2. The 956BK Front End Assembly and its accompanying drawbar eye 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.
3. One of the three attached Welding Procedure Specifications; GMAW, SMAW or FCAW, must be followed. Welding should only be performed by a certified welder skilled in structural welding practices.
4. All weld locations must be clean, paint free and void of any moisture, oil, grease, oxides or loose or thick scale.
5. The front end structure that the 956 Housing attaches to must be of sufficient strength to withstand the load rating of the drawbar eye it is used with. Figure 1 demonstrates one example of a proper 956 Housing to front end connection.

### 956BK Assembly After Welding

(Premier 307K Drawbar Eyes only)

(Premier 948AK Poly Bushings only)

6. Allow the finished structure to cool.
7. **NOTE:** The 956 Housing, 955NK-A and the 955NK-B are all **directional**. They must be installed according to which side they are stamped on (see Figure 2).
8. The front side of the 956 Housing is stamped. Slide one of the 948AK Poly Bushings into the front, stamped side of the 956 Housing (see Figure 2).
9. Place the 955NK-A Internal Polymer Washer

into the back side of the 956 Housing, with the stamped surface of the 955NK-A contacting the center washer of the 956 Housing (see Fig 2).

10. Slide the remaining 948AK Poly Bushing into the 956 Housing.
11. **Use extreme caution to avoid damaging or nicking the threads**, and slide the drawbar eye into the front side of the housing and all the way through each poly bushing and washer.
12. Carefully put the 955NK-B External Polymer Washer on the threaded end of the drawbar eye, with the stamped surface facing outward (see Figure 2).
13. Clean and lubricate all visible threads.
14. Carefully slide the 949W Washer onto the threaded end of the drawbar eye.
15. Lubricate the open face of the 949W Washer with 30wt. oil, where the 416K Locknut will rotate against it (see Figure 3).
16. Thread the 416K Locknut onto the drawbar eye, just far enough to remove any free play from the 949W Washer.
17. If an initial gap exists between the flat flanged base of the drawbar eye and the face of the front 948AK Poly Bushing (see Figure 2), then slowly tighten the 416K Locknut until the gap just disappears, as shown in Figure 3.
18. Note the location of one of the 416K Locknut faces relative to a spot on the 956 Housing (see Figure 3).
19. Tighten the 416K Locknut no fewer than 1.5 complete revolutions, from the position shown in Figure 3.
20. Place the 208SPL Snap Ring in the groove at the end of the drawbar eye shaft to complete the assembly, as shown in Figure 4. Use caution when installing the snap ring and make certain not to over-expand it, as this will cause permanent damage to the snap ring.
21. 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.

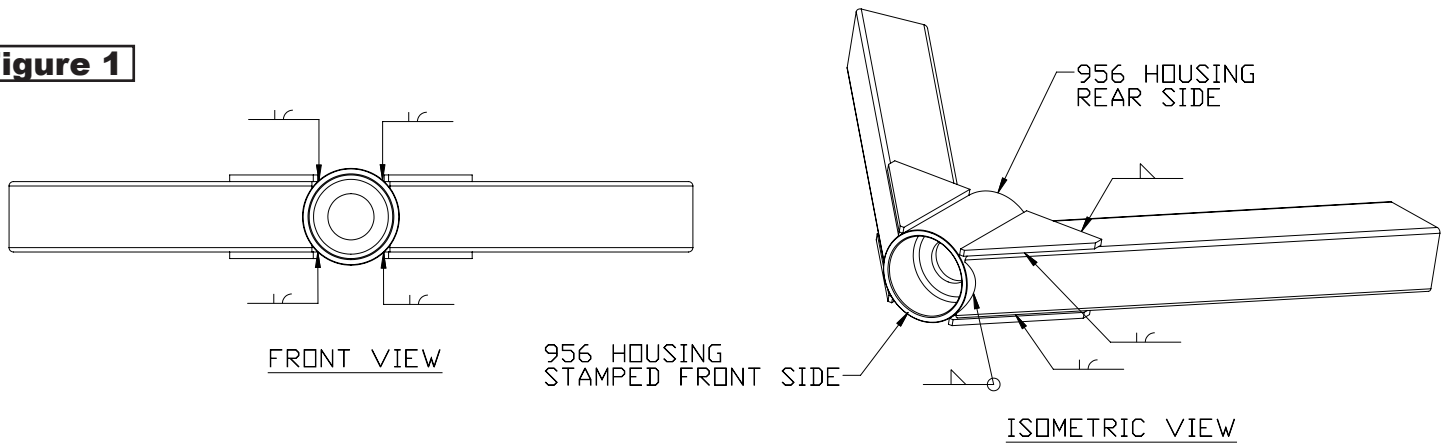
**Please Note:** All applications vary and this is a recommended install starting point for bushing tightness at 70°F ambient air temperature. Varying conditions and applications may require a different initial set up.



# Model 956BK Front End Assembly

## INSTALLATION

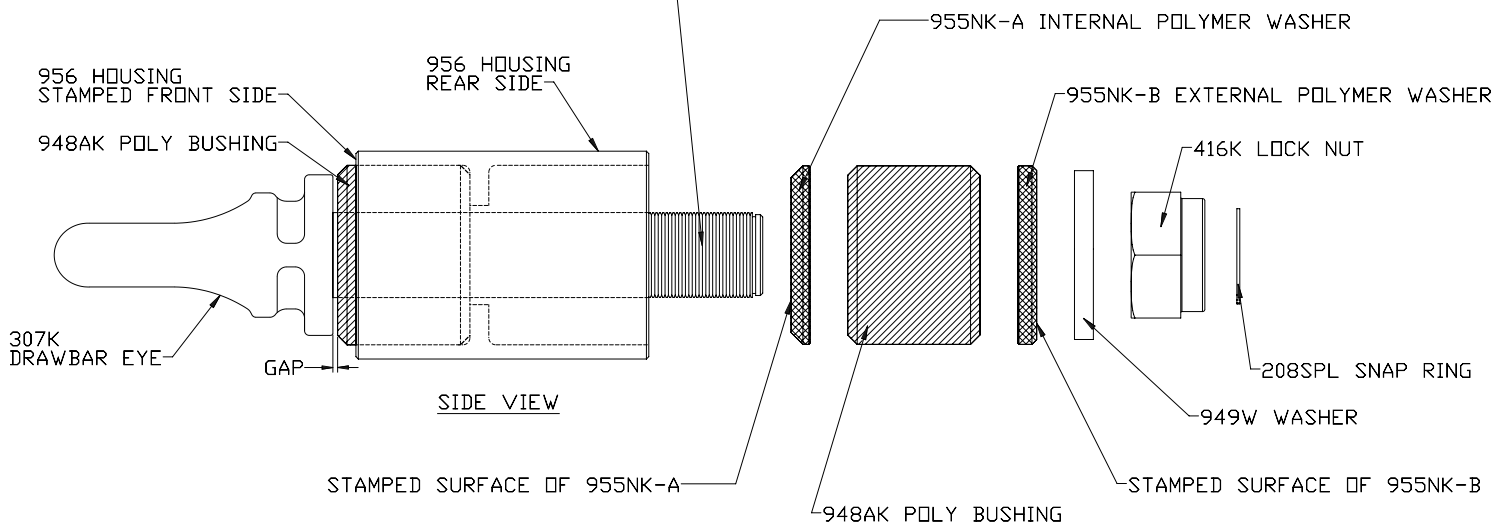
**Figure 1**



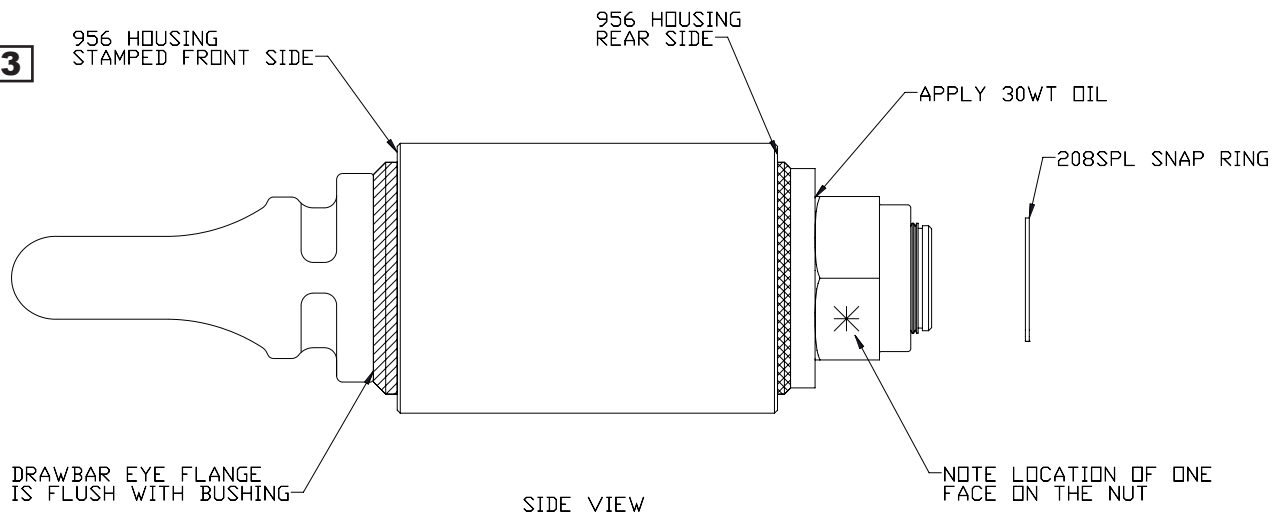
WELD SIZE IS DEPENDENT ON STRUCTURE DESIGN HOWEVER  
A MINIMUM WELD OF 3/8 INCHES IS RECOMMENDED

**Figure 2**

CLEAN & LUBRICATE THREADS  
BEFORE NUT IS POSITIONED &  
THREADED ON THE SHAFT



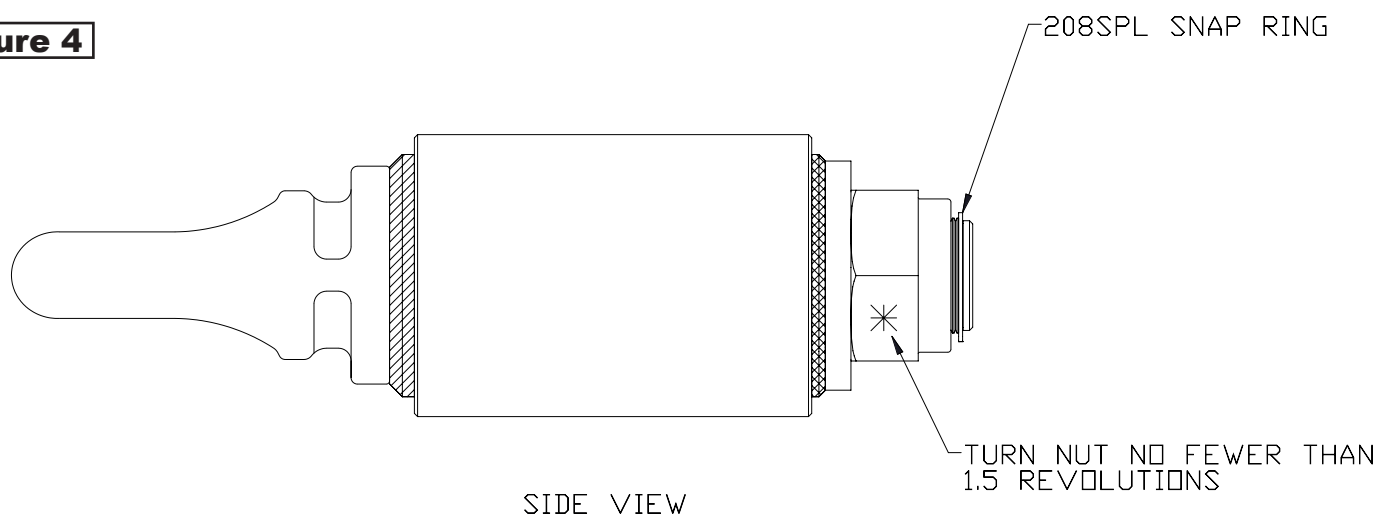
**Figure 3**



# Model 956BK Front End Assembly

## INSTALLATION

**Figure 4**



## 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. 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.
3. Over time, slack may develop between the bushings and drawbar eye. Therefore, clean and inspect every 90 days or sooner if your application dictates, and adjust or replace the bushings if slack is noted.
4. 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).
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.

### IMPORTANT GUIDELINES that apply to all Premier Front End Assemblies

- Never attempt weld repair of damaged or worn drawbar eyes or front end assemblies
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- All welds should be performed by a certified welder skilled in structural welding practices
- Drawbar structure as well as welds attaching front end assembly to drawbar must be of sufficient strength to withstand the load rating of the drawbar 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



# Model 956BK Front End Assembly

## WELDING PROCEDURES

WELDING PROCEDURE SPECIFICATION (WPS) Yes (X)  
PREQUALIFIED (X) QUALIFIED BY TESTING (X) or PROCEDURE  
QUALIFICATION RECORD (PQR) Yes (X)

<b>GMAW</b>		Identification #: PMEM-1	
Revision 0		Date: 2/1/00	By: PI
Company Name: Premier Manufacturing Co.		Authorized By:	
Welding Process(es): GMAW		Type: Manual:	Semi-Automatic: (X)
Supporting PQR No.(s): N/A Prequalified		Machine:	Automatic:
<b>JOINT DESIGN USED</b>		<b>POSITION</b>	
Type: All Fillets, Butts (See Attached)		Position of Groove: 1G, 2G	
Single (X)		Double Weld (X)	
Backing: Yes (X)		No (X)	
Backing Material: M1-P1-S1 Group 1 & 2		Transfer Mode (GMAW) short-circuiting ( )	
Root Opening: ---		Root Face Dimension: ---	
Groove Angle: ---		Radius (J-U): ---	
Back Gouging: Yes (X) No (X) Method: Mech/Thermal		Other:	
<b>BASE METALS</b>		<b>TECHNIQUE</b>	
Material Spec.: M1-P1-S1 1026 Carbon Steel		Stringer or Weave Bead: String or Weave	
Type or Grade: Group 1 & 2		Multi-Pass or Single Pass (per side): Single, Multiple	
Thickness: Groove: 1/8 - 1 1/8" Fillet: Unlimited		Number of electrodes: Single	
Diameter (Pipe): 4" minimum		Electrode Spacing:	
<b>FILLER METALS</b>		Longitudinal: ---	
AWS Specification: A5.18		Angle: ---	
AWS Classification: E70S-1		Contact Tube to Work Distance: 3/4" ±1/8"	
<b>SHIELDING</b>		Peening: Recommended	
Flux:		Gas: CO <sub>2</sub>	
Composition: 100%		Interpass Cleaning: Mechanical	
Electrode-Flux (Class)		Flow Rate: 30-50 cfh	
Gas Cup Size: 1/2" Dia.		Temp.: ---	
<b>PREHEAT</b>		Time: ---	
Preheat Temp.: Min.: 100°F			
Interpass Temp.: Min.: 100°F Max.: 500°F			

### WELDING PROCEDURE

Pass or Weld Layer(s)	Process	Filler Metals		Current		Volts	Travel Speed	Joint Details
		Class	Diam.	Type & Polarity	Amps or Wire Feed Speed			
All	GMAW	E70S-X	0.035	DCEP	190-230	22-31	13 ±1 IPM	See Attached
All	GMAW	E70S-X	0.045	DCEP	260-290	27-31	13 ±1 IPM	

WELDING PROCEDURE SPECIFICATION (WPS) Yes (X)  
PREQUALIFIED (X) QUALIFIED BY TESTING ( ) or PROCEDURE  
QUALIFICATION RECORD (PQR) Yes ( )

<b>SMAW</b>		Identification #: PMSMA-1	
Revision 0		Date: 2/1/00	By: PI
Company Name: Premier Manufacturing Co.		Authorized By:	
Welding Process(es): SMAW		Type: Manual: (X)	Semi-Automatic:
Supporting PQR No.(s): N/A (Pre-Qualified)		Machine:	Automatic:
<b>JOINT DESIGN USED</b>		<b>POSITION</b>	
Type: All Fillets-Butts (See Attached)		Position of Groove: All	
Single (X)		Double Weld (X)	
Backing: Yes (X)		No (X)	
Backing Material: M1-P1-S1, Group 1 & 2		Transfer Mode (GMAW) short-circuiting ( )	
Root Opening: ---		Root Face Dimension: ---	
Groove Angle: ---		Radius (J-U): ---	
Back Gouging: Yes (X) No (X) Method: Mech/Thermal		Other:	
<b>BASE METALS</b>		<b>TECHNIQUE</b>	
Material Spec.: M1-P1-S1 1026 Carbon Steel		Stringer or Weave Bead: String and Weave	
Type or Grade: Group 1 and 2		Multi-Pass or Single Pass (per side): Multiple/Single	
Thickness: Groove: 1/8"-1 1/2" Fillet: Unlimited		Number of electrodes: Single	
Diameter (Pipe): 4" Minimum		Electrode Spacing:	
<b>FILLER METALS</b>		Longitudinal: N/A	
AWS Specification: A5.1 -A5.5		Lateral: N/A	
AWS Classification: E7018		Angle: N/A	
<b>SHIELDING</b>		Contact Tube to Work Distance: N/A	
Flux:		Peening: Recommended	
Gas: N/A		Interpass Cleaning: Mechanical Only	
Composition: N/A		<b>POSTWELD HEAT TREATMENT</b>	
Electrode-Flux (Class)		Flow Rate: N/A	
Gas Cup Size: N/A		Temp.: N/A	
<b>PREHEAT</b>		Time: N/A	
Preheat Temp.: Min.: 100°F			
Interpass Temp.: Min.: 100°F Max.: 500°F			

### WELDING PROCEDURE

Pass or Weld Layer(s)	Process	Filler Metals		Current		Volts	Travel Speed	Joint Details
		Class	Diam.	Type & Polarity	(Amps) or Wire Feed Speed			
All	SMAW	E7018	3/32"	DCEP	70-110	19-22	As Required	See Attached And AWS D1.1
All	SMAW	E7018	1/8"	DCEP	90-150	20-24		
All	SMAW	E7018	5/32"	DCEP	120-190	20-24		

WELDING PROCEDURE SPECIFICATION (WPS) Yes (X)  
PREQUALIFIED (X) QUALIFIED BY TESTING ( ) or PROCEDURE  
QUALIFICATION RECORD (PQR) Yes ( )

<b>FCAW</b>		Identification #: PMFC-1	
Revision 0		Date: 2/1/00	By: PI
Company Name: Premier Manufacturing Co.		Authorized By:	
Welding Process(es): FCAW		Type: Manual: (X)	Semi-Automatic:
Supporting PQR No.(s): N/A (Pre-Qualified)		Machine:	Automatic:
<b>JOINT DESIGN USED</b>		<b>POSITION</b>	
Type: All Fillets-Butts (See Attached)		Position of Groove: All	
Single (X)		Double Weld (X)	
Backing: Yes (X)		No (X)	
Backing Material: M1-P1-S1, Group 1 & 2		Transfer Mode (GMAW) short-circuiting ( )	
Root Opening: ---		Root Face Dimension: ---	
Groove Angle: ---		Radius (J-U): ---	
Back Gouging: Yes (X) No (X) Method: Mech/Thermal		Other:	
<b>BASE METALS</b>		<b>TECHNIQUE</b>	
Material Spec.: M1-P1-S1 1026 Carbon Steel		Stringer or Weave Bead: String and Weave	
Type or Grade: Group 1 and 2		Multi-Pass or Single Pass (per side): Multiple/Single	
Thickness: Groove: 1/8"-1 1/2" Fillet: Unlimited		Number of electrodes: Single	
Diameter (Pipe): 4" Minimum		Electrode Spacing:	
<b>FILLER METALS</b>		Longitudinal: N/A	
AWS Specification: A5.20		Lateral: N/A	
AWS Classification: E70T-1/E71T-1		Angle: N/A	
<b>SHIELDING</b>		Contact Tube to Work Distance: 3/4" ±1/4"	
Flux:		Peening: Recommended	
Gas: CO <sub>2</sub>		Interpass Cleaning: Mechanical Only	
Composition: 100%		<b>POSTWELD HEAT TREATMENT</b>	
Electrode-Flux (Class)		Flow Rate: 30-50 cfh	
Gas Cup Size: 1/2" Dia. Min.		Temp.: N/A	
<b>PREHEAT</b>		Time: N/A	
Preheat Temp.: Min.: 100°F			
Interpass Temp.: Min.: 100°F Max.: 500°F			

### WELDING PROCEDURE

Pass or Weld Layer(s)	Process	Filler Metals		Current		Volts	Travel Speed	Joint Details
		Class	Diam.	Type & Polarity	(Amps) or Wire Feed Speed			
All	FCAW	E70T-1	0.045	DCEP	180-280	24-28	As Required	See Attached And AWS D1.1
All	FCAW	E71T-1	0.052	DCEP	190-300	24-29		
All	FCAW		0.068	DCEP	210-350	24-29		
All	FCAW		5/64"	DCEP	250-400	26-30		



# **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.

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>(1) <b>VERIFY THAT BOTH COUPLING'S AND DRAWBAR EYE'S RATED CAPACITIES MEET YOUR APPLICATION(S) REQUIREMENTS.</b></li><li>(2) DO NOT OVERLOAD COUPLING OR DRAWBAR EYE.</li><li>(3) INSPECT COUPLING, LATCH AND DRAWBAR EYE FOR CRACKS, BENDING DAMAGE OR EXCESSIVE WEAR. <b>DO NOT USE IF ANY OF THESE CONDITIONS EXIST!</b></li><li>(4) CHECK FOR GAP BETWEEN CLOSED LATCH AND TOP OF HORN OR COUPLING BALL. <b>DO NOT USE IF GAP IS 3/8 IN. OR MORE.</b></li><li>(5) MAKE SURE COUPLING IS LATCHED AND THAT LATCH WILL NOT OPEN.</li><li>(6) PRIOR TO USE, ALWAYS CONNECT SAFETY CHAINS OF ADEQUATE STRENGTH FOR LOAD(S) BEING TOWED.</li><li>(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.</li></ul> | <ul style="list-style-type: none"><li>(8) DO NOT APPLY LUBRICANTS TO THE COUPLING HOOK OR DRAWBAR EYE LOOP, AS THEY CAN COVER UP POSSIBLE DAMAGE AND ACCELERATE WEAR.</li><li>(9) ALWAYS ABIDE BY ALL APPLICABLE STATE AND FEDERAL REGULATIONS GOVERNING SAFE AND PROPER TRANSPORTATION.</li><li>(10) NEVER STRIKE ANY OF THESE COMPONENTS WITH A HAMMER OR ANY OTHER DEVICE.</li><li>(11) ALWAYS VERIFY PROPER OPERATION OF LATCHING SYSTEM AND COUPLING COMPONENTS PRIOR TO DRIVE OFF.</li><li>(12) NEVER USE A COUPLING THAT YOU DO NOT FULLY UNDERSTAND HOW TO PROPERLY OPERATE AND VERIFY SECURE LATCHING OF.</li><li>(13) <b>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.</b></li></ul> |
|---|---|



CONTINUE TO NEXT PAGE FOR  
**IMPORTANT INFORMATION.**



## WARNING!

This envelope contains important instructions AND MUST REMAIN ATTACHED TO THIS FRONT END ASSEMBLY. 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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THE FIRST NAME IN QUALITY COUPLINGS  
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Model 956BK Front End Assembly  
Installation, etc.  
**Revised: 08/13**

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