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TOW COUPLING PREVENTATIVE MAINTENANCE

Paying attention to the wear limits of components like Tow Couplings is known to reduce the risk of on-road failures, improving safety and minimising down time.

Tow Couplings have a pre-determined “working clearance” to enable the device to work effectively, while some parts of the coupling function best with zero clearance in a normal operating state.

Individual parts of the Tow Coupling wear differently, so repairs typically follow a three step process:

- The sacrificial wear plate wears the fastest and requires replacing first.
- The second step of the maintenance process requires replacing, the wear plate, coupling pin and springs.
- The third step requires replacing the wear plate, coupling pin and springs, and upper and lower bushes (complete kit).

The key is to ensure the sacrificial wear plate is replaced once it has worn 4mm down from its original thickness. Ignoring this wear will quickly see the coupling unserviceable.

REPLACEMENT GUIDELINES

- Replace wear plate when clearance has increased by 4mm.
- Replace coupling pin when clearance reaches. 46mm on 50mm pin and 36.5mm on 40mm pin.
- Replace coupling pin and lower bush when clearance reaches 2.0mm.
- Replace drawbar shaft and nylon bushes when clearance reaches 1mm.
- Longitudinal clearance of drawbar shaft in mounting boss must be 0mm.