

Code of Good Manufacturing Practice

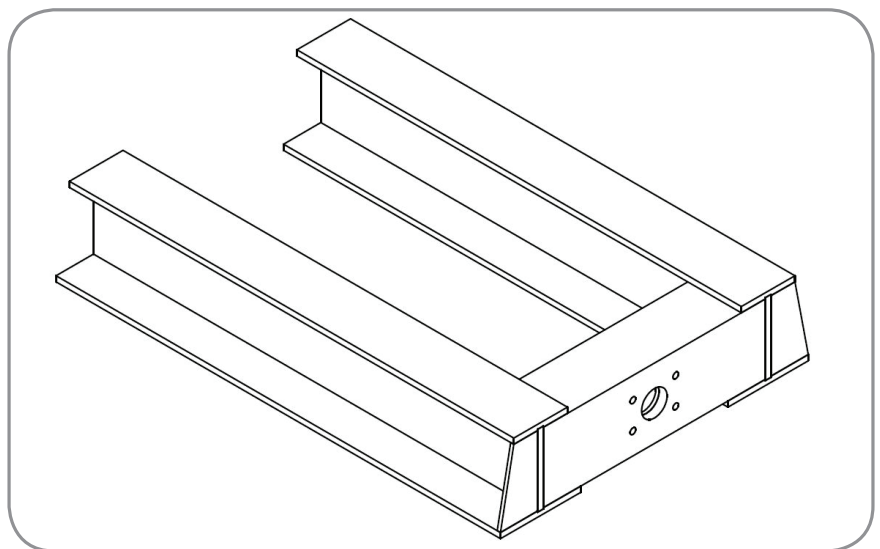


Installation of the Mounting Frame for Ringfeder Tow Eye Couplings

It is the responsibility of the vehicle manufacturer or the vehicle modifier to design and construct the mounting area or frame for the installation of the Ringfeder Coupling, ensuring that they are suitable for the rating of the coupling to be used.

It is recommended that these mounting areas be fitted and bolted centrally to the webs of the chassis frame of the towing vehicle – as indicated in the illustration alongside.

A less preferred alternative is to fit the mounting frame below the towing vehicle chassis side members and attached to them via fishplates.



The load requirements for the coupling mounting frames are outlined in ADR 62 / .. (or ADR 63 / .. For road train applications).

We recommend the bolting requirements as outlined below:

- ⦿ Bolt holes should be match drilled and provide a maximum clearance of 1mm. We recommend that the holes are reamed to size to prevent altering the steel structure or strength.
- ⦿ Install suitable hardened washers under each installation nut. On aluminium alloy chassis we recommend a hardened washer underneath both nuts and bolt heads of the mounting bolts.
- ⦿ Each bolt must be fitted with a suitable self locking nut. A spring washer or spot welding the nut in place are not acceptable practice.

- ⦿ The bolt length should be chosen so that the thread portion is not within the grip length of the bolt.
- ⦿ We recommend M20 bolts for chassis with double web thickness and M16 bolts for chassis with single web thickness. All bolts should be of the fine thread variety.
- ⦿ We recommend that only bolts of ISO Grade 8.8 (SAE Grade 5) or stronger be used for the installation of the coupling mount.
- ⦿ When installing your Ringfeder Coupling please ensure that all installation requirements are followed.

For further assistance please contact your nearest BPW Transpec dealer.

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