



September 26, 2016

IMPORTANT SAFETY RECALL
NHTSA Recall# 16V-659

Dear Wabash National Corporation Customer,

This notice is being sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

Wabash National Corporation (WNC) has decided that a defect which relates to motor vehicle safety exists in certain converter dollies manufactured by WNC.

A complete listing of converter dollies impacted by this recall is included with this letter.

Description of Defect:

The frame of certain converter dollies may develop small cracks which may increase in size over an extended period of time. If cracks develop on the counterbalance leg weld seam or top plate and the condition is not addressed, the potential exists for the dolly counterbalance leg to detach.

Risk to Motor Vehicle Safety:

If the dolly counterbalance leg detaches while the trailer is in motion, there is an increased risk of an accident or injury. Please note, the presence of cracks on the dolly do not impact the connection of the dolly to the trailer.

Precautions You Should Take:

Using the attached Converter Dolly Inspection Document as a guide, you should visually inspect all dollies from the attached list that are in your possession, as well as at each pre-trip inspection for the presence of cracks. If a crack is found on the dolly's top plate, the unit should be immediately removed from service. If cracks are found in the weld connecting the counterbalance assembly to the dolly main frame, the dolly should be taken out of service to receive a temporary repair until the final repair can be made.

Remedy:

All the dolly frames will be remedied according to the provided technical bulletin, or may be replaced. This repair process is estimated to take approximately 5 to 6 hours for the reweld remedy, and 8 hours if the frame is replaced. Wabash will remedy **all** dolly frames, whether or not they ever exhibit a visible crack.

If this repair has been performed at cost to the owner prior to receipt of this notification, the owner may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall. For more information, contact the Wabash National Warranty Department at 765-771-5404, Monday – Friday, 7:00am – 4:00pm, ET.

Further Assistance:

If your affected dollies have not been repaired within a reasonable amount of time after this defect notification, or if you have additional questions regarding this recall, please contact the Wabash National Warranty Department at 765-771-5404, Monday – Friday, 7:00am – 4:00pm, ET.

If you are the lessor of this vehicle, please forward a copy of this notice to the lessee within 10 days to comply with federal regulations.

Complaints:

You may also submit complaints to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, D.C. 20590 or call the toll-free vehicle safety hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>, if it is believed that the defect has not been remedied without charge or within a reasonable time.

We apologize for the inconvenience caused by this safety recall.

Thank you,

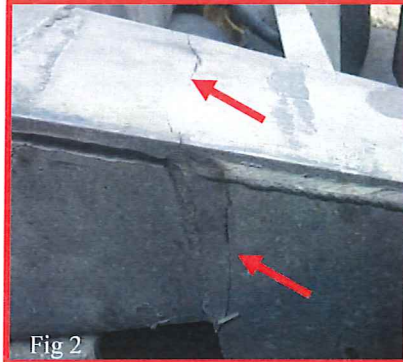
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Converter Dolly Inspection

6/17/2016



Issue Overview: Cracked dolly counterbalances (Fig 1-3). The failure of this connection is progressive in nature and inspection is required until units can be repaired.



Cracked counterbalance

Inspection:

- Inspect counterbalance connections for cracks (Fig 4). Dollies with cracks across top plate are to be taken out of service immediately until repairs can be made (Fig 1). These units need to be transported on flatbed to repair location.
- Outboard vertical side welds can be temporarily repaired to get units to a repair location, coordinated with WNC Warranty.
- Temporary repairs still require a final repair as soon as possible.

Arrows indicate areas of inspection



Temporary Repair:

- If crack is present only on outboard vertical weld, unit can be temporarily repaired by grinding out the entire crack. Care must be taken not to grind into top cap. Any notch to top plate must be welded and ground smooth. Grind vertical line down through entire leg (Fig 5 & 6). Re-weld with a *vertical up joint* (Fig7).
- Then coat the repair with cold galvanization.



Regardless of crack length, grind to new material behind crack and through entire vertical leg. See cut line

Next Steps:

- Work with WNC Warranty to understand geographical location. Technical bulletin is available and Warranty group is working on a list of service providers who can perform repair.

For any questions, please contact WNC Warranty at 765-771-5404



TECHNICAL BULLETIN

Subject: **Converter Dollies**

Date: June 01, 2016 Rev. A No.: TB16006

Re.: Version 2A: Welded Repair

Priority: As soon as practical

Units Affected: See Attached List

Background:

We have found that a number of Converter Dollies have developed cracks along the vertical plane of the welds attaching the Counterbalance assembly to the Dolly Main Frame. This procedure was developed to restore the structural integrity and prevent any fatigue damage in the future.

Tool Requirements:

- 1/2" Drill
- 2.63" Hole Saw
- Pneumatic Ratchet
- Welder (Mig or Stick)
- 3/4" Socket
- 2 LB Hammer
- 2 Cold Chisels
- Plasma Cutter
- Grinder
- Pad Sander
- Magnetic Cutting Guide (optional)
- Cut Off Wheel
- Cold Galvanizing Compound (brush-able or spray)
- Tectyle or Undercoating (spray)
- Paint Stick or Metal Marker



CAUTION

- Wear appropriate personal protective equipment [PPE] like gloves, safety glasses and hard hat for example, when carrying out the following procedure.
- Should welding or cutting be needed, do so in a well-ventilated area and wear appropriate head/face/eye protection, welding gloves and clothing.
- Refer to adhesive manufacturer's MSDS for safe use and handling instructions if applicable.
- Follow your company's safety procedures in addition to these recommendations.
- When welding on galvanized surfaces wear the appropriate respirator to help avoid smoke inhalation.

Procedure:

While performing this procedure, the Counterbalance could become detached from the Dolly Main Frame. Therefore, it is required that the rear Counterbalance be supported by using a floor jack, jack stand, bottle jack, etc. while performing the rework as shown in Fig. 1 below.



Figure 1

Step 1: Welded Rework – Preparation (Fig 2)

- Remove the rear covers by drilling out the 4 mounting fasteners using a drill and a 1/4"-dia. drill bit. This is to gain access to the mud flap mtg. bolts, and for future rework in this area.
- Remove mud flap bracket assemblies using a 3/4" socket and a ratchet.

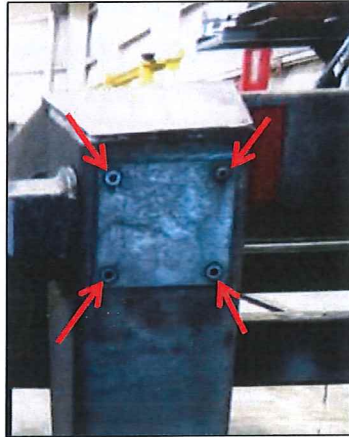


Figure 2



Step 2: Remove Top Plate (Fig 3)

- If the unit exhibits a vertical crack, a 1/2" long weld section must be applied to hold the Counterbalance assembly in position while removing the Top Plate. (Fig 3A)
- Using a plasma cutter, and a magnetic bar as a guide (optional), cut through all 4 welds attaching the Top Plate to Dolly Main Frame and Counterbalance assembly.(Fig 3B)



Figure 3A



Figure 3B

Step 3: Remove portion of Z-plate (Fig 4)

- Once the Top Plate has been removed, using a plasma cutter or oxyacetylene torch, remove the top section of the Z-plate as shown below.

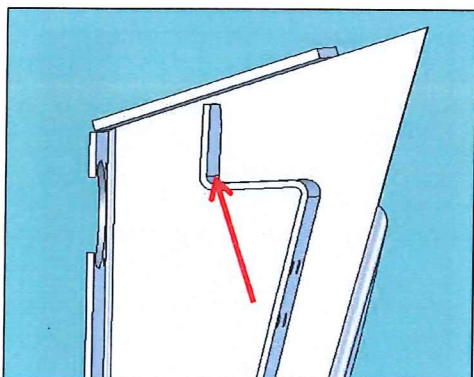


Figure 4



Step 4: Prep for Interior Welds (Fig 5)

- Using a disk grinder, groove the lap joints prior to tacking into position to ensure adequate penetration when applying the welds in Step 5 below.
- A C-clamp should be used to limit the gap, and when tacking the lap joints into position prior to completing the welding process in Step 5 below.
- The tack welds must be placed at least 1" away from the ends of the weld joint so as to not be at the start and stop positions of the weld bead.

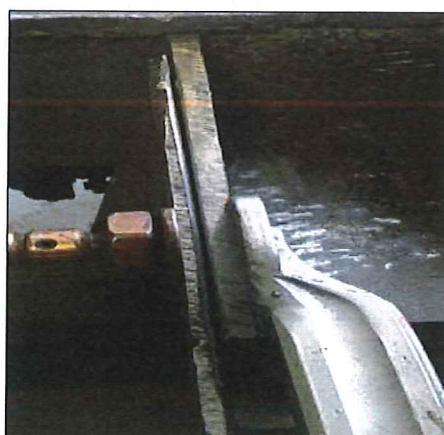


Figure 5

Step 5: Apply Interior Welds (Fig 6)

- Apply the 7" & 4" lap joint welds that were just previously tacked into position.



Please note that this block will not be present on all models, and is of no structural concern.

Figure 6

.25
2X

Step 6: Prep for Interior Horizontal Welds (Fig 7)

- If a gap larger than 1/8" exists between frame and Z-plate (Fig. 7A), a shim is required. To shim, prep an approximately 2" x 4" shim (Fig. 7B) in the thickness necessary to reduce the gap between frame and Z-plate. The shim thickness required, shall allow no more than a 1/8" gap to be welded.

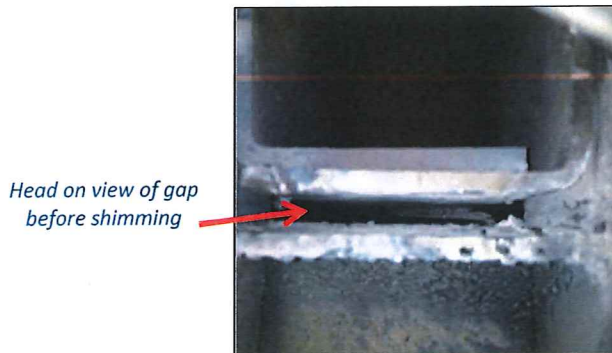


Figure 7A



Figure 7B

Step 7: Apply Horizontal and Vertical Welds (Fig 8)

- Apply 2 vertical welds as shown in Fig. 8 below. This weld can be applied as a down pass, but a vertical up is preferred.
- Apply 3 Horizontal Welds tying the Dolly Main Frame, the shim, and the Z Plate together as a solid unit as also shown in Fig. 8 below.

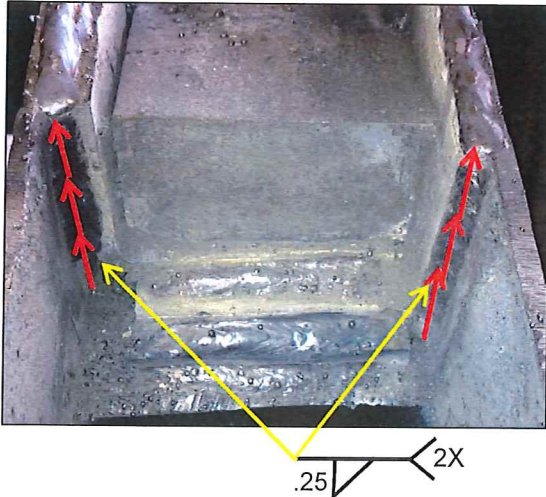
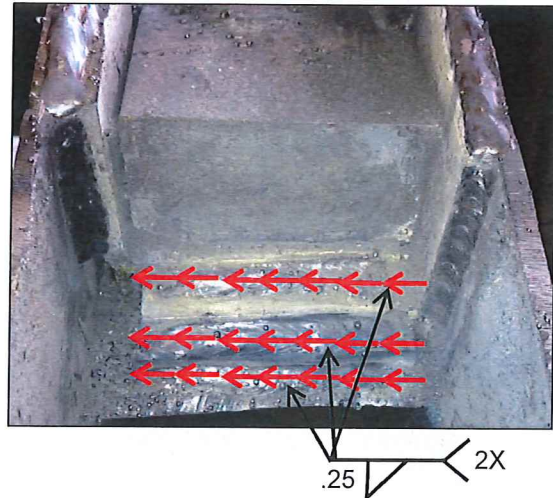


Figure 8



Step 8: Prep for "Outboard Vertical Weld" (Fig 9)

- Grind out the entire crack. If crack does not exist, it is still required that the existing weld be ground out and reapplied. (Fig. 9B)
- It is important to grind to new material behind crack or existing weld, and through the entire vertical leg to prevent creating a Stress Riser. See cut line as an example showing where to grind. This will vary depending on crack position. (Fig. 9C)
- Use caution so to not gouge the Dolly Main Frame when completing this step, see (Fig. 9A)

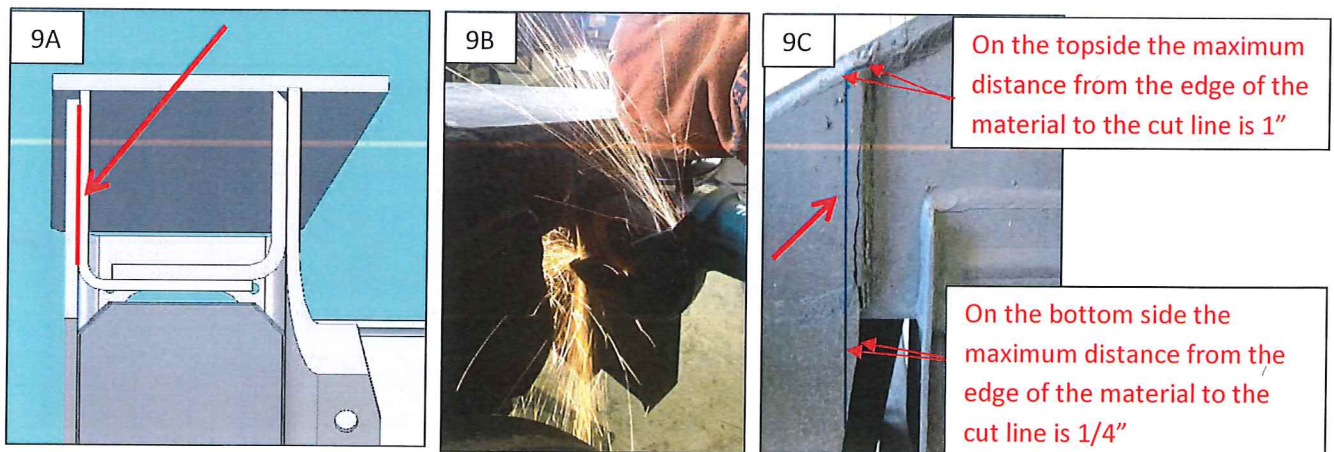


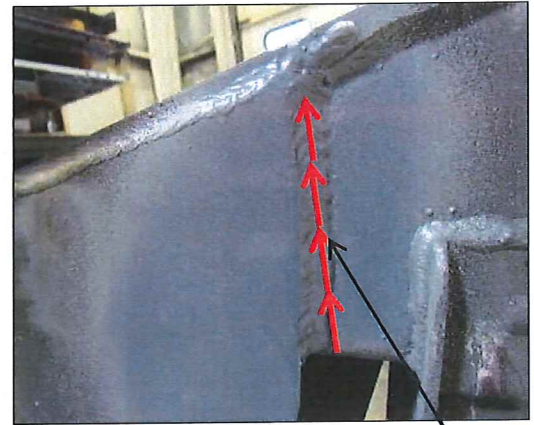
Figure 9

Step 9: Replace the "Outboard Vertical Weld" (Fig 10)

- Once the grinding and weld removal has been completed, apply a vertical up weld as shown below.



Figure 10



Step 10: Measure and mark center of 2.63"-dia. hole on Inboard Side of the Counterbalance Leg (Fig 11)

- Using a tape measure and a sliding square, mark the drilling location for the 2.63"-dia. hole as shown below.

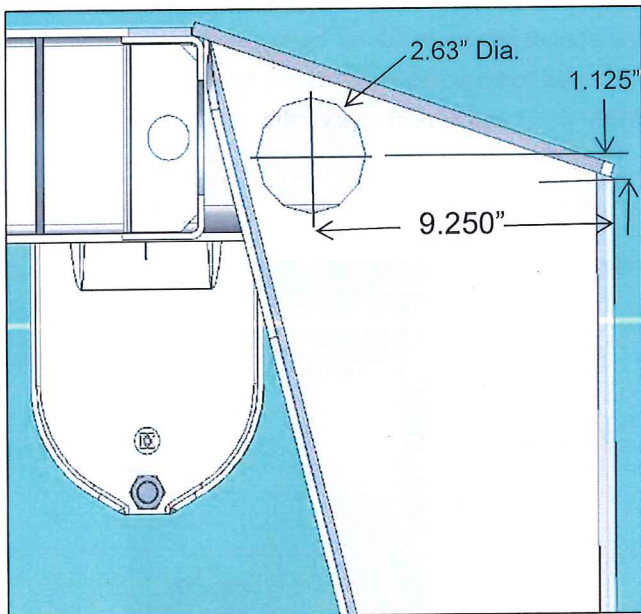


Figure 11



Step 11: Drilling the 2.63" diameter hole on the inboard side of the Counterbalance Leg. (Fig12)

- Using a ½" power drill and a 2.63" –dia. hole saw, drill out the hole at the previously marked location. It is recommended that a high quality hole saw be used in conjunction with cutting oil when completing this step.



Figure 12

Step 12: Introduce weld on Inboard Side of Counterbalance Leg (Fig 13)

- If the gap between the inner and outer plate is 1/8" or less, introduce a .25"-size full circumference weld by starting at the 12-o'clock position and stopping at the 6-o'clock position going clock-wise. Complete the weld by starting at an approximate 12-o'clock position and finishing at an approximate 6 o'clock position when going counter-clock-wise. Overlap passes by .50" to .75" at both places as illustrated in Fig. 12 above.
- If the gap between the inner and outer plate is greater than 1/8" use the provided ring to bridge the gap between the inner and outer plates as shown in Fig. 13 below.
- **Note: When using the ring the welding step will need to be performed on the inside and outside of the ring so as to connect the inside and outside surfaces of the assembly as illustrated below.**
- Plug weld pilot hole created by the hole saw.

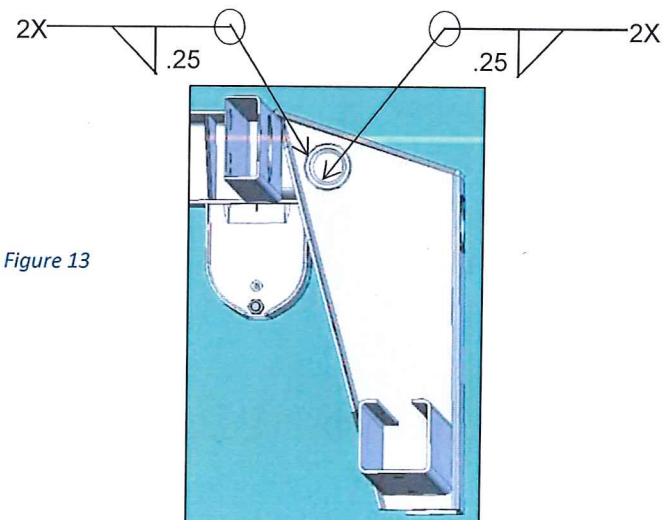
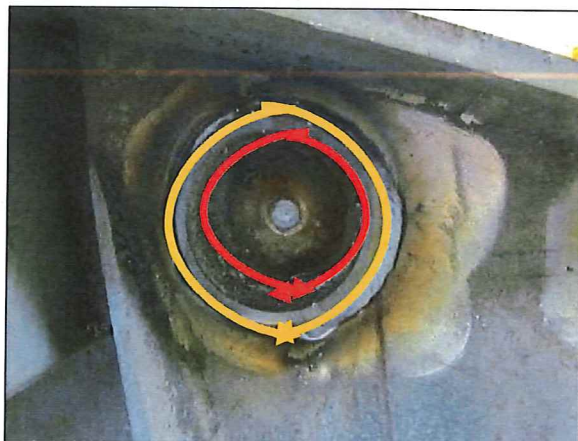


Figure 13

Step 13: Prep for welding on new Top Cap (Fig 14)

- Using a grinder or a pad sander remove the galvanizing from the areas in which you will be welding on the new Top Cap. Remove any high spots from previously placed welds to ensure proper fit up of the Top Cap.



Figure 14



Step 14: Coating the internal areas of the Counterbalance Assembly. (Fig 15)

- Before installing the Top Cap, clean all debris and weld spatter from inside the internal areas of the channel.
- Coat the internal areas of the Counterbalance assembly by using a heavy coat of undercoating or Tectyle (Spray)
- Use caution to not coat the areas in which you will be welding when installing the Top Cap.

*Completed
with Tectyle*



Figure 15

Step 15: Prepping the Top Cap for installation. (Fig. 16)

- Place the Top Cap into position, and using a marker trace around the areas of the Top Cap in which the welding will be introduced.
- Using a grinder or a pad sander remove the galvanizing from the pre-marked areas.



Figure 16

Step 16: Installing the Top Cap (Fig. 17)

- Correctly position the Top Cap onto suspension sub-frame.
- Securely tack the cap at all 4 corners.
- Weld all 4 sides connecting the Top Plate to the Counterbalance Assembly **creating a continuous weld around the circumference of the assembly.**

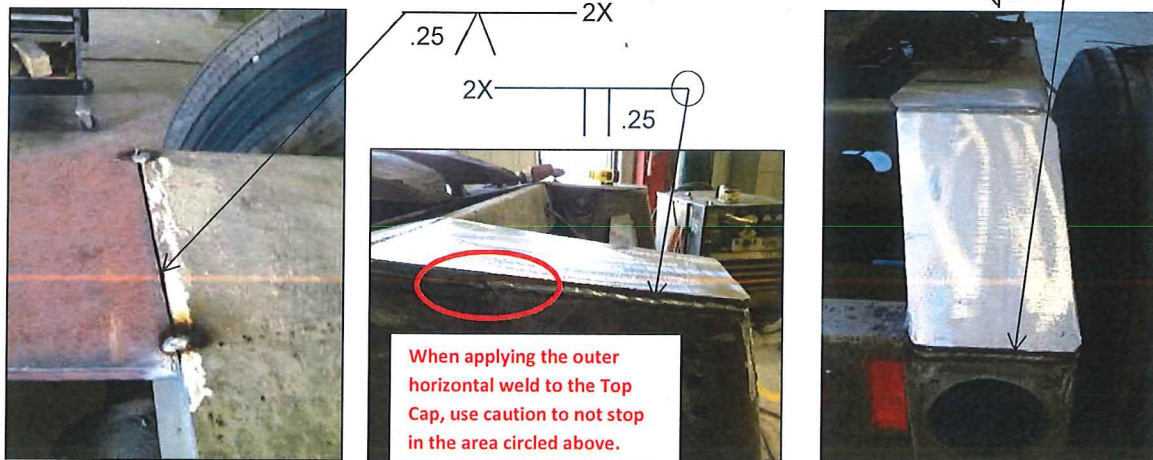


Figure 17

Step 17: Prepping and Coating the exterior areas of the assembly. (Fig 18)

- Using a Pad Sander remove all loose debris and weld spatter from all reworked areas of the assembly.
- Using a Cold Galvanizing Compound (spray) or a brushable Cold Galvanizing Compound with Zinc, coat all exposed reworked areas.
- Use care to get into all hidden areas when applying the coating.



Figure 18



Step 18: Reinstallation of the Cover Plates and Mud Flaps.

- Reinstall the Mud Flap using the original hardware, a Ratchet, and a $\frac{3}{4}$ " Socket to a minimum of 25 ft.-lbs.
- Reinstall the Cover Plate using a monobolt gun and four (4) $\frac{1}{4}$ "-dia. Magna Bulb pull fasteners with a grip range of .080" / .375"



Figure 19



