

BULLETIN

Subject:	Coupler Replacement		
Date:	July 10, 2023	Rev.: FR	No.: B23002
Re.:	Upper Coupler Inspection and Replacement.	Type:	Safety
Priority:	Earliest Opportunity		
Units Affected:	Please see VIN # listing.		

Background:

The King Pin may not be welded to our internal standards in certain 2024 Wabash Van Trailers. The following Safety Bulletin describes the inspection process and the replacement procedure when needed.

Materials:

<u>Item</u>	<u>Part Number</u>	<u>Qty.</u>
Coupler Assembly	03004047-07	1
	Or 03004034-07	
9/16" alum rivet	BRV00002	.07 lb
5/8" alum rivet	BRV00022	.05 lb
Baseraill Bolts	BLT00470	as needed
Lock Nuts	NUT00001	as needed

Tools:

Jack Stands	Fork Truck
Drill	Impact Wrench
Vice Grip Clamps	# 30 Torx Bit
9/16" Socket	Caulking Gun
9/16" Wrench	Acetone
3/8" Drill Bit	Shop Rags
1/4" Drill Bit	Putty Knife
5/16" drill bit	Load Bar



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 and chemical manufacturer's MSDS for safe use and handling instructions if applicable.
- Follow your company's safety procedures in addition to these recommendations.
- Follow industry standards for installation and tightening of all fasteners where torque values are not called out

Procedure: (Inspection)

1. Select a trailer from the manufacture's provided vin listing.
 - a. Use a putty knife to scrape off grease and undercoating from around the king pin area.
 - b. Use acetone and shop rags to clean the area around the king pin to expose the heat effected areas from welding.
 - c. Look for the presencets or absencets of the inner weld on the drivers side and illustrated below:



2. If the weld is present, no action is needed. The area can be re-greased to your company's standard and the unit can be returned to service.
 - a. Please file a claim on-line to Wabash for this vin noting that the unit passed inspection and to be reimbursed for the 30 minutes for your time.
3. If the weld is missing, then the upper coupler assembly should be replaced as described starting on page 3.

Procedure: (Replacement)

1. Ensuring that the trailer brakes are set, place Jack Stands under all 4 corners of the Coupler assembly.



2. Unhook electrical wiring from 7 way and the airlines from the gladhands.
 - a. Pull all electrical wiring out from the rear of the coupler.
 - b. To avoid kinking the airlines, do not remove them from the coupler at this time.



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3. Remove the lower sheet of interior nose lining to access the back side of the nose panel to apron fasteners.
 - a. Drill out all rivets and remove all bolts that attach the front nose panels and post to the upper coupler assy.



4. Remove the nipped floor screws attaching the front of the floor boards to the rear of the coupler assembly. Continue by removing the baserail bolts from both sides of the rail that are attaching the coupler assembly to the trailer walls.



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5. Place a load bar between the lower areas of the sidewalls and apply outward pressure to help release the coupler assembly.
6. Use a fork truck to remove the upper coupler assembly
 - a. Start by centering the forks on the coupler assembly.
 - b. Slightly raise the coupler enough to remove the four jack stands used in step 1.
 - c. Once the stands are removed, lower and raise the mast on the fork truck to wiggle the coupler down and out of the trailer.



- d. Carefully lower the coupler and back away from the trailer while at the same time removing the airlines from the coupler assy.
7. Once the coupler assembly have been removed, inspect and repair any damaged barrier tape that runs along both inner baserails.
8. Use the fork truck to position the replacement coupler. Reinsert the airlines while moving the coupler back up and into the trailer.
9. Once the coupler assembly is in place, reposition the four jack stands as in step 1 of this section and ensure the coupler is up tight to the baserail flange on the interior sides of the trailer.

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10. Use a pinch as a guide pin to align the new coupler assembly with the existing holes in the front nose posts. Once **in-aligned**, install bolts and rivets along the lower nose sheets.



11. Using all existing holes as a guide, redrill all holes to their appropriate size. 5/16" thru the front of the floor, and 3/8" down both sides. Reinstall all fasteners and nut the floor screws.



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12. Reroute the wiring through the conduit and access holes within the new coupler assembly.
13. Reconnect the wiring to the 7-way and airlines to the gladhands.
14. Perform a light and air leak test.
15. Check and correct wheel alignment if needed.

- **The SRT for this Recall repair is 10 hours per unit affected.**
- **Be cautious of all sharp edges in the surrounding work area.**