TECHNICAL BULLETIN

Subject:	**DuraPlate AeroSkirt™ Spring Post Tension Enhancement**
Date:	June 18, 2010
Re.:	DuraPlate AeroSkirt™ Spring Post Tension
Priority:	As needed
Units Affected:	All

Background:

Due to variations in supplied components, some DuraPlate® AeroSkirt™ Spring Post Assemblies were manufactured with less than intended spring preload. In high crosswind conditions this can result in excessive inward and outward movement of the DuraPlate® AeroSkirt™ assembly. This document describes the procedure for adjusting the spring preload by installing P/N 21800229, DuraPlate® Aeroskirt™ Post Tensioning Kits, (one per post), to correct this issue. All repairs must be made promptly, especially if operating in high crosswinds.

Material / Tool Requirements:

Qty:	Items No.	Description
8*	21800229	DuraPlate® Aeroskirt™ Post Tensioning Kit

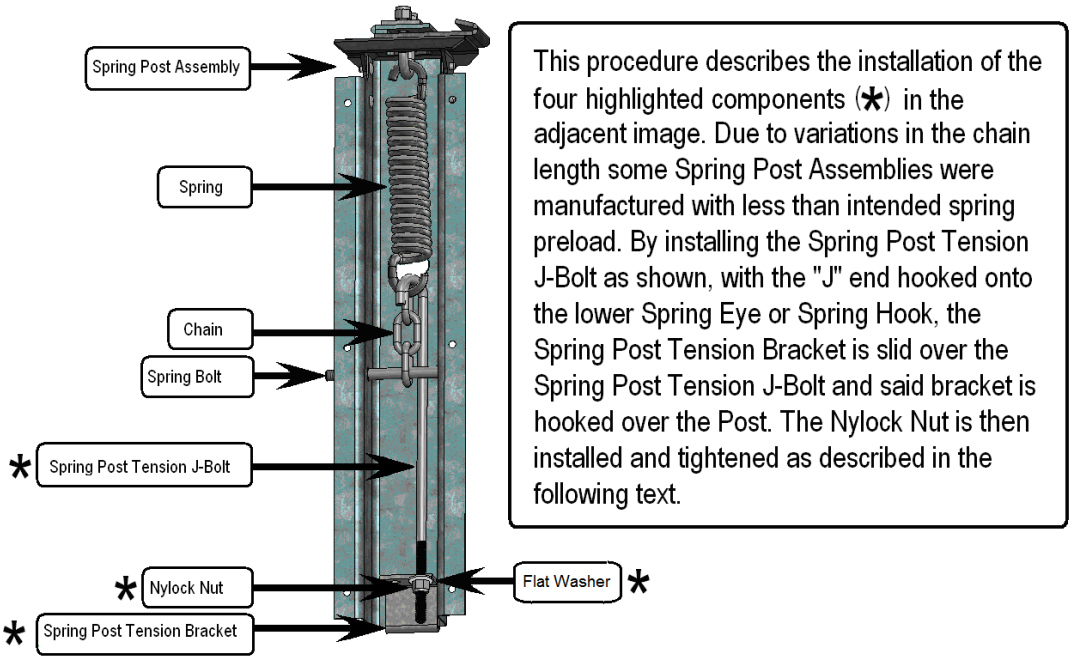
* LTL or Pup trailers typically require six since they usually only have six DuraPlate® AeroSkirt™ Spring Post Assemblies IPO the eight used on full size trailers.

⚠ CAUTION

- Wear appropriate personal protective equipment (PPE) including, but not limited to safety glasses and cut-resistant gloves when carrying out this work.
- When working beneath the trailer a bump cap is advised.
- Follow your company safety procedures in addition to these recommendations.

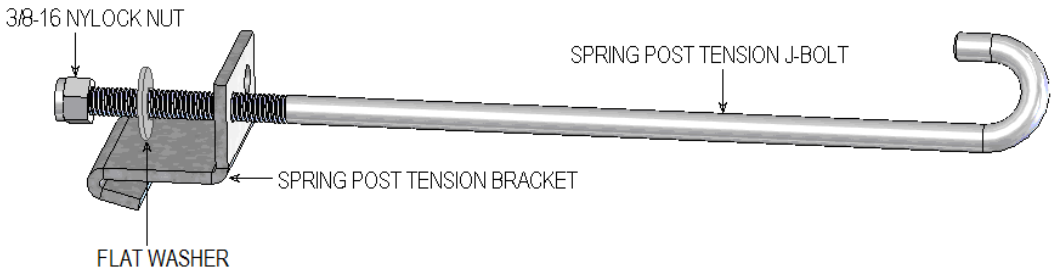
Inspection & Repair:

Note: If any components of the DuraPlate® AeroSkirt™ are missing or damaged they should be repaired or replaced prior to implementing this repair procedure. Refer to TB09007, Inspection and Repair Procedures for DuraPlate AeroSkirt™, available through the Wabash National Warranty Department, (765) 771-5404 or email us at warranty@wabashnational.com.

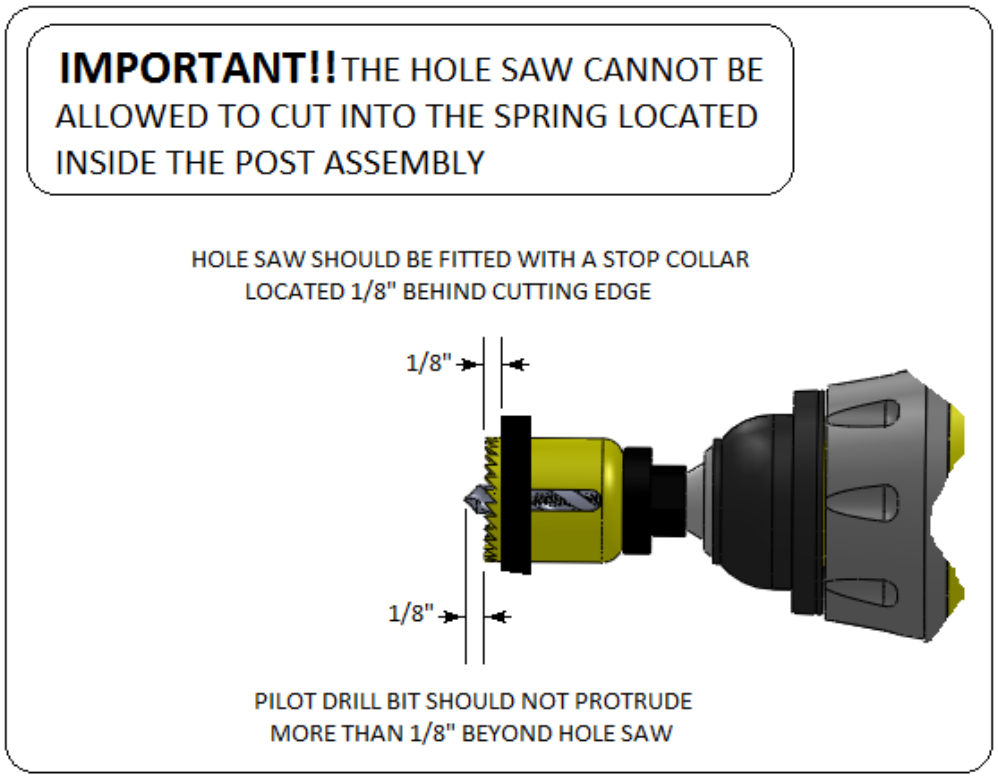
1. **Please read through the entire instruction document prior to beginning the repair procedure.**
2. 

This procedure describes the installation of the four highlighted components (*) in the adjacent image. Due to variations in the chain length some Spring Post Assemblies were manufactured with less than intended spring preload. By installing the Spring Post Tension J-Bolt as shown, with the "J" end hooked onto the lower Spring Eye or Spring Hook, the Spring Post Tension Bracket is slid over the Spring Post Tension J-Bolt and said bracket is hooked over the Post. The Nylock Nut is then installed and tightened as described in the following text.

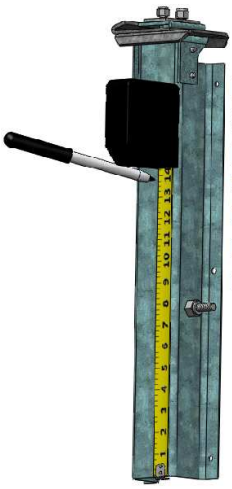
3. Open the repair kit packaging and remove one Spring Post Tension Assembly which is comprised of one (1) Spring Post Tension Bracket, one (1) Spring Post Tension J-Bolt, and one (1) 3/8-16 Nylock Nut.



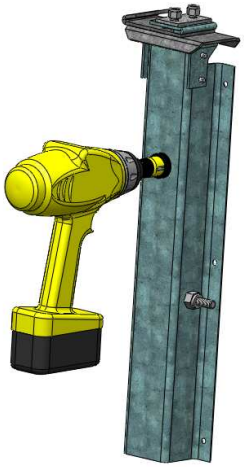
4. Insert a 1" hole saw into your drill and set the pilot bit so that it does not protrude more than 1/8" from the hole saw as shown below. Install a stop collar on the hole saw to limit the drilling depth to 1/8" as shown:



5. While positioned under the trailer, locate one of the post assemblies and measure up from the bottom of said post as shown in the illustration below. With the post marked 13-3/4" up from the bottom edge, drill a hole in the center of the post as shown below BEING EXTREMELY CAREFUL NOT TO DRILL INTO THE SPRING. <u>If possible, slide a narrow strip of sheet metal up inside of the post between the spring and the area being drilled with the hole saw to further insure that the spring is not damaged by the drilling process.</u>



MARK THE POST AT 13-3/4" UP FROM THE BOTTOM EDGE AS SHOWN, TO ALLOW MAKING AN ACCESS HOLE AS SHOWN ON THE RIGHT.



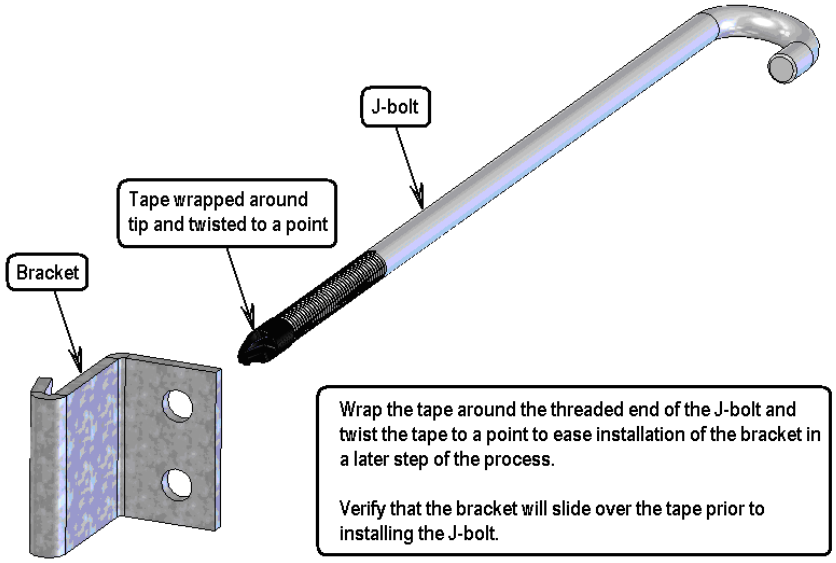
DRILL THROUGH THE CENTER OF THE POST AT THE PREVIOUSLY MARKED HEIGHT OF 13-3/4".

CAUTION!!

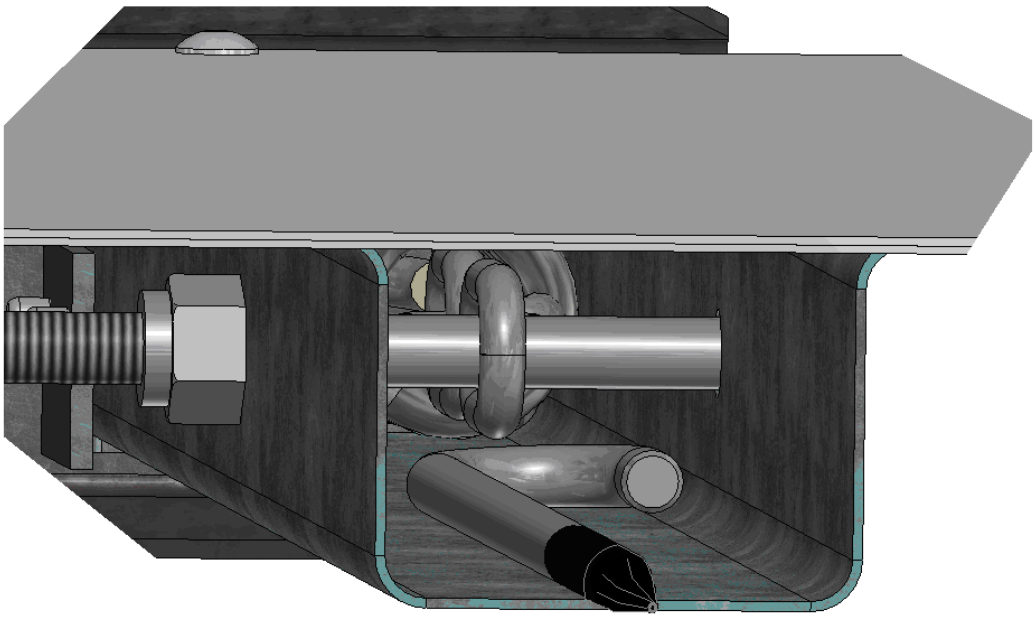
USE EXTREME CAUTION TO INSURE THAT YOU DO NOT DRILL/SAW INTO THE SPRING LOCATED INSIDE THE POST

6. Remove the Nylock Nut, Flat Washer and Tension Bracket and set aside for reinstallation momentarily.

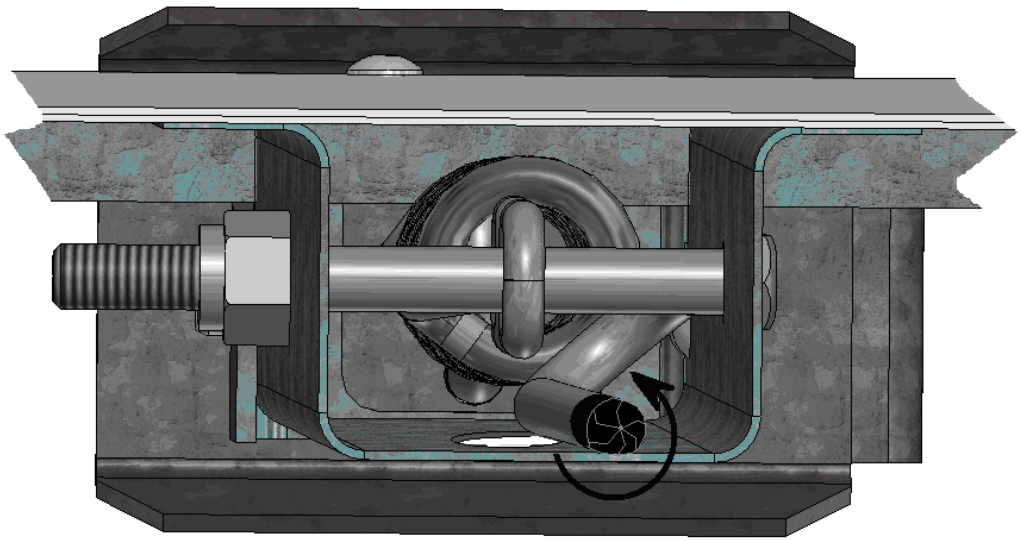
7. Prepare the J-bolt by wrapping a single wrap of electrical or masking tape around the threaded end and twist the end of the tape to a point as shown. This will ease the installation of the Spring Post Tensioning Bracket later in the installation process.



8. Slide the J-bolt into the post as shown below, with the hook against the steel post and the open end of the J-bolt facing the same side as the spring hook.

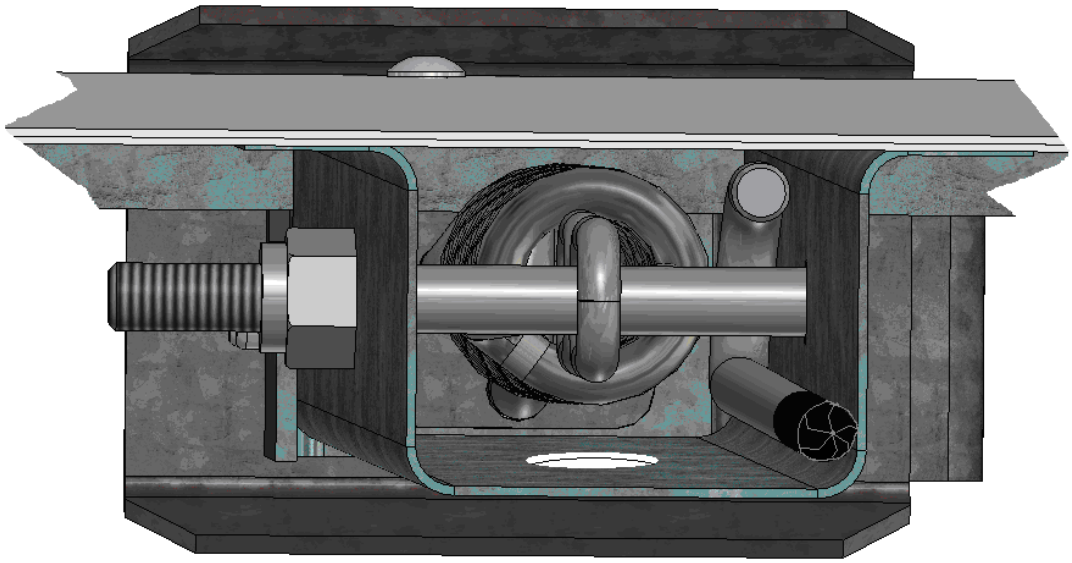


9. Rotate the J-Bolt as shown below to position it for engaging the spring eye or spring hook.



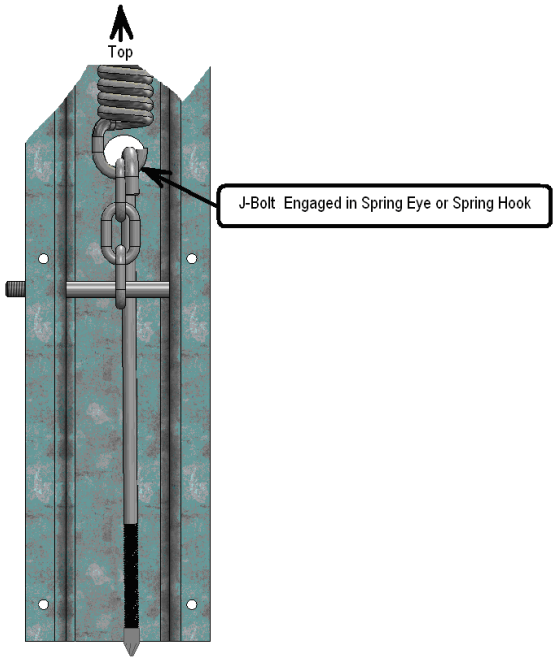
Rotate the J-Bolt as shown (if the spring eye or spring hook is on the opposite side of the post, reverse the rotation).

10. With the J-Hook in the position shown below, slide it up and down against the side of the spring until it slides into the opening of the spring eye or spring hook.

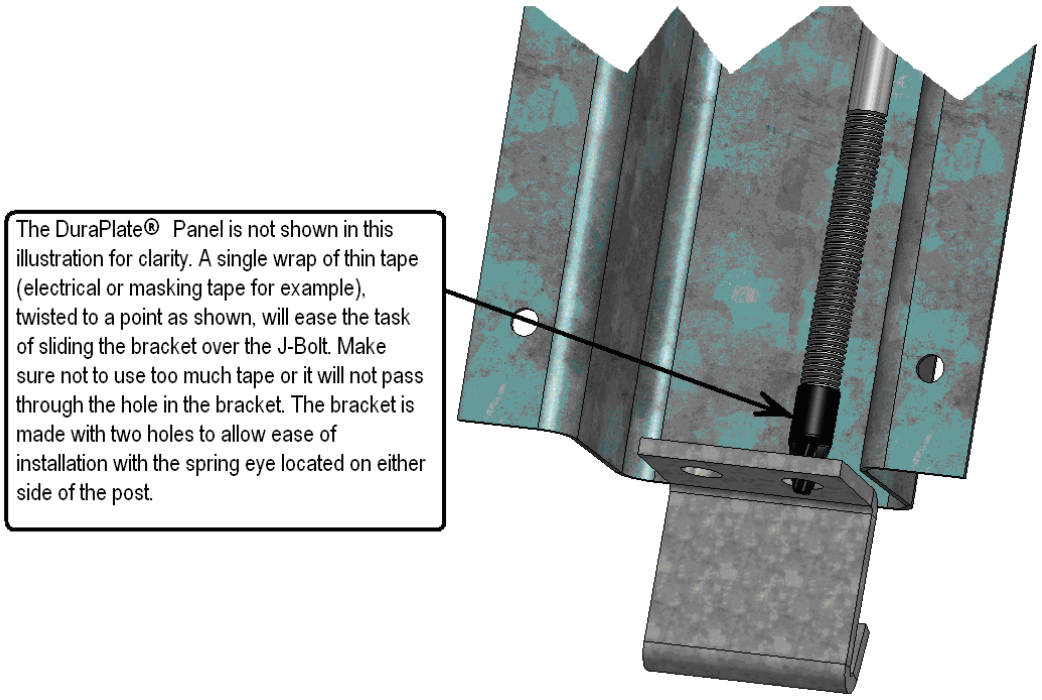


Slide the J-Bolt up and down inside the post, holding it against the spring. When it reaches the bottom of the spring it should slide into the spring eye or spring hook.

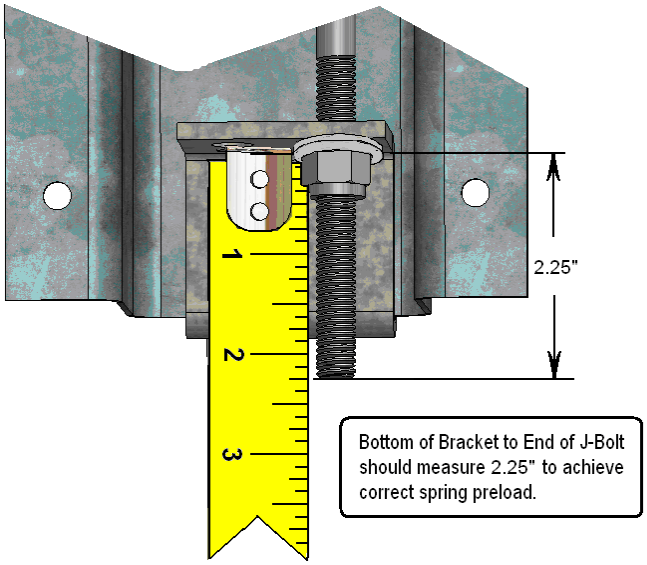
11. This is a frontal view showing the hook properly engaged with the spring eye to illustrate the proper position. Note" The DuraPlate® panel is omitted from this view for illustration purposes.



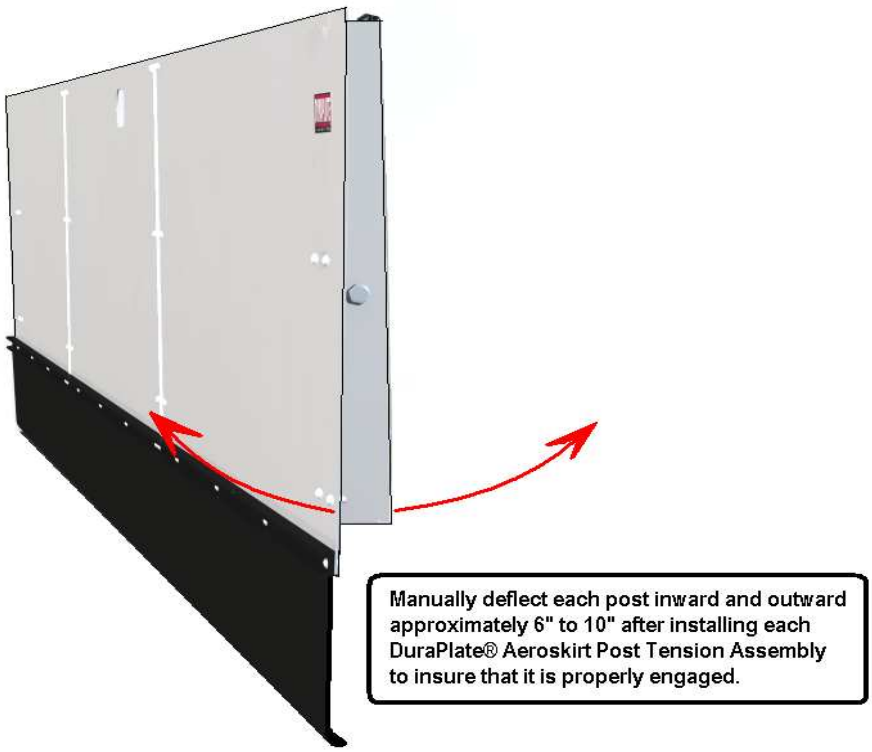
12. With the J-Bolt engaged on the Spring Eye as shown, guide the Spring Post Tension Bracket over the threaded end of the J-Bolt. The (previously applied) layer of tape around the treaded end of the J-bolt eases this task by extending the length of the J-bolt below the post, thereby making it easier to thread it through the bracket. See image below.



13. Install the flat washer and lock nut as shown with a few drops of oil or light grease applied to the threads and both sides of the flat washer. Tighten the lock nut until the measurement between the bottom of the bracket and the end of the J-bolt equals 2.25” as shown below. Do not remove the spring bolt that goes through the existing chain.



14. Manually deflect (push) the post inward and outward approximately 6” to 10” to verify that the J-bolt is engaged properly.



15. Repeat the above steps on the remaining DuraPlate® AeroSkirt™ posts to complete this repair. On a typical 48'- 53' trailer there will be eight (8) total posts while LTL or Pups will usually have six (6) post assemblies.

This Concludes the repair procedure, if you have any questions please feel free to contact the Wabash National Warranty Department, (765) 771-5404 or email us at warranty@wabashnational.com.

Labor Hours:

The SRT (standard repair time) is 0.2 hrs per post assembly.