WABASH®

Operator's Manual

Platform Trailers

This manual contains important safety information. Read manual carefully.

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WARRANTY

Your Wabash® trailer warranty is defined in your Purchase Agreement and its detailed Terms and Conditions. If you believe you have a valid warranty claim, please contact your sales representative or Wabash customer service for assistance.

Wabash Warranty Department:
(800) 247-2548

Normal Trailer Use Statement

Your Wabash® trailer is designed, engineered, and manufactured to provide years of safe, dependable service. To ensure reliable service, the trailer must be properly maintained, used in normal service, and free from accident or collision damage. “Normal service” means the loading, unloading and carriage of uniformly distributed legal loads of non-corrosive, properly secured cargo.

- The vehicle must be operated on well-maintained public roads.
- Gross vehicle and axle weights must not exceed the labeled ratings.
- The maximum payload of the trailer is the Gross Vehicle Weight Rating (GVWR) minus the trailer weight.
- The payload must be uniformly distributed onto the main beams of the trailer.
- Cargo is properly loaded, blocked, and braced to prevent load shifts and comply with all relevant sections of Title 49 of the Department of Transportation Federal Motor Carriers Safety Regulations.

INTRODUCTION

Message to the Owner and Operator

Congratulations on your new trailer purchase. You have just purchased the highest-quality semitrailer on the road today. With proper use and maintenance, your Wabash trailer will give you years of safe, dependable service.

This manual will acquaint you with the operation and maintenance of your Wabash trailer and highlight important safety information. The information in this publication applies to standard Wabash specifications only. All variations in specifications cannot be covered in this manual. For operation, maintenance, and service instructions pertaining to components not manufactured by Wabash, please refer to the component manufacturers' information. Instructional and informational decals shown herein are for example only, were current at the time of publication, and may not exist on our specific trailer based on the components specified and/or used.

Please read this publication carefully and follow these recommendations. It is also important that you pass this information on to any operators who may use Wabash trailers.

If you have any questions, do not hesitate to contact your sales representative or the nearest Wabash Trailer Center location for answers.

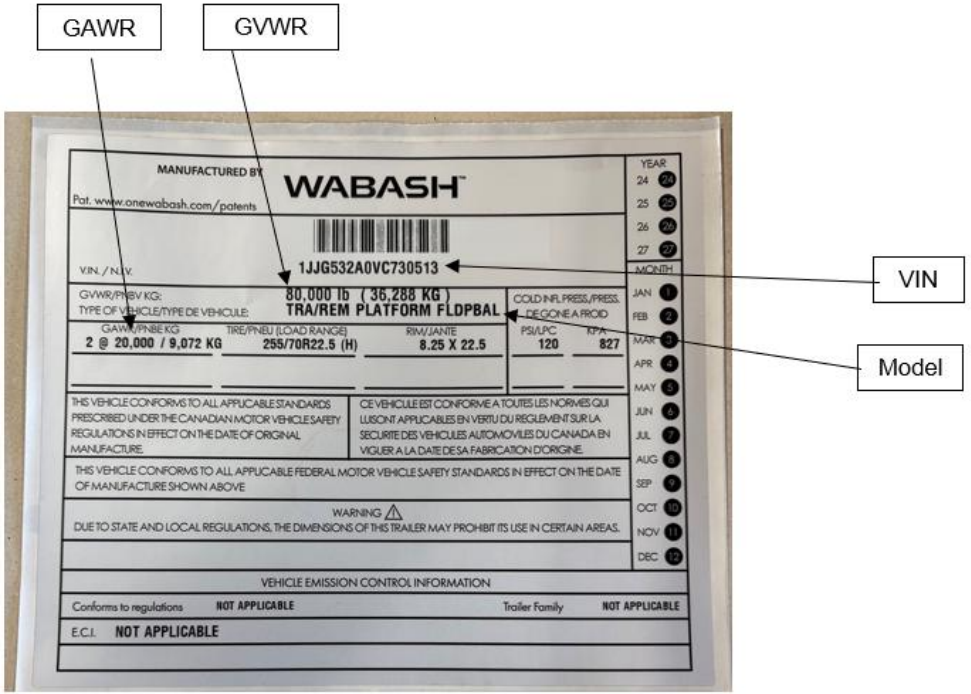
Thank you for choosing Wabash for your trailer needs.

Identification:
The official Vehicle Identification Number (VIN) used for title, registration, and identification purposes is listed on the 5" x 7" silver tag located on the trailer's driver side main beam rearward of the landing gear leg.

The VIN tag also contains information specific to your trailer including model, date of manufacture, Gross Vehicle Weight Rating (GVWR), and Gross Axle Weight Rating (GAWR). When contacting Wabash, always refer to the VIN to obtain parts, repair information and details related to the trailer warranty.

NOTE: *The load ratings for this trailer may not be legal in all states. Check all applicable laws.*

Example VIN Tag



How To Use This Operator's Manual

This manual is organized and written for the end user of the trailer. Following these guidelines as well as proper use and maintenance will help to ensure safe, dependable service.

This manual provides valuable information regarding required inspections and maintenance. It also provides important information for safe operation of the trailer. You must read and follow this manual. Do not lose or destroy this valuable reference. If this manual is lost or destroyed, contact your sales representative or the nearest Wabash Trailer Center location for a replacement. Or, visit https://onewabash.com/resources/operator-manuals to download a copy.

Trailer Accessories

This manual does not provide information on the installation, inspection, or maintenance of trailer accessories that may have been installed on your trailer during or after manufacture by Wabash. Such accessories may include, but are not limited to, DuraPlate Aero Skirts® or other aerodynamic assistance devices, toolboxes, ramp kits, or bulkheads.

Please refer to the installation or care manuals provided by the manufacturer of the accessory item for maintenance, inspection, and care instructions relating to those accessories.

SAFETY

Note:
The descriptions and specifications contained in this manual were in effect at the time the manual was approved for distribution. Wabash reserves the right to discontinue models at any time, or to change specifications and design without notice and without incurring obligations.

Safety Advisory Labels

This manual contains Safety Information Advisory Labels to identify potential hazards for person(s) using, operating, and servicing this trailer. Information preceded by one of these signal words must be observed to minimize the risk of injury to the driver, service personnel, and the general public, as well as to prevent improper service methods that may damage the vehicle or cause it to be unsafe. The following definitions indicate the use of signal words as they appear throughout this manual:

⚠ DANGER:
Indicates an imminently hazardous situation which, if not avoided, WILL result in death or serious injury.

⚠ WARNING:
Indicates a hazardous situation that could result in death or serious injury if not avoided.

⚠ CAUTION:
Indicates a hazardous situation that may result in minor or moderate injury if not avoided.

NOTICE:
Conveys important information about equipment or procedures that are not related to personal safety but are necessary for proper operation or to avoid property damage.

Additional **Notes** and **Service Hints** are used to emphasize the importance of a procedure when a specific operation, practice, or condition is essential.

Safety Instructions

- Follow applicable federal, state, provincial, and local laws, rules and regulations.
- Prior to operation, visually inspect the trailer and its components and replace components if they are damaged prior to operation.
- Ensure the trailer brakes are correctly adjusted and functioning properly.
- Ensure all lights are operating properly, and all reflectors are in good condition and not damaged.
- Always maintain three points of contact when climbing onto the trailer
- Never climb steps that are not firmly attached or properly maintained.
- Ensure all tires are in good condition and properly inflated in accordance with the manufacturer's recommendation.
- Ensure the tractor is properly attached to the trailer.
- Check to ensure the bogie lock pins are fully engaged into the suspension slide rails, if applicable.
- Visually inspect structural components (including rub rail, floor, landing gear, rear impact guard, coupler, and kingpin). Check for damage, dents and corrosion. Any trailer with structural damage needs to be taken out of service and repaired.
- DO NOT operate the trailer with damaged structural, electrical, air, or brake components, rear impact guard, cargo securement hardware, or reflective tape.
- Never perform maintenance unless you are properly trained.
- Repair and/or replace components with the same type of approved parts.

It is the responsibility of the driver to back up the vehicle in a safe manner, ensuring the area is clear of people and obstructions.

Use caution when backing the trailer and maneuvering. Be aware of blind areas and personnel or unseen hazards.

- Ensure the trailer is properly secured on a firm, level surface when performing trailer maintenance and inspections.
- Read, understand, and comply with all instructions noted on all labels affixed to the trailer.

SYSTEMS & FEATURES

Kingpin and Coupler Assembly

The coupler assembly is a heavy fabricated metal assembly attached to the lower front of the trailer, which includes the kingpin. The kingpin provides the connection for pulling by the tractor fifth wheel.

⚠ ***WARNING:***
Damage to the kingpin, coupler assembly structure and connecting welds or fasteners will compromise the structural integrity of the trailer.

Ensure all replacement fasteners are of the same diameter, design, and strength rating as the original equipment manufacturer. Ensure all welds are factory standard.

⚠ ***WARNING:***
Never operate a trailer without first inspecting and verifying a proper coupling.

Visual inspection is required by law. Some improper couplings can pass a pull test. Sound alone is not reliable. Visual inspection is mandatory

Floor System

Regular inspection of the floor system is important to ensure safe use of the vehicle.

The trailer floor system includes decking, floor supports/crossmembers, and floor screws.

Standard Aluminum Trailer Decking



Standard Steel Trailer Decking



Floor System (cont.)

⚠ ***CAUTION:***
Inspect all floor system components prior to loading and unloading.

Floor Care Guidelines:
- Do not damage or compromise the integrity of the floor with excessive nailing in a localized region.
- Do not expose the floor or body components to corrosive materials and solvents. Transporting corrosives may void the warranty.
- All flooring repairs must be performed using materials with identical section properties, thickness, and type/specification of wood or aluminum.

See recommended care of wood products on next page.

Prior to loading or unloading, verify there are:
- No delaminated and/or broken wood boards.
- No deformed, cracked, or wavy aluminum boards.
- No missing or loose fasteners in decking.
- No bent and/or cracked crossmembers.
- No cracked crossmember welds to beam webbing.

⚠ ***CAUTION:***
During Loading:
- Do not exceed the GVWR or GAWR.
- Improper loading, load distribution, and cargo securement can damage the floor system.
- Ensure trailer is on a solid, level surface while loading.
- Sliding suspension should be placed in proper position prior to loading.
- Use dock boards and leveling equipment for forklift entry.
- Avoid point loading of decking / load must be distributed onto main beams.

CARE OF WOOD DECKING FOR PLATFORM TRAILERS

Platform trailers that are set idle for periods of time are exposed to the elements where they may experience weather damage. This damage results from excessive sunlight, temperature and/or moisture. The damage from sunlight and high temperatures may take the form of shrinkage to the top face of the decking causing larger than normal spacing to appear between boards. Often this will be accompanied by concave cupping of the decking, which is more pronounced in wider width pieces, and cracking or splitting of the decking known as season checking. Such cracks may cause other problems. The cracks fill with rainwater and absorption of water into wood can lead to degradation as trapped water penetrates the interior portion of the boards.

Prevention of weather damage can be greatly minimized by applying a good water repellent and UV inhibitor to all visible surfaces of the decking. The cost of labor to apply the treatment and the material itself is modest when compared to the potential degradation from weather elements. It takes less than an hour's labor and approximately four gallons of repellent using a handheld roller or, the more preferred, handheld pump up sprayer to apply protection to the flooring.

Some of the various types of products used are Thompson's and Baer's Waterseal, boiled linseed oil, Penofin and Wood Guard by ISK Biosciences. Any of these products will help increase the life of trailer decking. Incorporating a maintenance program of coating the decking on platform trailers will greatly benefit the wood, especially in the event that trailers remain idle for lengthy periods of time.

Best results when utilizing UV-inhibitors and water repellants are experienced when products are applied twice annually – spring and fall. This prepares the wood decking for the sunlight during summer months and extreme conditions during winter months. Also, a liberal coating upon receipt of trailer will begin the process of limiting the effects of the environment.

Wood is a natural product and, as such, will acclimate to its surrounding environment. Properly seasoned decking can change dimensions after installation given the right conditions. It is important to understand that excessive swings in environmental changes such as summer and winter will take their toll on decking. In addition, platforms setting dead lined or idle, are subject to a different environment than those in operation even if they are in identical locations.

LOAD SECUREMENT

General Information

Check before each trip: Inspect brackets, fasteners, welds, and adjacent structure for cracks, deformation, corrosion, loose or missing hardware, and impact damage. Do not operate with a loose or structurally damaged bulkhead. Use qualified personnel and manufacturer-approved repair procedures. Do not drill, cut, weld, relocate, or modify the assembly without approval. Follow the manufacturer's inspection and maintenance instructions.

Regulatory reference: 49 CFR Part 393, Subpart I, including Section 393.114, Requirements for front end structures used as part of a cargo securement system.



Know the Rating
The devices and attachment methods below have been tested for their specified configurations and working load limits. Ratings do not apply to unapproved components, mounting locations, or attachment methods.

Working load limit (WLL) is the allowable load on a device under specified conditions—not the cargo weight one device can secure. The lowest-rated anchor, tiedown, connector, or tensioner limits the assembly. Do not use breaking strength as WLL. If equipment markings, labels, and this manual differ, contact Wabash before use; do not assume the higher rating applies.

Secure and Inspect:

- Restrain cargo against shifting, rolling, tipping, and falling with suitable tiedowns, blocking, and bracing.
- Meet aggregate-WLL, minimum-tiedown-count, and commodity-specific rules. Under 49 CFR 393.106, aggregate tiedown WLL must be at least half the cargo weight, calculated for the attachment arrangement. Direct and same-side-return tiedowns count at half their WLL; opposite-side over-cargo tiedowns count at full WLL.
- Fully engage attachments to prevent unintended release. Protect tiedowns from cutting and abrasion.
- Inspect devices, anchors, mounting hardware, welds, and supporting structure. Do not use damaged or weakened equipment.

Regulatory references:

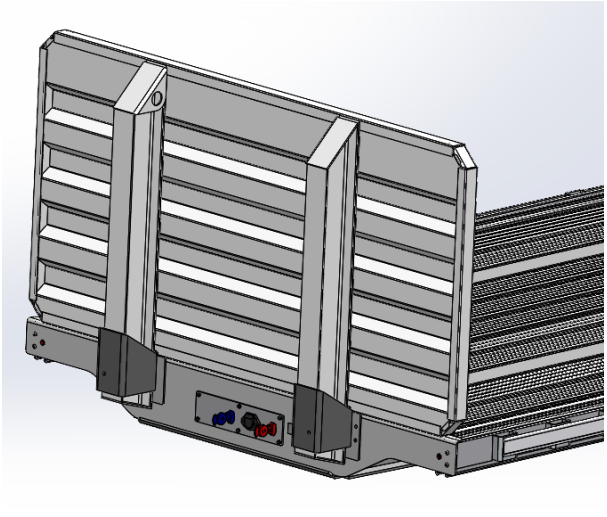
49 CFR 392.9 and Part 393, Subpart I. Follow the complete applicable regulations and equipment manufacturers' instructions.

Tiedown Routing:

Keep securement components within the rub rails when present, except when the load extends to or beyond them. This routing exception does not permit attachment to the rub rail or override a device's strap-routing requirements.



Bulkheads:



Identify: A bulkhead is the structure at the front of the trailer. Appearance alone does not establish its strength or cargo-restraint capacity. Verify the installed assembly and mounting arrangement using the manufacturer's documentation.

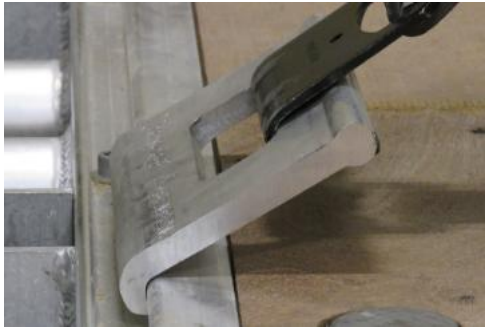
DOT bulkhead—Use: Rely on the bulkhead only within its documented capacity and installation requirements. Manufacturer documentation must establish that the installed assembly meets the applicable dimensions, forward-load strength, and penetration-resistance requirements of 49 CFR 393.114. "DOT" does not mean agency approval or suitability for every load.

Non-DOT bulkhead—Do not: Do not load cargo against it, rely on it to block forward movement, or count it as part of the securement system. Secure cargo independently with a compliant system. If the designation, capacity, or installation is uncertain, contact Wabash before relying on the bulkhead for restraint.

Securement limits: Section 393.114 applies when transported cargo contacts the front-end structure. A bulkhead does not replace applicable tiedowns, blocking, bracing, or commodity-specific requirements. Attach tiedowns only to points identified by the manufacturer as rated anchors. Neither DOT nor non-DOT designation guarantees cab or occupant protection in a collision.

Load Securement Devices

Lock-Rite Multi-Position Tiedown:





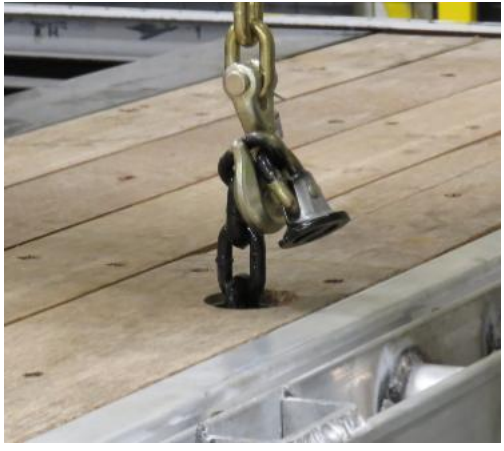
WLL: 6,600 lb. for the qualified Wabash fitting in siderail or main-beam groove. For two fittings less than 6 inches apart, the WLL for each of the tie downs is reduced by 20%.

Use: Fully engage the groove-mounted fitting and connect a compatible chain hook or flat hook. Verify that round-bar or bolthead stops prevent longitudinal sliding.

Do not: Modify or bypass stops, use partly engaged fittings, or assume different Lock-Rite versions and profiles are interchangeable.

Check: Verify fitting engagement and stop condition before tensioning.

Chain Tie Recessed in Floor:



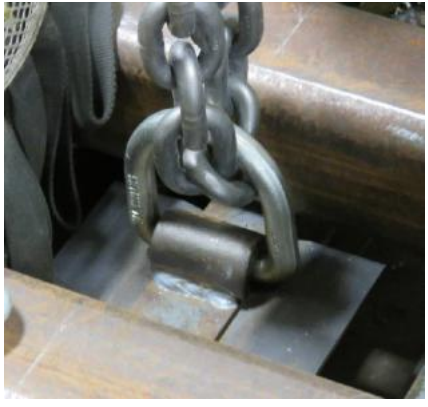
WLL: 6,000 lb. for the corresponding qualified installation. Steel crossmember configurations include bolted and welded ties; On the aluminum trailers, the only qualified option is the welded-block design in the siderail.

Use: Connect compatible, rated chain and hardware. Wabash recommends 3/8-inch Grade 70 grab hooks. Fully seat the connection.

Do not: Tip-load hooks, infer capacity from chain size, extend this rating to unidentified installations, or repair chain links by welding.

Check: Inspect exposed links and verify secure attachment to the trailer.

D-Rings:



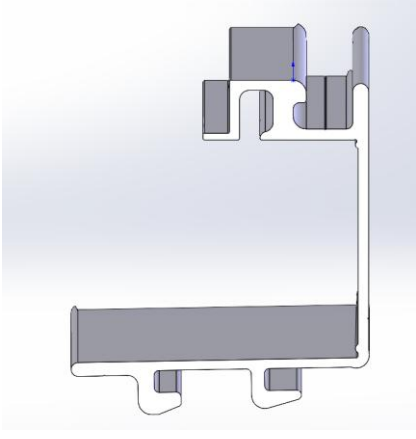
WLL: 6,000 lb. only for the corresponding qualified Wabash installation. If the installed part or mounting arrangement cannot be identified, confirm its rating with Wabash before use.

Use: Connect compatible hardware and follow approved pull-direction and loading-angle limits.

Do not: Assume all recessed D-rings are rated at 6,000 lb., relocate a ring, or add one at an unqualified location without Wabash approval.

Check: Inspect the ring, bracket, reinforcement, and attachment for wear, distortion, or looseness.

Lock-Rite Siderail with Integrated Winch Track & Tie Bar:



Rating: Use the rating for the individual Lock-Rite, sliding-winch, or tie-bar feature. Capacities are not interchangeable nor additive.

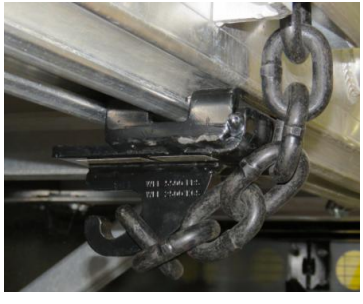
Use: Match each feature to its approved attachment and follow the corresponding device instructions.

Do not: Hook into the track lip or an unidentified part of the siderail.

Check: Inspect extrusion, stops, track engagement surfaces, and tie-bar attachment for damage or looseness.

Sliding Winch / Sliding J-Hook:





WLL: 5,020 lb. for qualified double-L track-mounted winch and sliding J-hook arrangements. Qualified equipment includes specified Ancra products. Use Wabash's application rating, not higher supplier or test value.

Use: Match equipment to track, strap, and end fittings; verify full engagement. Keep straps off the rub rail and against, or as close as possible to, the side rail. Follow manufacturer instructions for threading, wraps, tensioning, and release.

Do not: Use improvised bars or extensions. Use only a purpose-designed winch bar. Before releasing the bar, confirm that the locking pawl (ratchet catch) is fully engaged. Keep clear of stored tension and bar travel.

Check: Inspect the winch's track engagement, locking pawl (ratchet catch), hooks, track, and straps. Confirm cargo stability before releasing any tiedown.

Stake Pockets and Pipe Spools:





WLL: 5,020 lb. maximum for the following qualified methods.

Use:
- Wrap chain around a single or double pipe spool.
- Wrap chain around an entire stake pocket.
- Pass chain through a pocket and hook to its outer edge only with the approved hook arrangement.

Do not: Attach a grab hook directly to the pocket edge. If the approved arrangement cannot be identified, obtain Wabash instructions before use. Do not modify or repair attachments without approved procedures.

Check: Inspect pocket and spool edges and welds for cracks, distortion, wear, or corrosion.

Tie Bar:



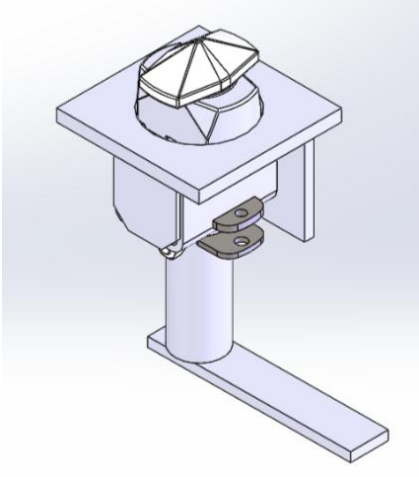
WLL: 5,020 lb for qualified integrated and non-integrated tie bars. Integrated bars form part of the siderail; non-integrated bars mount separately to crossmembers.

Use: Use flat hooks only. Fully engage the hook on the designated bar and verify that it remains seated under tension.

Do not: Substitute a chain hook or attach to a nearby track edge.

Check: Verify hook seating and inspect the bar and mounting for damage or looseness.

Twist Locks:



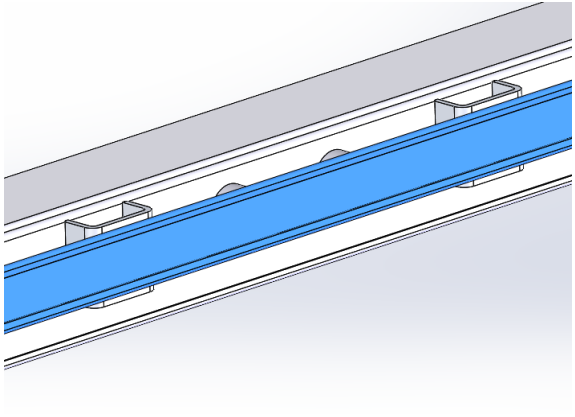
Rating: Wabash does not assign a twist-lock WLL in this guidance. Follow the twist-lock and container manufacturers' ratings and instructions.

Use: Secure compatible containers with the required locks, typically at four corners.

Do not: Apply another cargo anchor's rating to a twist lock.

Check: Verify compatibility and confirm that every required lock is fully engaged and retained in its transport position.

Rub rail



Do not attach: The rub rail is not a direct cargo-securement attachment point. Use only designated, rated anchors.

Routing: Follow the tiedown-routing requirements above and the device-specific strap path. Protect tiedowns from cutting and abrasion.

BEAVERTAIL OPERATION



⚠ ***WARNING:***

Ramp Load Limit:

Maximum wheel load: **10,000 lb. per ramp**, per TTMA-RP 67-91, as stated on the warning label. This is not a vehicle, axle, or trailer payload rating; do not multiply it by the number of ramps to determine vehicle capacity. Confirm approval for multiple wheels or tracked equipment on a ramp and observe any lower equipment or trailer rating. Contact Wabash if loading suitability is uncertain.

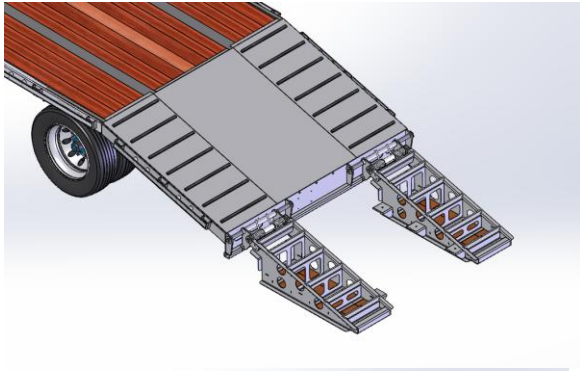
Before Use:

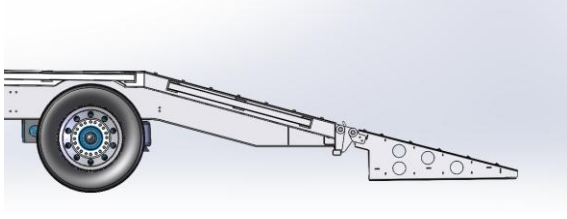
• Only trained operators may load or unload. Park on firm, level ground; apply parking brakes and chock wheels. Follow approved coupling, stabilization, suspension, and rear-support requirements—do not improvise supports.

• Inspect ramps, hinges, pins, retainers, springs, latches, welds, and surrounding structure. Do not use damaged equipment or equipment with missing parts. Clean loading surfaces.

• Clear personnel and obstructions from the loading area. Keep clear of moving ramps, hinges, pinch points, and the area beneath ramps.

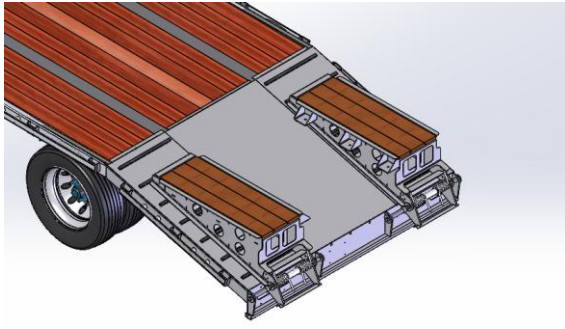
Deploying and Loading:

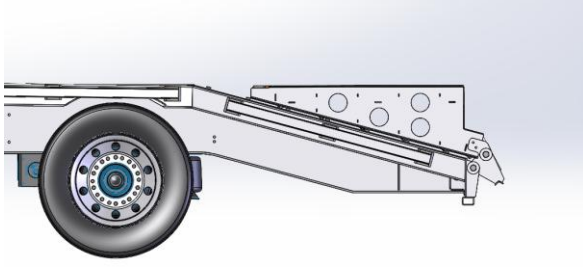




- Lower ramps using the approved procedure maintaining control and never letting them drop. Assisting springs do not eliminate ramp weight or pinch hazards.
- Verify ramp position, fully engaged attachments, stable ground contact, and required supports.
- Align wheel paths and confirm clearance and traction.
- Follow the equipment manufacturer's instructions. Travel slowly and straight; avoid sudden acceleration, braking, or steering. Keep others clear. Stop if ramps shift, traction is lost, or abnormal movement or damage occurs; correct the condition before continuing.
- Position cargo within trailer load-distribution and component ratings, then secure it properly. Ramps do not replace tiedowns.

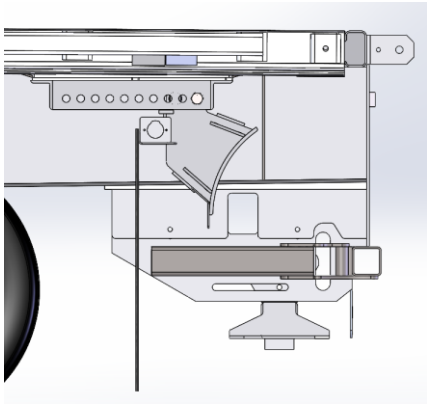
Stowing and Maintenance:





- Raise and stow ramps using the approved procedure. Before travel, fully engage all transport locks, pins, retainers, and secure movement

TRUCK-MOUNTED FORKLIFT

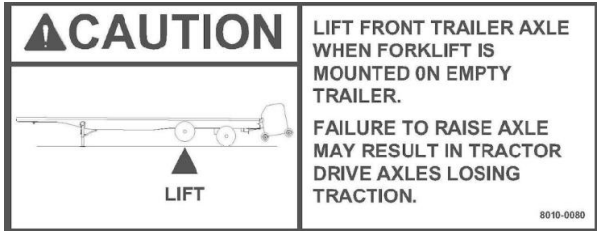


Wabash installs a rear-mounted forklift attachment kit on trailers specified for this option. The kit provides a trailer-rear mounting interface for transporting a compatible forklift; the forklift is separate equipment and is not supplied by Wabash as part of the mounting kit.

Use only the rear-mounted forklift and mounting system approved for your trailer. Trained, authorized operators must follow the forklift and mounting-system manufacturers' instructions.



⚠ ***CAUTION:***
Counterweight Required:
Never transport the forklift without the Wabash-specified counterweight installed. Rear-mounted forklifts can reduce kingpin loading and tractor drive-axle traction, especially without cargo. Cargo does not replace counterweight. Obtain Wabash review before changing the forklift, mount, or counterweight.



⚠ ***CAUTION:***

Front Lift Axle:

For a front-lift-axle configuration, raise the front trailer axle when the forklift is mounted and the trailer carries no cargo; otherwise, tractor drive axles may lose traction. For loaded travel, follow approved suspension settings. Raising the axle does not replace counterweight or permit axle, tire, or suspension overload.

Mounting and Dismounting:

- Park on firm, level ground; secure the tractor and trailer against movement. Follow approved coupling and support procedures—do not assume uncoupled operation is safe.
- Inspect the mount, receivers, supports, pins, chains, retainers, welds, and counterweight attachment. Do not use damaged equipment or equipment with missing parts.
- Keep personnel clear of the forklift path, suspended equipment, and pinch points.

Travel Checklist:

- Engage all required supports, locks, pins, retainers, and chains. Use the specified transport position and secure loose parts; never rely on hydraulic pressure alone.
- Verify counterweight, lift-axle position, suspension settings, and actual axle weights. Stay within component ratings and legal weight limits.
- Check clearance, dimensions, and overhang. Keep required lamps, reflectors, conspicuity markings, and the license plate properly displayed; position and lock any folding rear guard as specified.

References: 49 CFR 392.7 and 392.9; Part 393, Subpart I; and applicable lighting, suspension, weight, and dimensional requirements.

LOAD DISTRIBUTION

- **Front-to-rear distribution:** Distribute cargo uniformly along the trailer's length.
- **Coil loads:** Where applicable, load coil packs only in the designated coil area.



- **Main-beam and axle loading:** Distribute cargo uniformly onto the main beams and balance it from side to side. Do not concentrate a heavy load on one side. Position cargo to balance axle loading and prevent axle overload.

Beam Ratings

Steel/Combo Flatbeds

- **554:**
  - 55,000 lb. over 4′
  - 60,000 lb. over 10′
  - 93,700 lb. evenly distributed
- **654:**
  - 65,000 lb. over 4′
  - 70,000 lb. over 10′
  - 110,400 lb. evenly distributed
- **734:**
  - 73,000 lb. over 4′
  - 80,000 lb. over 10′
  - 125,000 lb. evenly distributed

Steel/Combo Drop Decks

- **554:**
  - 55,000 lb. over 4′
  - 60,000 lb. over 10′
  - 80,000 lb. over the lower deck
- **804:**
  - 80,000 lb. over 4′
  - 85,000 lb. over 10′
  - 94,000 lb. over the lower deck

Aluminum Flatbeds

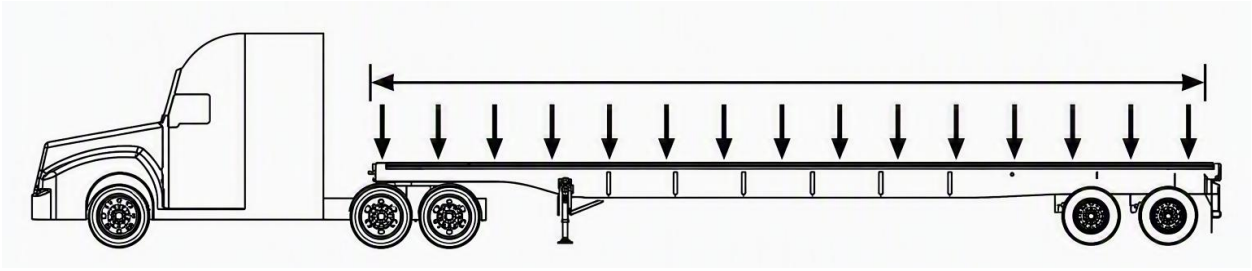
- **524:**
  - 52,000 lb. over 4′
  - 57,000 lb. over 10′
  - 110,000 lb. evenly distributed
- **624:**
  - 62,000 lb. over 4′
  - 68,000 lb. over 10′
  - 125,000 lb. evenly distributed
- **724:**
  - 72,000 lb. over 4′
  - 78,000 lb. over 10′
  - 140,000 lb. evenly distributed

Aluminum Drop Deck

- **524:**
  - 52,000 lb. over 4′
  - 55,000 lb. over 10′
  - 105,000 lb. evenly distributed

***Rating limitations:** Beam ratings indicate structural beam strength when the trailer is properly equipped. Actual legal hauling capacity depends on GVWR, axle configuration, and applicable regulations.

WEIGHT DISTRIBUTION

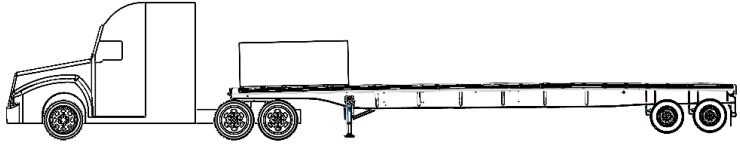


Distribute cargo along the trailer’s length and balance it from side to side so both main beams share the load. Position cargo to keep the coupler, tractor, trailer axles, and other components within their applicable ratings and legal weight limits. A load can be within the trailer’s total weight rating and still overload an individual component or axle group. Structural beam ratings do not establish legal hauling capacity.

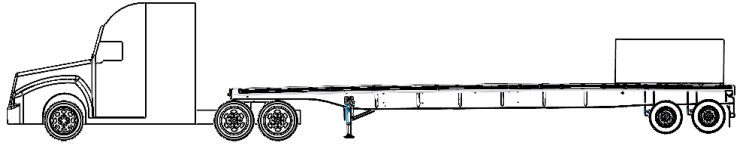
The main beams are the trailer’s primary load-carrying members. Arrange concentrated loads and their supports to transfer weight into both main beams. The decking and crossmembers form part of the load path, but their local capacity must be verified separately. A main-beam rating does not establish decking, crossmember, or side-rail capacity. Do not rely on decking or side rails alone to support heavy concentrated loads. Use Wabash-approved blocking or load-spreading supports where required. Follow the concentrated-load rating, load location, and support requirements for the specific trailer. Do not assume capacity increases in direct proportion to the length occupied by the load. Contact Wabash before loading if capacity or the support arrangement is uncertain. Proper load distribution does not replace applicable cargo-securement requirements under 49 CFR Part 393, Subpart I.

Guide to Positioning Heavy Concentrated Loads

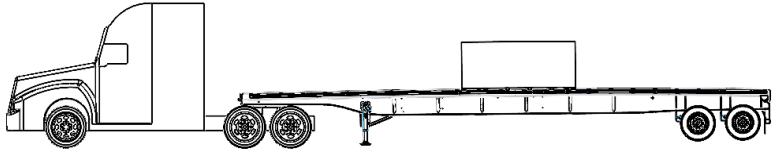
Incorrect — Load positioned too far forward; coupler or tractor axle ratings may be exceeded.



Incorrect — Load positioned too far rearward; suspension or trailer axle ratings may be exceeded.



Correct — Properly distributed load between coupler and suspension:



COMPONENTS

Rear impact Guard

The rear impact guard (RIG) consists of vertical and horizontal structural components, a certification label, welds, and hardware. The guard works as a system in conjunction with the trailer's rear frame and understructure.

Your Wabash trailer rear impact guard meets and exceeds the requirements of United States Federal Motor Vehicle Safety Standards 49 CFR Sections 571.223 and 571.224 and Canadian Motor Vehicle Safety Standard 223. These standards include requirements for strength, energy absorption, dimensions, and testing. At the time of manufacture, a certification label is placed on the forward-facing surface of the guard horizontal member to verify that it meets all requirements.

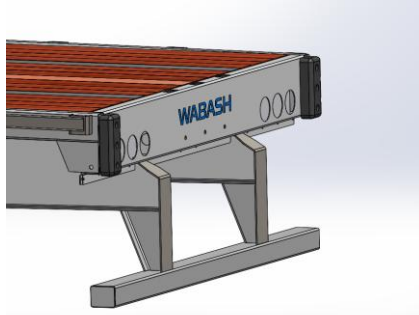
⚠ ***WARNING:***
It is illegal to replace a missing or damaged certification label without proof that the rear impact guard in question has been tested to verify that it meets these United States and Canadian safety requirements. Wabash does not authorize or approve of any party replacing a missing or damaged certification label without seeking the express permission of Wabash.

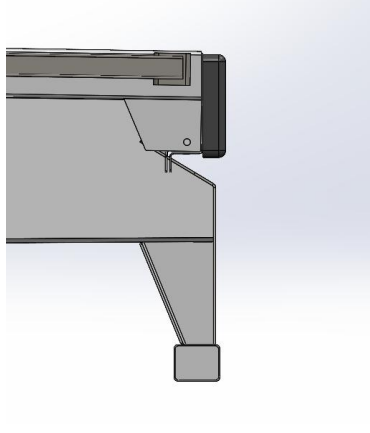
It is extremely important to inspect the rear impact guard during the driver's daily inspections. Inspect and verify the welds are not cracked, fasteners are intact and secure, and structural components are not buckled or bent. Wabash offers new OEM replacement parts and repair components.

⚠ ***WARNING:***
DO NOT use the trailer if the rear impact guard is structurally damaged. Repair or replace immediately. If the rear impact guard is structurally damaged, do not use the trailer until repaired.

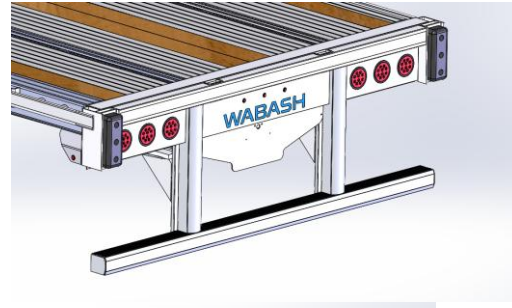
Any RIG that has been damaged to the point that it no longer complies with the requirements of Federal Motor Vehicle Safety Standards and/or the Canadian Motor Vehicle Safety Standards must be replaced or repaired to its original condition.

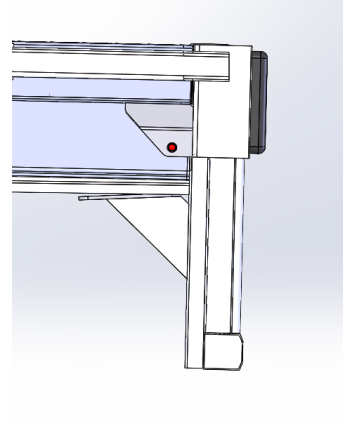
Steel Rig





Aluminum Rig





Landing Gear

The trailer landing gear assembly includes mounting plates, support braces, legs, a cross shaft, a crank handle, and hardware attaching the various components. Regular inspection and maintenance is important to ensure safe operation of the landing gear.

The landing gear system has two speeds: high and low. Low gear provides the power necessary for lifting the trailer under load. High gear provides for quick leg extension and retraction without load.

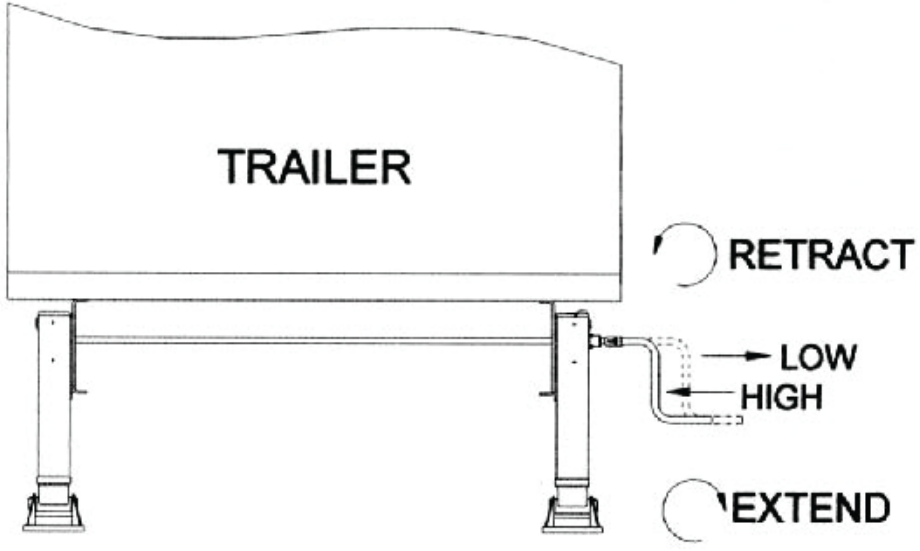
⚠ ***WARNING:***
Follow the guidelines below to avoid potentially hazardous situations that may result in death or serious injury.

- Do not uncouple the tractor from the trailer until the landing gear support legs have been extended, contact the ground, and support the weight of the trailer.
- Always Park the trailer on a solid, level surface. Always ensure the trailer parking brakes are applied or use chock blocks for safety when coupling or uncoupling the trailer.
- After gear selection, ensure full engagement of the input shaft into the crank handle. Do not depend on the retaining bolt to transfer the rotation from the handle to the input shaft.
- Prior to operation, inspect all hardware, including the bolt that attaches the handle to the input shaft.
- Maintain firm footing and grip when cranking. Be especially cautious when standing on slippery surfaces.
- Always stow the handle when not in use.
- Ensure regular maintenance and lubrication according to the component manufacturer guidelines.

Landing Gear Operating Instructions:

- Push crank handle in for high gear.
- Pull crank handle out for low gear.
- Turn crank:
  Counterclockwise — retract
  Clockwise — extend

NOTE: *Both inside mount and outside mount styles of landing gear operate in the same manner.*



Electrical System

The electrical system includes mounting 7-way receptacles, wiring, lamps, and various other accessories. Regular inspection of the system is necessary for the safe operation of the vehicle.

The electrical system of your Wabash trailer meets or exceeds all federal and state requirements in effect at the time of manufacture.

NOTE: *Wabash's standard front marker lights for US domiciled trailers are PC-rated (visible over 180 degrees) and mounted for protection from damage on the trailer's sides. This mounting arrangement complies with required regulations and satisfies the requirement for lights on the front. (See FMVSS 49 CFR Section 571.108.)*

For the electrical system to operate properly, the tractor must supply a reliable power source of 12 volts DC from the tractor pigtail to the trailer 7-way receptacle. The 7-way receptacle is equipped with a hinged cover that locks the connection in place and protects it from exposure to dirt and water when not in use.

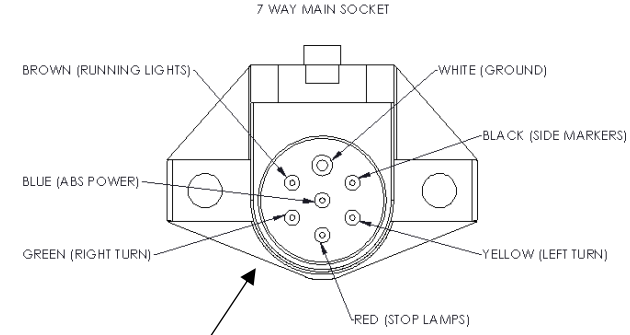
To achieve the best performance and extend the life of the trailer lighting:

- Keep all lamps and reflectors clean for optimum visibility and safety.
- Never use a test probe to pierce wire insulation.
- Punctures to the wire jacket will allow moisture to collect on the wire strands, corroding critical connections.
- Regularly inspect your wiring junctions and grounds for poor connections and/or corrosion.
- Clean and grease them with a dielectric grease as necessary.
- Regularly inspect your wiring harness for damage and/or unsupported wiring.
- When maintaining the electrical system, verify only original components are used.

⚠ ***CAUTION:***
Always turn your trailer lights off while positioned at a loading dock.

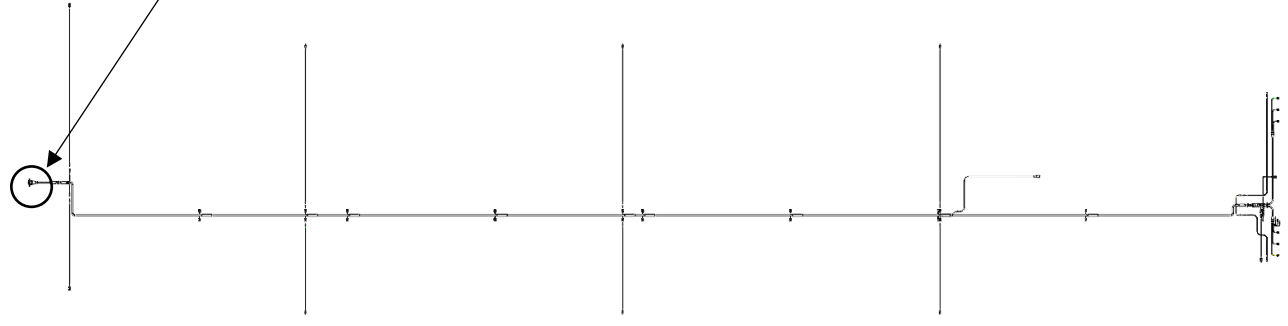
⚠ ***WARNING:***
Never operate the trailer with any nonfunctioning light.

Standard Wabash Platform Wiring Schematic:

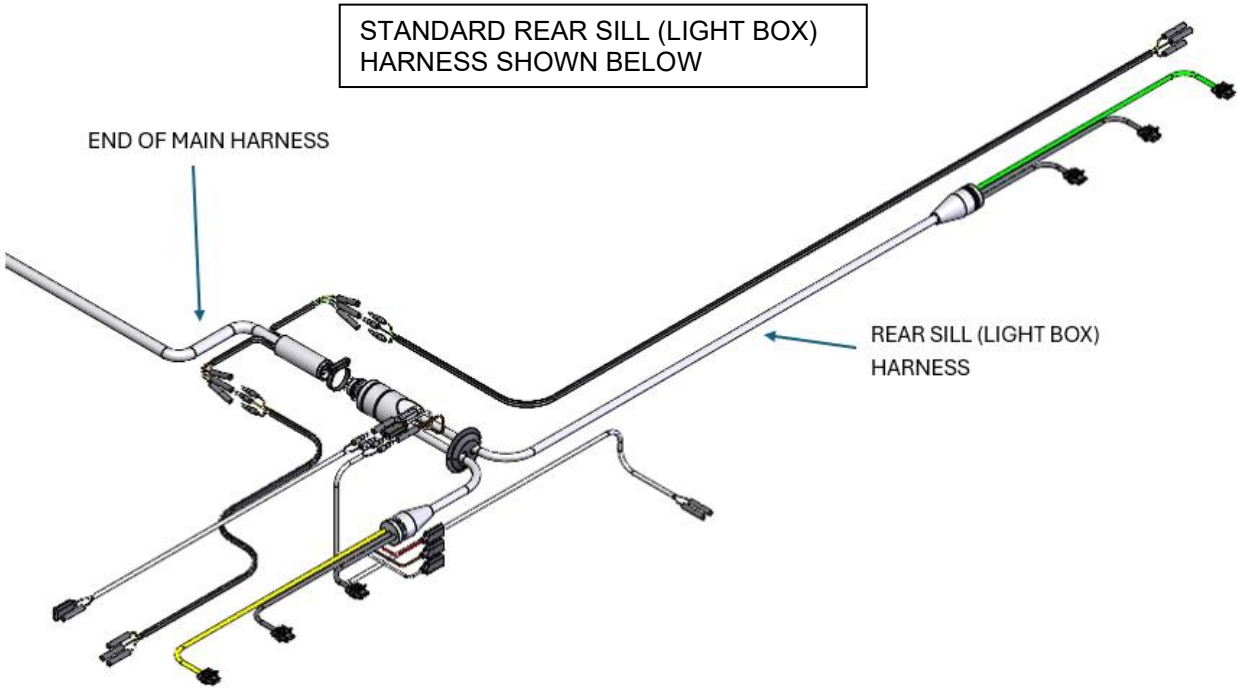


S

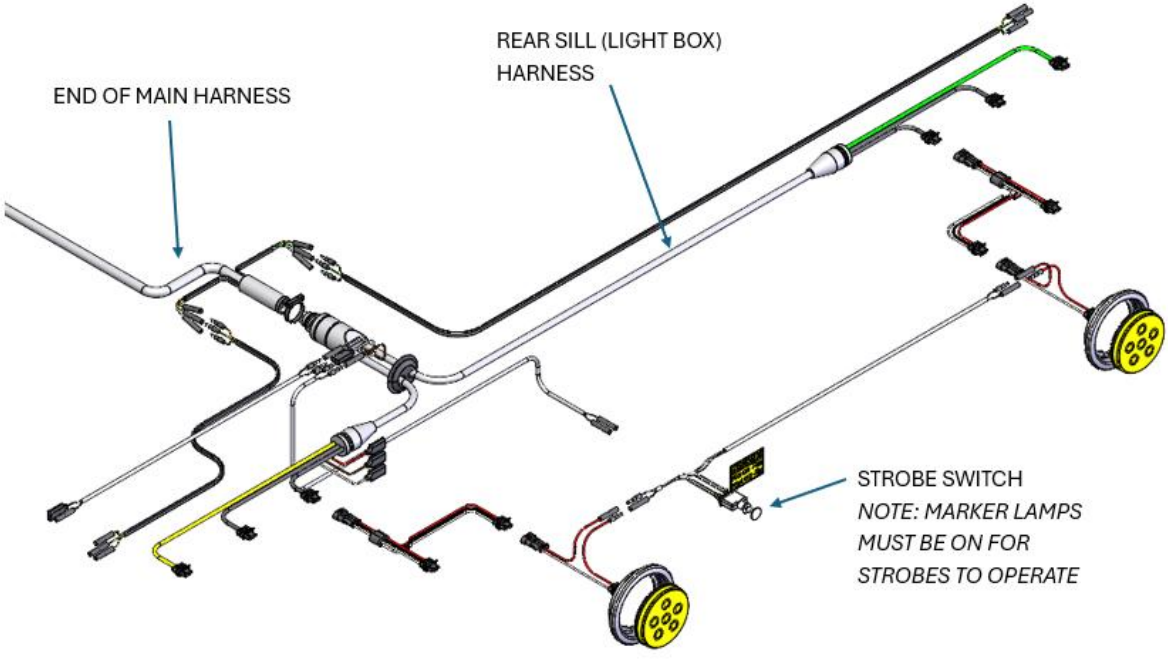
STANDARD 5 MARKER LIGHT PER SIDE LAYOUT SHOWN BELOW



Standard Wabash Platform Wiring Schematic – (cont.)



Standard Wabash Platform Wiring Schematic –
Strobes (If equipped)



Brake System

The brake system consists of an air system (reservoir, service valve, emergency valve, and air lines), anti-lock brake system (ABS) (wheel speed sensors, tone rings, warning lamp, electronic and pneumatic control modules), and foundation brakes. (slack adjusters, S-cams, brake chambers, shoes or pads, and drums or rotors).

Air Systems:

The air systems consist of service and emergency gladhands, plumbing, reservoirs, and brake and suspension valves. Regular inspection of the systems is vital to the safe operation of the vehicle.

One of the most important preventive maintenance practices for operators is the routine draining of all air reservoirs to remove moisture and inspecting contaminants. Care must be taken to ensure foreign matter does not enter the trailer's air systems through the front gladhands, either from the tractor or open, exposed gladhands. It is recommended that all tractors be equipped with air dryers.

⚠ ***CAUTION:***
Follow the guidelines below to avoid potentially hazardous situations.

- Monitor tractor air gauges indications of unusual air consumption.
- Routinely clean gladhand screens and open reservoir petcocks to drain moisture from the tractor and trailer reservoirs.
- Never operate the trailer until air gauges indicate the system is fully charged and stabilized.

Brake Air System:

Trailer brakes are controlled by the tractor brake system. The trailer brake system has two functional systems: supply (emergency) and service.

The supply system connects with the tractor through the red gladhand. It provides a constant supply of air to the trailer and releases the parking brakes and fills the trailer air reservoir.

The service system connects with the tractor through the blue gladhand. It provides a signal for trailer brake application when tractor brakes are applied. Service brakes apply when the tractor brake pedal is depressed, sending an air signal to the trailer service valve. The relay valve sends reservoir air to the trailer's brake chambers, which then actuate the trailer brakes.

When the tractor brake pedal is released, the air signal vents, and the brakes are released.

The trailer is equipped with spring-applied emergency/parking brakes. The brake air chambers have two sections, one of which contains the emergency/parking brake spring. When no supply air is present, the emergency/parking brake springs mechanically apply the brakes. This function serves as a "fail safe" in case the trailer disconnects from the tractor or there is a significant loss in system pressure.

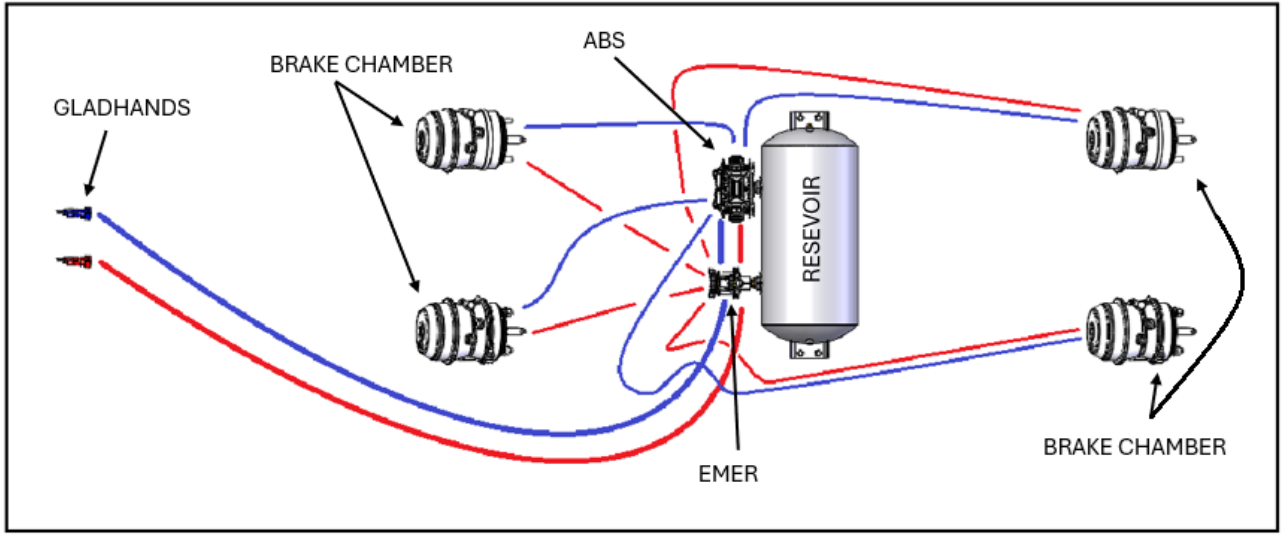
Trailers are usually equipped with a spring brake priority emergency valve. This dedicates air to releasing the spring brakes before charging the reservoir and supplying the suspension system. To ensure the reservoir and suspension are properly charged, do not operate the trailer until the tractor air gauges indicate the systems are fully charged and stabilized.

The trailer brakes should be inspected frequently for serviceability. Any missing, broken, or disconnected component is hazardous and could result in an accident or breakdown. The trailer should never be placed in service when any of the listed conditions exist. Trailer brake systems will perform safely and efficiently if they are properly maintained as part of a comprehensive maintenance program.

⚠ ***WARNING:***
Do not operate the trailer with any brake defects or with the brakes out of adjustment.

- Inspect and adjust trailer brakes according to DOT requirements and a preventive maintenance program.
- Inspect the gladhand connection seals, and repair as needed.
- Inspect air hoses and connections and repair as needed.
- Never use antifreeze and/or additives in the air system.
- Equipping the tractor with an air dryer is recommended.
- Ensure the tractor and trailer gladhands are free of contamination when coupling.
- Monitor the tractor air gauges for signs of unusual air consumption.
- Check and clean the gladhand screens.
- Routinely open all reservoir petcocks to drain moisture from the reservoirs.

Typical Trailer Brake Air System:



Anti-Lock Brake System

The trailer's anti-lock brake system (ABS) includes wheel speed sensors, tone rings, warning lamp, and electronic and pneumatic control modules.

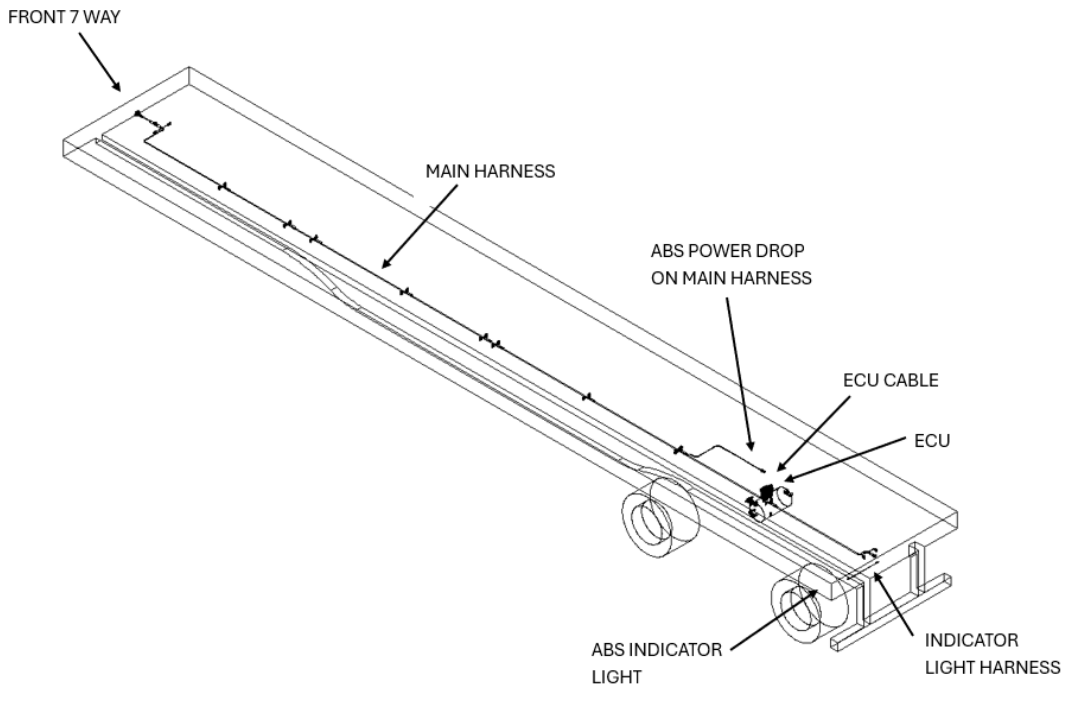
The ABS continuously monitors wheel speed and controls braking during extreme braking applications. When the Electronic Control Unit (ECU) detects an extreme braking application, the unit activates the appropriate pneumatic control valve, and brake air pressure is controlled. If the ABS malfunctions, the trailer will have non-ABS assisted braking. It is important to have a damaged ABS system repaired immediately.

Vehicle safety is your responsibility!

⚠ ***WARNING:***
The ABS indicator light located at the trailer's left rear corner should turn on and off when electrical power is initially applied to the antilock brake system. If the lamp does not turn on, it may be defective and must be repaired. If the lamp turns on and remains on while power is continuously applied, the ABS system must be inspected and repaired by a qualified service facility. Failure to take action can result in property damage, serious injury, or death. Do not use the trailer if the ABS system is malfunctioning.

You must operate your vehicle as safely as possible. While the ABS can help you bring your vehicle to a controlled, safe stop in severe braking situations, ABS cannot compensate for excessive speed, inattentive driving, or improper handling of your vehicle. Safety is up to you.

ABS Electrical System Diagram



Foundation Brake System

The foundation brake system consists of the mechanical components in the overall brake system, including brake chambers, slack adjusters, S-cams, shoes/ drums (drum brakes) or pads/rotors (disc brakes). See the foundation brake diagrams on the following pages.

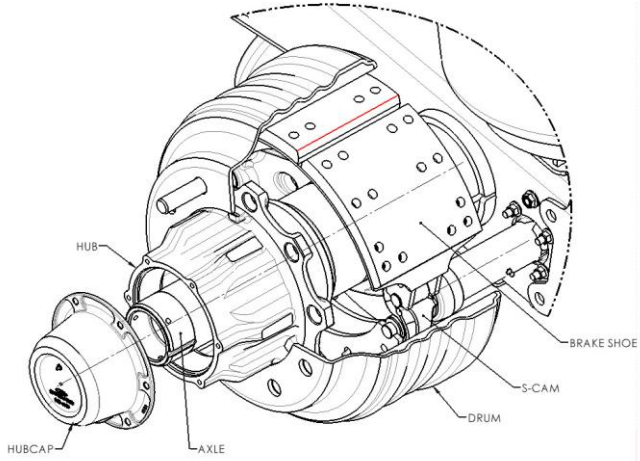
During a service brake application, the brake chambers convert air pressure to mechanical force through the slack adjusters and camshafts to apply the brakes. All trailer brake chambers perform both service and parking brake functions. The service brake stops the trailer from a signal from the tractor.

The parking brake applies when the driver applies the parking brake. The parking brake also applies automatically when the air supply is unintentionally lost. During routine maintenance or in emergency situations, it may be necessary to move the trailer before air pressure can be restored. In such cases, the mechanical spring brake can be manually backed off and released.

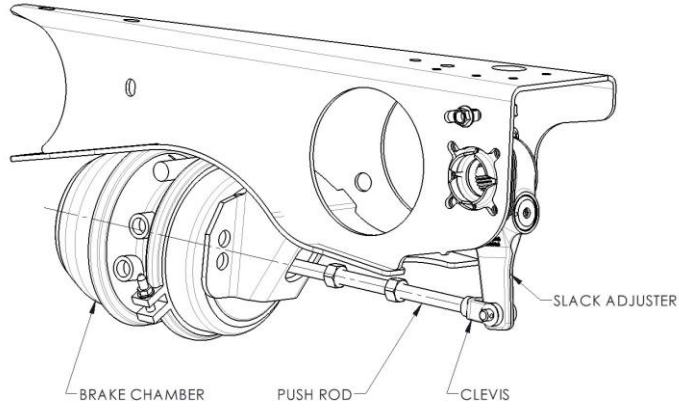
⚠ ***WARNING:***
Always chock the wheels securely to prevent any trailer movement before releasing the spring parking brakes. See the brake chamber manufacturer's service manual for details on how to manually release the spring brake.

It is standard practice for most brake chamber suppliers to attach a caging bolt to the exterior housing for emergency purposes.

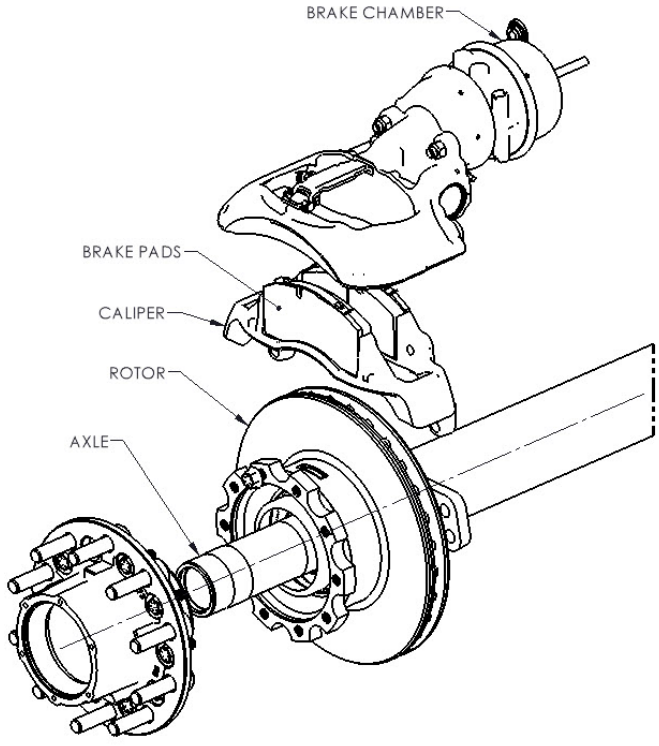
Typical Drum Brake Hub Components (hub partially cut away)



Typical Drum Brake Actuation Components (axle and S-cam components hidden)



Typical Disc Brake Components: (exploded view)



Foundation Brake System (cont.)

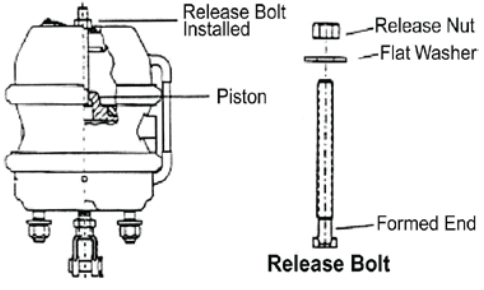
To cage the spring:

a) Remove the plastic end cap.
b) Insert the special release bolt in the center-hole opening. Be sure the formed end of the bolt engages the piston until it bottoms out.
c) Turn the release bolt 1/4-turn clockwise and pull the bolt outward to lock the formed end into the piston.
d) Install a flat washer and release nut on the end of the release bolt and tighten the nut down against the surface.
e) Using a 3/4" open-end wrench, turn the nut clockwise to tighten against the chamber housing.
f) While performing this procedure, check the service chamber pushrod to ensure it is retracting.
g) Continue to tighten the nut clockwise until the spring is fully compressed and the chamber piston is fully retracted.

NOTE: *To reactivate the spring brake from a released position, perform these steps in reverse order.*

⚠ ***WARNING:***
Do not operate trailer if the spring brakes are caged or deactivated. If the spring brakes are caged or deactivated, the vehicle will not have emergency or parking brakes. The vehicle must not be driven in traffic or parked without blocking the wheels in this state. It is important to understand that a caged spring brake eliminates the emergency breakaway feature of the system and represents a potential hazard.

The trailer should not be released into service while the spring brake is inoperative.



Foundation Brake System (cont.)

⚠ ***WARNING:***
Do not disassemble or attempt to repair a spring brake chamber. Serious personal injury could result from accidental sudden release of the high-energy spring.

The slack adjuster functions as a lever in the drum brake system. It converts the linear force of the brake chamber into torque, which forces the brake shoes against the drums. Trailers are built with automatic slack adjusters. Automatic adjusters ensure constant brake shoe force by maintaining brake shoe to drum clearance. Only drum brake axles use slack adjusters. They are not used with disc brakes.

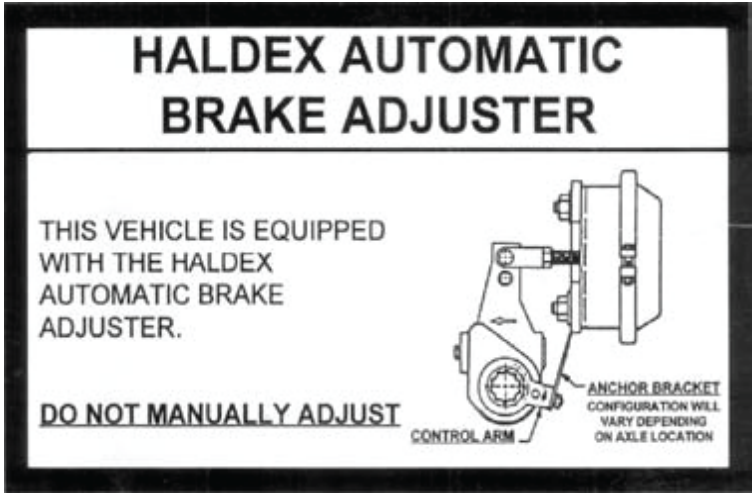
Disc brakes function with a brake chamber applying linear force to a caliper/carrier assembly containing brake pads. The pads apply friction by squeezing both sides of a steel rotor that is attached to the rotating hub. The automatic slack adjustment mechanism Is contained within the caliper assembly in a disc brake system.

⚠ ***WARNING:***
Service brakes and parking brakes must be inspected by the driver before and after operation. NEVER operate a trailer with defective brakes.

- Verify the brake chamber plastic end cap is in place to seal out dirt and contaminants.
- Visually inspect all components for broken or missing parts, damage, and corrosion.
- Ensure the service brake chamber clamping ring is secure and damage-free.
- If a defect is suspected, place the vehicle out of service until a qualified mechanic can perform repairs.

⚠ ***WARNING:***
Before entering traffic, check the operation of the trailer brakes to ensure they are in proper working order. Operate the foot pedal, dash control valves, and hand valves to verify the brakes apply and release each time. Listen and be alert for air leaks during each type of brake application.

Slack Adjuster Decal



Leaf Spring Suspension

The leaf spring suspension consists of spring hangers, spring seats, equalizer bushings, leaf spring assemblies, torque arms, and U-bolts. See the leaf spring suspension diagram on the following page.

Care and maintenance are required to ensure satisfactory service life. The springs must be tightly clamped to the spring seat and axle to prevent any movement between U-bolts. Excessive movement can result in misalignment of axles. It is important that spring U-bolts be checked for proper tightness regularly. Leaf spring suspension inspection and maintenance requirements are available at the component manufacturer's websites.



⚠ WARNING

SAFETY ALERT! (1) FOLLOW ALL TORQUE REQUIREMENTS. (2) DO NOT USE ANY COMPONENT WITH VISIBLY WORN OR DAMAGED THREADS. FAILURE TO FOLLOW THESE SAFETY ALERTS CAN LEAD TO LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE, SERIOUS PERSONAL INJURY OR DEATH.

Hutchens Suspension Torque Requirements
9600-9700 Series (Decal Part Number 16086-01 Rev. J)

After an initial break in period, approximately 1000 miles, and at least every 4 months periodically thereafter, ALL bolts and nuts should be checked to insure that recommended torque values are being maintained.

Oiled torque values listed are for new fasteners with lubricated threads. It is recommended that new installations be performed with oiled fasteners. For dry threads which have been in service, use the higher torque values which are noted below.

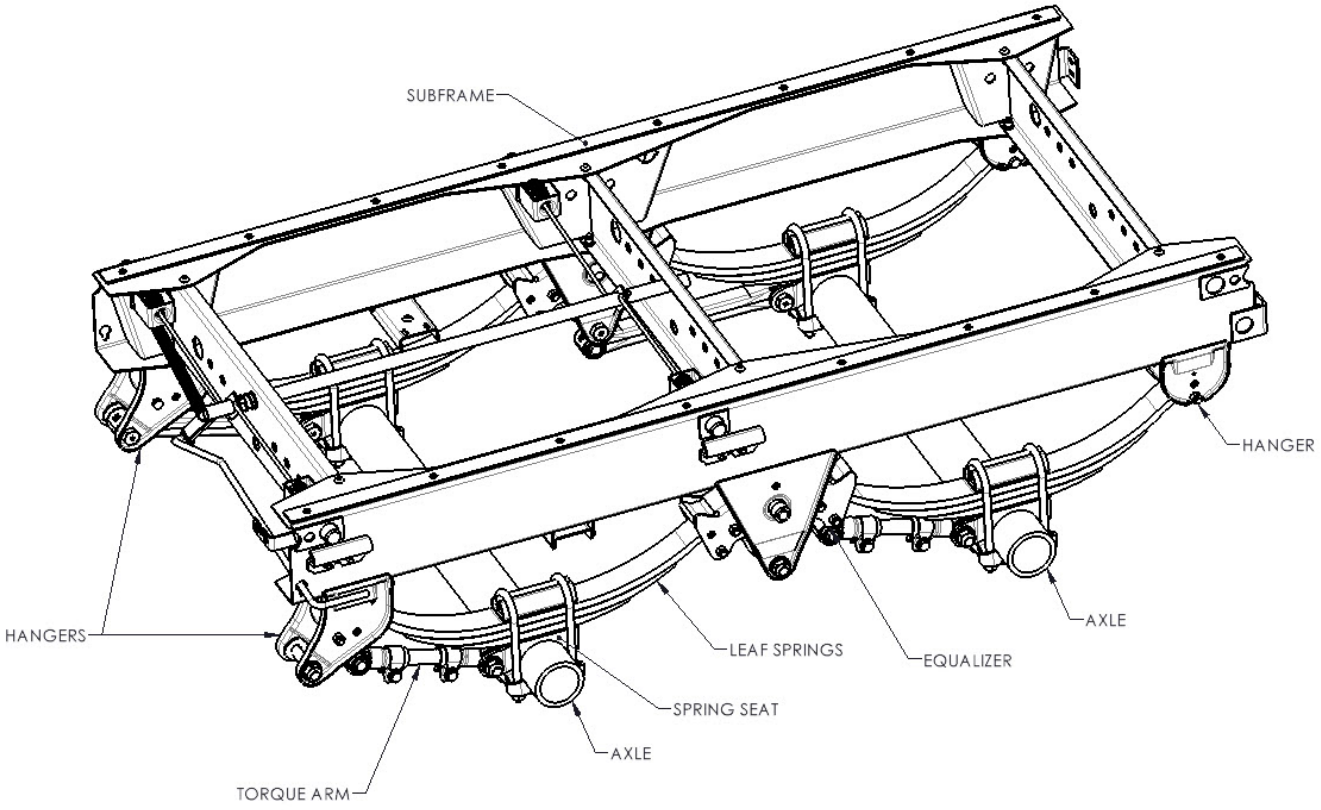
	OILED	DRY
1 1/8-7 (9600 / 9700 Rocker Bolt)	590 lb-ft	790 lb-ft
1-14 or 1-8 (9700 Radius Rod Bolt)	540 lb-ft	720 lb-ft
7/8-14 (Axle U-Bolts & 9600 Radius Rod Bolt)	350 lb-ft	470 lb-ft
3/4-16 (Axle U-Bolts)	310 lb-ft	420 lb-ft
5/8-18 (Radius Rod Clamp Bolt)	130 lb-ft	170 lb-ft
5/8-18 (Spring Retainer Bolt)	35 lb-ft	50 lb-ft

HUTCH Hutchens Industries

Hutchens Industries, Inc., P.O. Box 1427, Springfield, Missouri 65801-1427 Toll Free 1 (800) 654-8824

For example, the Hutchens suspension's torque requirements are reflected in the diagram on this page. Make sure you follow the manufacturer's requirements for your specific make and model of suspension.

Typical Leaf Spring Suspension:



Air-Ride Suspension

The air-ride suspension system consists of frame brackets, suspension links, axle connections, air springs, shock absorbers, and a height control valve. See the air-ride suspension diagram on the following page.

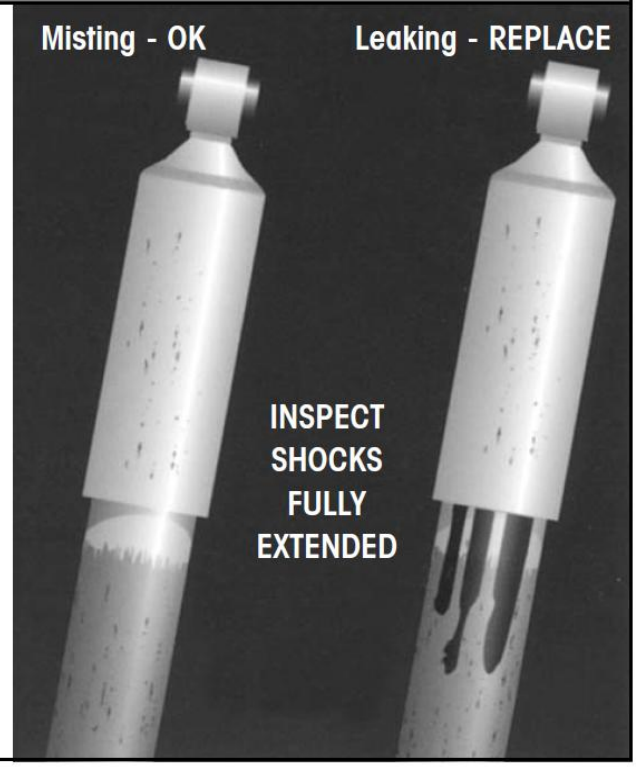
The air-ride suspension is designed to provide a level, cushioned ride throughout all legal load ranges. The height control valve maintains the suspension ride height by regulating air to the air springs. Trailers are typically equipped with a spring brake priority emergency. This dedicates air to releasing the spring brakes first, before charging the reservoir and supplying air to the suspension system. To ensure the reservoir and suspension are properly charged, do not operate the trailer until the tractor air gauges indicate the system is fully charged and stabilized.

In compliance with DOT requirements, the suspension system should be inspected before and after operation:

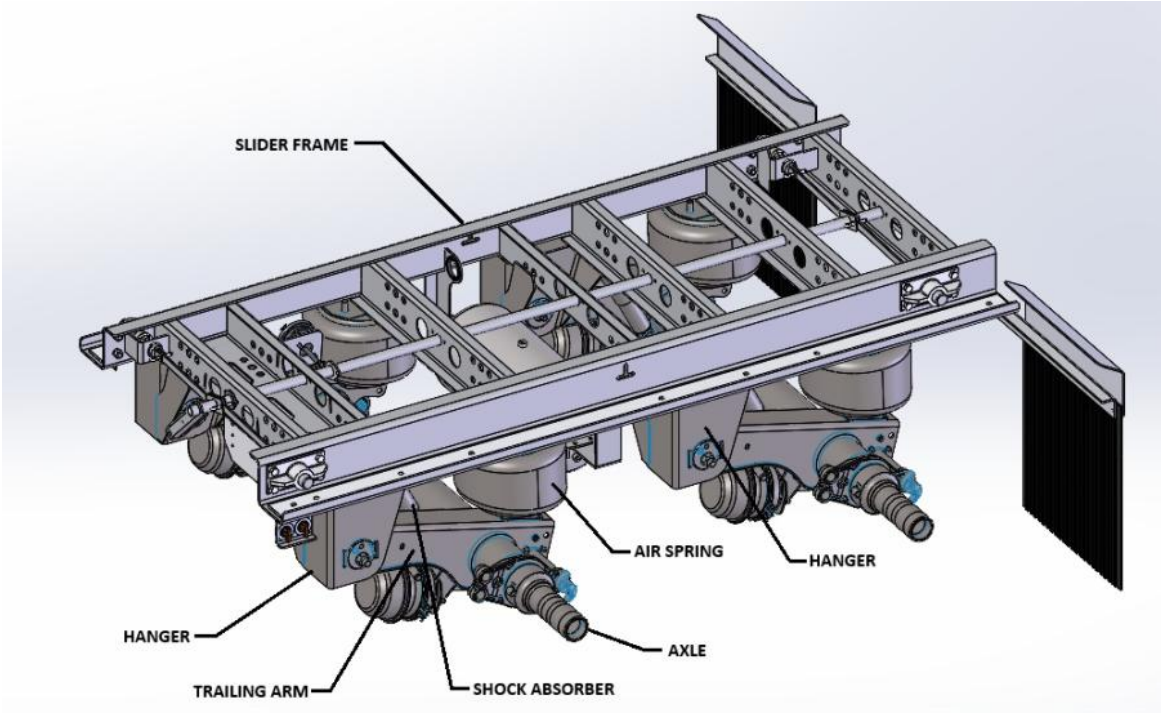
- Check each air spring to verify sufficient inflation. Fill each spring to equal firmness and verify there is no physical damage present.
- Check all shock absorbers for leaking or damage. (*refer to page 55 for misting vs leaking shocks*)
- Check the height control valve to ensure the linkage is properly connected.

MISTING VS. LEAKING SHOCKS

Misting shocks are often misdiagnosed as failures. Misting is the process whereby very small amounts of shock fluid evaporate at high operating temperatures through the upper seal of the shock. When the mist reaches the cooler outside air, it condenses and forms a film on the outside of the shock body. When mixed with road debris and dust, a grime will often coat the entire body of the shock. Misting is a perfectly normal and necessary function of the shock. The fluid which evaporates through the seal area helps to lubricate and prolong the life of the seal. Many technicians find it difficult to differentiate between a misting shock and a true leaker which needs to be replaced. A leaker will show clear signs of fluid leaking in streams from the upper seal. These streams can most easily be seen when the shock is fully extended and one inspects as far up the main body of the shock (underneath the dust cover or tube) as possible.



Typical Air Ride Suspension:

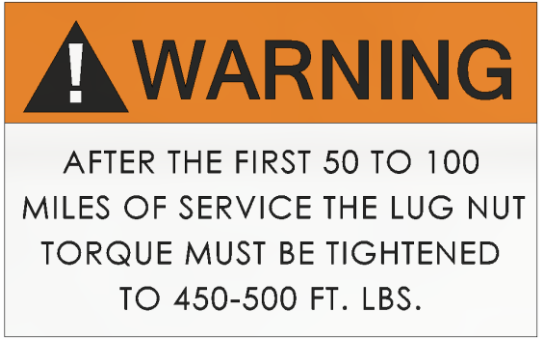

SLIDER FRAME
AIR SPRING
HANGER
HANGER
AXLE
TRAILING ARM
SHOCK ABSORBER

Hubs

⚠ ***WARNING:***
Cracked wheels, loose nuts, or missing studs are extremely hazardous and may cause accidents or breakdowns.

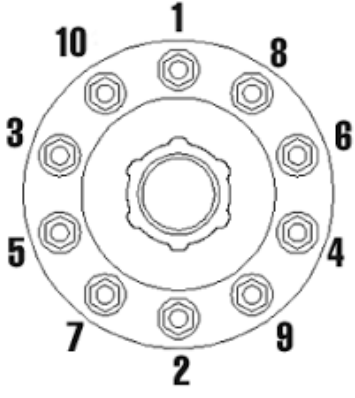
Wabash trailer wheel nuts are torqued at the factory but must be re-torqued after being put into service. Torque to 450-500 ft-lbs. after the first 50-100 miles and after wheels are removed for maintenance or repairs.

Lug nuts should always be tightened in a cross-pattern sequence as shown in the diagram on this page.



Check hub gaskets and seals for lubrication leaks before each trip. Leaking seals can cause damaged wheel bearings and possible failure of the wheel-end assembly.

Hubs should be mounted and balanced properly and in accordance with the hub manufacturer's instructions prior to operation of the trailer.



MAINTENANCE & LUBRICATION

Wheel End Lubrication

Refer to axle manufacturers' maintenance requirement:

Two types of lubrication are used in wheel ends: oil or semi-fluid grease. If oil is used, check the oil level in all hubs before every trip. Add oil when low, but only to the level indicated by the mark on the hubcap face. Too much oil may cause leaks

Semi-fluid grease will be indicated by a label on the wheel end or trailer. There is no oil level viewing window in the hubcap. Though there is no way to visually check the lubrication level, you must still inspect the wheel ends before every trip to ensure there are no lubrication leaks. Grease around the inner hub seal or grease contamination on the inside of a wheel and tire indicates a possible leak and requires immediate service.

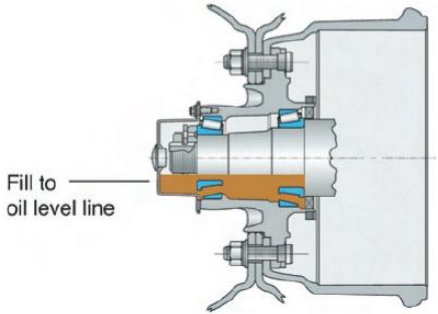
Wabash recommends compliance with TMC Recommended Practice No. 631 with respect to wheel-end-lubrication inspection, maintenance, and service. This Recommended Practice states that a hub should be filled with semi-fluid grease to the 3 o'clock-and-9 o'clock level (cavity filled 50% full).

⚠ ***WARNING:***
Follow the guidelines below to avoid potentially hazardous situations that may result in death or serious injury.

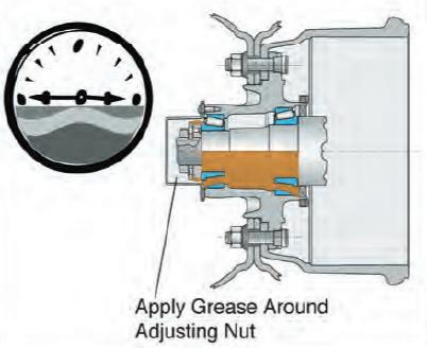
- Never mix oil and semi-fluid grease in the same wheel end.
- Always use the same type of oil or semi-fluid grease in the same wheel end.
- Consult your local lubricant supplier for product recommendations.

Proper Lubrication Levels

Lubrication Fill – Oil (Static)



Lubrication Fill – Semi-Fluid Grease



TIRE CARE

Limiting Factors and Load Limits

Always maintain proper tire pressure and stay within tire load limits. Tire pressure should be measured when tires are cold. The total load capacity per tire must not exceed the tire manufacturer's specified load rating. Each tire has its size, load rating, and maximum pressure molded in the sidewall face. The Vehicle Identification Number (VIN) plate on the front wall of your trailer also provides the Gross Axle Weight Rating (GAWR), tire size, load rating, and inflation pressure.

⚠ ***WARNING:***
Inspect the tires acording to the following guidelines listed below to avoid potentially hazardous situations that may result in death or serious injury.

- Inspect the tires for nails and other objects embedded in the rubber.
- Inspect the treads for stones and other objects lodged between duals.
- Inspect the tires for abrasions, cuts, dry rot, or other damage.
- Inspect the condition of the treads to ensure proper, even wear and DOT tread-depth compliance.
- Check that the dual tires on any axle end are of the same diameter.
- Inspect the tire valve stems for damage and missing valve caps.
- Never operate equipment with tires that have low or no pressure.
- When replacing tires and rims, make sure they are replaced with the same size, type, and load rating. (Original tire size and inflation pressure can be found on the VIN label).

OPERATION

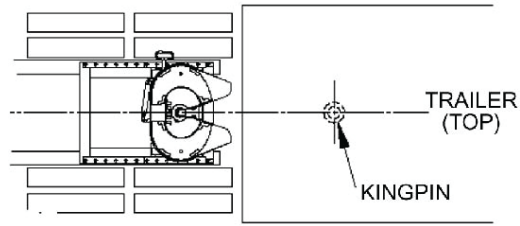
Hookup/Coupling and Uncoupling

Inspect the trailer coupler and kingpin for damage, cracking, excessive corrosion, and wear. Never operate a tractor/trailer combination that is not properly coupled.

The Wabash Platform standard 5th wheel height is 48'' from ground to coupler plate but other settings are available.

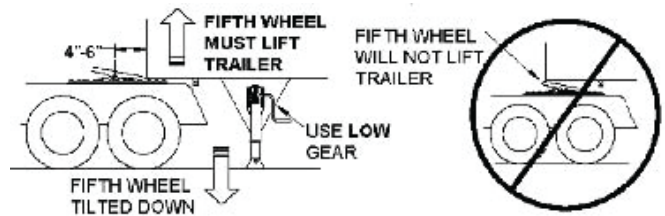
Wabash Platform common kingpin settings are 18'', 24'', 30'', and 36'' (front plate to center of kingpin) Confirm compatibility with the tractor before coupling.

Position the tractor directly in front of the trailer, never back under the trailer at an angle. Always lower landing gear to the ground before disconnecting from the trailer. This can result in damaged landing gear.



Inflate tractor air suspension and back up **close** to the trailer centering the kingpin with the throat of the fifth wheel and **STOP!**

Adjust the trailer height so that the trailer contacts the fifth wheel approximately 6" behind the pivot. IMPORTANT! When coupling, you must lift the trailer to ensure proper engagement of the kingpin to the fifth wheel.



Adjust trailer height so that the fifth wheel will lift the trailer.

Back up to the trailer carefully, slowing to a near stop until the fifth wheel locks.

Pull forward in low gear to test the coupling. This initial check also confirms the trailer parking brakes are applied.

⚠ ***WARNING:***
Visually inspect and verify proper coupling before operating trailer. Visual inspection is required by law. Some improper couplings can pass a pull test. Sound alone is not reliable. Visual inspection is mandatory.

- Visually inspect the coupling using a flashlight.
- Ensure there is no space between the upper coupler and fifth wheel.
- Ensure the fifth wheel jaws have closed around kingpin shank.
- Ensure the locking lever is in the “locked” position.
- Inspect and connect the airlines and electrical cord, ensuring proper clearance.
- Fully retract the landing gear and stow the crank handle. Use low gear until the legs are no longer in contact with the ground.

Sliding Suspensions

Sliding suspensions are intended to allow for bridge law compliance, maneuverability, or to comply with loading dock safety requirements. Sliding suspensions are held in place by a locking pin mechanism operated by a pull handle or air-operated control.

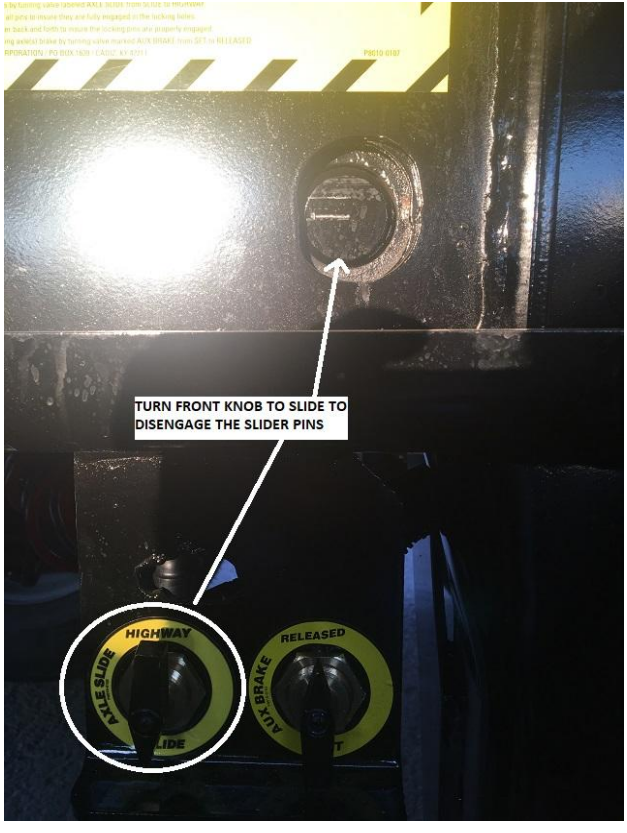
⚠ ***CAUTION:***
Exercise caution when repositioning the suspension location. Do not position any part of your body under the trailer while it is moving. Slider should be set to proper position prior to loading and should not be slid once loaded.

The proper method of sliding the suspension:

1. Position the tractor and trailer in a straight line on level ground and note the position of the vehicle in reference to how far the trailer should travel before reaching the desired tandem position.
2. Set the parking brakes and proceed to the bogie lock pin release ball valve handle or push / pull valve.
3. After assuming a safe, firm stance, manually disengage the bogie lock pins.
4. After returning to the tractor, ease forward or backward in the lowest gear range available (walking speed) to the desired suspension location. If the bogie lock pins are in a bind and the tandem fails to slide, it may be necessary to apply minimal force in a forward and rearward direction to allow the pins to completely disengage. The driver must be prepared to stop immediately upon low-speed contact with the front or rear stop blocks.
5. Once the suspension has been repositioned and the tractor's parking brakes are set, the driver must visually inspect and verify all locking pins are fully engaged in the slide rails and the handle is in the locked position or the button released. The trailer can then be operated.
6. Only when there is minimal traction from rain, snow, or gravel it may be necessary to apply the trailer parking brakes while traveling at a minimal speed. This practice aids in breaking the friction between the suspension and slide rails and is acceptable as long as the driver slows to a creep just before contacting either the forward or rear stop blocks.

An example of the trailer sliding suspension control valves is on the next page.

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TURN FRONT KNOB TO SLIDE TO DISENGAGE THE SLIDER PINS
HIGHWAY
AXLE SLIDE
RELEASED
AUX BRAKE


TURN REAR KNOB TO SET TO ENGAGE THE BRAKES
HIGHWAY
RELEASED
AUX BRAKE

INSPECTION

Operator's Pre-Trip Inspection

Drivers are responsible for making sure they conduct a written pre-trip inspection in accordance with CFR 329.7. The pre-trip inspection should include, but not be limited to the following:

- Make sure the vehicle has current registration, DOT inspection, license plate, and bill of lading.
- Verify the fifth wheel is engaged and locked.
- Inspect the electrical connector and verify it is fully seated. Make sure the cord is unobstructed and not damaged.
- Inspect the air hoses/gladhands for chafing, defective seals, and/or leaking.
- Make sure the landing gear legs are fully raised, and the handle is stowed securely.
- Turn on all lights and 4-way flashers. Inspect and clean all lights and reflective tape.
- When applicable, inspect the sliding tandem lock pins to ensure full engagement. Check that the hold-down brackets are in place and not damaged.
- Ensure the trailer brakes, including the ABS system, are properly adjusted and the system is functioning properly.
- Inspect the trailer rims for any defects and loose or missing lug nuts.
- Ensure proper wheel-end lubrication. Check hub gaskets and seals for lubrication leaks. If a leak is evident, maintenance is required.
- Inspect the trailer tires for damage, tread depth, and proper inflation.
- Ensure that the splash guards/mud flaps are intact and securely attached.
- If applicable, ensure that aerodynamic skirts are intact and securely attached.
- Inspect the rear impact guard to ensure welds are not cracked, fasteners are intact and secure, and structural components are not buckled, bent, or cracked.

⚠ ***WARNING:***
Do Not use the trailer if any of the components or systems are damaged. Repair or repair the components or systems before use.

Operator's Pre-Trip Inspection (cont.)

- When driving away, apply the trailer brakes and gently rock the trailer backward and forward.
- Make sure the sliding undercarriage is properly locked. Exit the truck cab and again visually check to verify proper pin engagement.
- Ensure overall trailer safety.

⚠ ***WARNING:***
Always follow the vehicle and component manufacturer's instructions when operating sliding undercarriages.

⚠ ***WARNING:***
Any motor vehicle should not be operated in such a condition as to likely cause an accident or breakdown of the vehicle.

The above list is not all-inclusive. Operators are responsible for ensuring the truck and trailer comply with all applicable DOT regulations.

CONCLUSION

Reporting Claims and Safety Defects

With regular care and maintenance, your Wabash trailer will provide years of safe and dependable use. If you have a question regarding your trailer, please contact your sales representative or Wabash Customer Service at (765) 771-5300.

Your trailer was engineered, manufactured, and inspected to ensure compliance with all applicable Department of Transportation (DOT) safety requirements. If you detect a defect that could cause an accident or injury, or if you wish to report an accident or injury, please contact Wabash Warranty at (800) 247-2548.

Thank you for selecting a Wabash trailer. Always inspect, maintain, and operate your Wabash trailer with safety as the number one priority.

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Wabash.
If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Wabash.
To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at **1-888-327-4236** (TTY: 1-800-424-9153); go to **http://www.safercar.gov**; or write to:

Administrator, NHTSA
400 Seventh Street, SW.
Washington, DC 20590

You can also obtain other information about motor vehicle safety from **http://www.safercar.gov**.



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