



BULLETIN

Subject: Securement of Bonded Fuel Tank Brackets

Date: August 10, 2021 **Rev.:** FR **No.:** B21012

Re.: Connection Inspection and Installation of Redundant Fasteners. **Type:** Safety

Priority: Earliest Opportunity

Units Affected: Please see VIN # listing.

Background:

We have received reports of certain Bonded Fuel Tank brackets becoming detached from the composite Longitudinal beam. This bulletin will explain how to add Doubler plates and Redundant fasteners to this connection for added strength.

Materials:

<u>Item</u>	<u>Part Number</u>	<u>Qty.</u>
Doubler Plate	08A00817	2
Bolts	BLT00871	8
Nuts	NUT00001	8
Washers	WSH00006	16
Adhesive	93350081	1

Tools:

Caulking Gun	Pad Sander
Drill	40 Grit Sandpaper
Right Angle Drill	Vice Grip Clamps
9/16" Socket	Torque Wrench
9/16" Wrench	
3/8" Drill Bit	
7/16" Wrench	
TX 30 Torx Bit	
Impact Wrench	
Acetone or Isopropyl Alcohol	
Paper Towels	



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

BULLETIN

Procedure:

1. Remove the bolts securing the skirt panel to the front Spring Post on the roadside of the trailer.



2. Remove the single fastener securing the Safety Tether at the mid-point of the same panel.

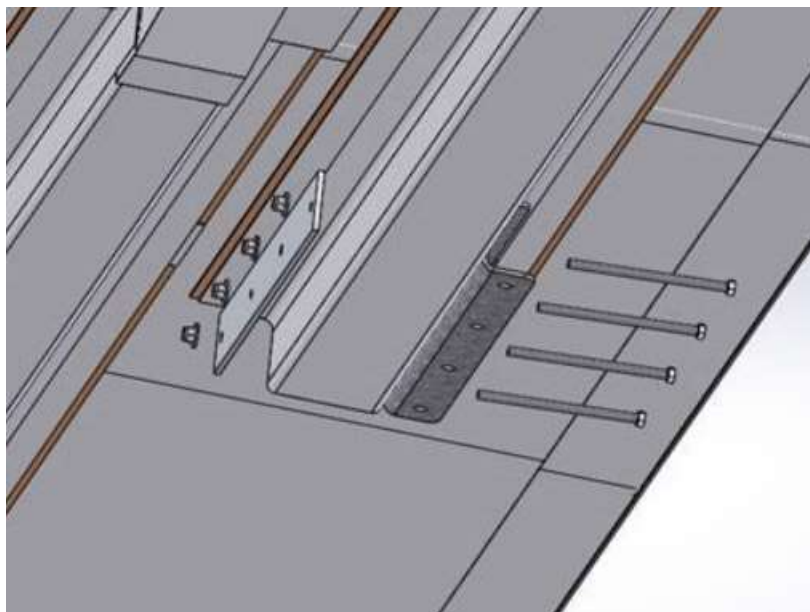


BULLETIN

3. With the Skirt Panel still attached to the second Spring Post, carefully push down on the panel and pull out and away to provide access to the fuel tank.



This is an exploded view of the parts you will be installing



BULLETIN

4. Position the Aluminum Doubler Plate inside the upper channel of the existing Tank bracket.



5. Once the Doubler plate is properly positioned, use it as a template to mark the 4 holes for drilling.



BULLETIN

6. Using a 3/8" drill bit, drill through the existing tank bracket and into the Longitudinal beam.
Note: Use caution to not drill all the way through the beam.



7. Using a combination square, mark a line across the beam in line with the end of the existing tank bracket.



BULLETIN

8. Line up the aluminum doubler plate and clamp it into position. **Note:** Use caution to not push the plate up too high. It should sit flat and tight to the side of the beam.



9. Using a Right Angle drill, drill through the beam and out through the previously drilled holes in the existing bracket. **Note:** A 6.5" to 7" bit is optimal for this step.



BULLETIN

10. Once all holes are drilled, prep the Aluminum plate and Composite beam for gluing and bolting.

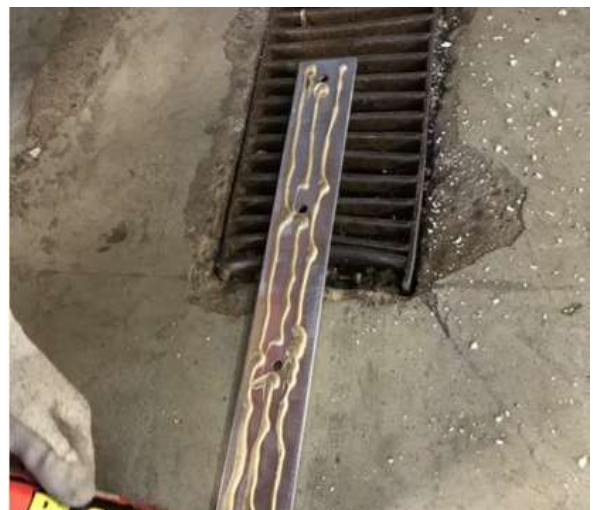


Prep the Composite beam by thoroughly cleaning with paper towel and Acetone or Isopropyl alcohol.



Prep the mating surface of the Aluminum plate using 40 grit non-stearate paper, and follow up with a thorough Acetone or Alcohol wipe.

11. Apply three ¼” beads of the provided Industrial adhesive as shown.



BULLETIN

12. From the outside in, insert the two outboard (end) bolts. Place the aluminum plate over the two bolts with the adhesive towards the mounting beam.



13. Install flat washers and nuts on to the two installed bolts and tighten snug. Repeat these steps for the two remaining inboard bolts. **Note:** Use caution to not overtighten the fasteners or the Composite beam may become damaged.



14. Torque the nuts to 20 ft. lbs. \pm 2 ft. lbs.



The outboard side of the tank is now complete.

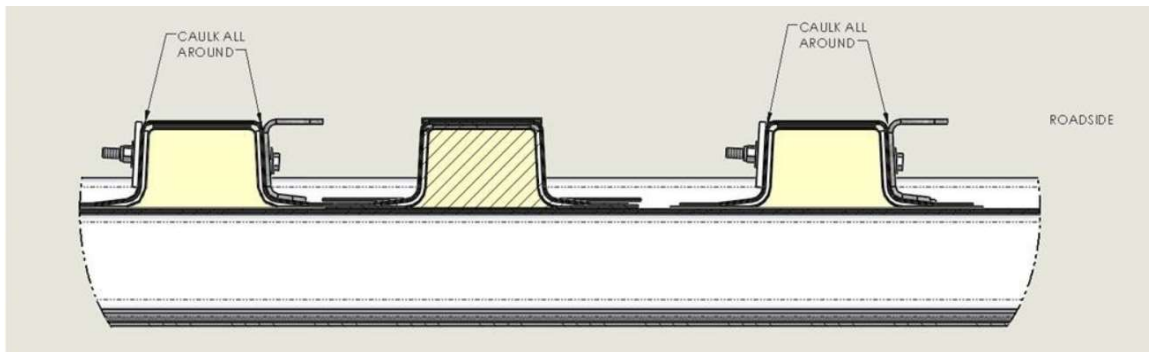
15. Repeat steps 7 and 8 from above for the inboard Tank bracket.

16. Once the doubler plate is clamped into position, using an adequate length bit, drill all the way through the Composite beam and the existing Tank bracket using the Overlay plate as a drill template.



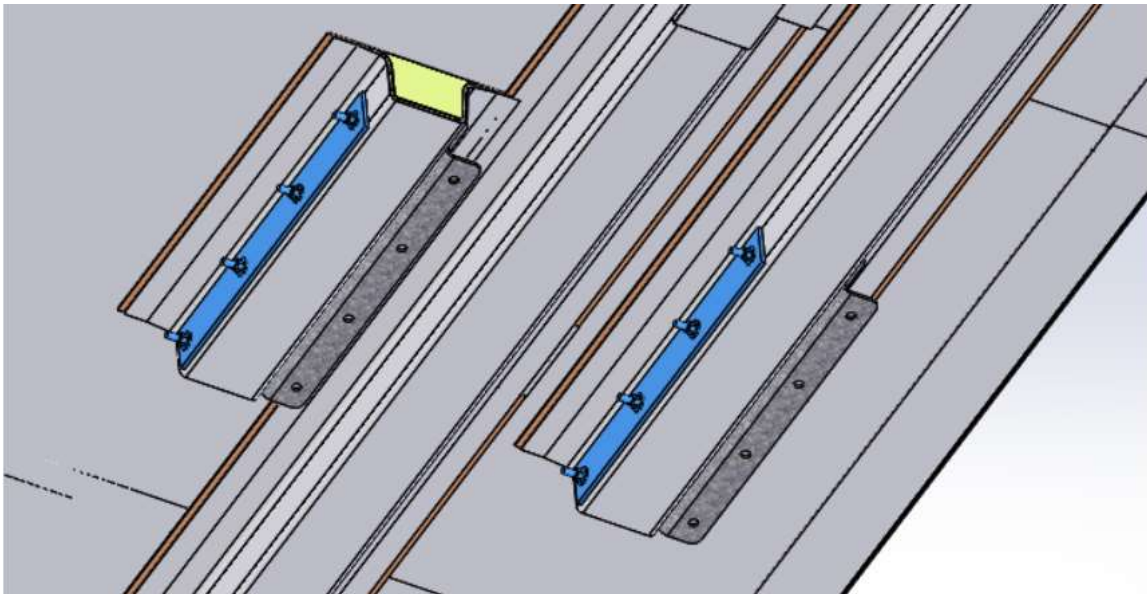
17. Once all four holes are drilled, with the exception of these bolts being installed from the inside out, repeat steps 10,11,12,13,and 14 from above.

18. Once both aluminum plates have been installed and properly torqued, caulk around the perimeter of both plates. Also caulk around the perimeter of existing fuel tank mounting brackets if factory caulk is poor or absent.



19. Reattach the Skirt panel using the pre-existing hardware.

The Recall Bulletin is now complete and should resemble the following model.





BULLETIN

Special Instructions

- Prior to starting this repair, both existing Tank brackets should be inspected for signs of de-bonding or looseness.
- If any existing brackets are found to have issues please send pictures to eric.johnson@wabashnational.com & john.gabriel@wabashnational.com
- Should you have questions or concerns about this repair please contact Eric Johnson @ 765-771-5444, John Gabriel @ 765-771-5428 or Brent Howard @ 765-237-8426
- **The SRT for this Recall repair is 2.5 hours per unit affected.**
- **Be cautious of all sharp edges in the surrounding work area.**
- **Clamp time on Loctite adhesive is 24 hours. We suggest that the trailer be parked for 24 hours after this repair before returning to service.**
- **Loctite PL Premium-3X adhesive is being used for this repair bulletin only. Loctite PL Premium-3X adhesive should not be used for any other repairs or additions to any Wabash National products without Engineering approval from Wabash National.**

