



Operator's Manual

Converter Dolly



OWNER'S MANUAL

**This manual contains important safety information.
Read the manual carefully.**

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Warranty

Your Wabash® converter dolly 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 Wabash sales representative or Wabash customer service for assistance.

Wabash Warranty Department:

(800) 247-2548

Normal Dolly Use Statement

Your Wabash® converter dolly is designed, engineered, and manufactured to provide years of safe, dependable service. To ensure reliable service, the converter dolly must be properly maintained, used in normal service, and free from accident or collision damage. "Normal service" means use in appropriate trailer combinations on well-maintained public roads, carrying properly secured cargo within rated load limits.

- The converter dolly must be operated on well-maintained public roads as part of a legal multi-trailer combination.
- Gross vehicle and axle weights must not exceed the labeled ratings.
- The converter dolly must be used only to connect trailers in doubles or triples combinations as permitted under applicable federal and state regulations and the per the intended applications for the design.
- Cargo in attached trailers must be properly loaded, blocked, and braced per Title 49 §393 Subpart I of the Department of Transportation Federal Motor Carrier Safety Regulations.
- The converter dolly must not be used in off-road applications or conditions outside its design intent.

Warranty Limitations: Misuse, neglect, improper maintenance, overloading, or unauthorized modifications will void this warranty. The warranty does not cover any incidental or consequential damages.

Introduction

Purpose and Scope of This Manual

This Operator's Manual provides owners and operators of Wabash Converter Dollies with essential information for safe operation, proper use, and maintenance of the equipment. It assumes you have a single-axle Wabash converter dolly used to connect a lead trailer to a second (or third) trailer in double or triple trailer operations.

All information is specific to Wabash converter dollies. Do not apply this manual to van trailers, chassis, or other equipment. If your dolly has specialized components not covered in this manual, refer to the component manufacturer's documentation or contact Wabash for assistance.

Message to the Owner and Operator

Congratulations on purchasing a Wabash converter dolly. You have just purchased the longest lasting and highest quality converter dolly on the road today. With proper use and maintenance, your Wabash converter will give you years of safe, dependable service.

Please read this manual carefully and follow these recommendations. It is also important that you pass this information on to any operators who may use this dolly. If you have any questions, do not hesitate to contact your sales representative or nearest Wabash Dealer or Wabash Service location.

Thank you for choosing Wabash for your dolly needs.

Identification

Each Wabash converter dolly is assigned a unique Vehicle Identification Number (VIN), needed for title, registration, parts, and warranty reference. The official VIN tag (certification label) is affixed to the dolly's drawbar or frame — on the roadside of the drawbar frame near the front. It contains critical information including:

- VIN Number: The 17-character identifier for the dolly.
- Date of Manufacture: Build month and year.
- Gross Vehicle Weight Rating (GVWR): Maximum total supported weight of dolly plus the front end of the rear trailer.
- Gross Axle Weight Rating (GAWR): Maximum weight each axle can carry.
- Tire/Rim Data: Original tire size, rim size, and recommended cold inflation pressure.
- Certification Information: Compliance listings for applicable FMVSS standards.

When contacting Wabash, always refer to the VIN to obtain parts, repair information, and warranty details.

Example of converter dolly VIN Tag

MANUFACTURED BY		WABASH™		3900 McCarty Lane Lafayette, IN 47905 Phone: (765) 771-5300		YEAR
						23 23
						24 24
						25 25
						MONTH
						JAN 1
						FEB 2
						MAR 3
						APR 4
						MAY 5
						JUN 6
						JUL 7
						AUG 8
						SEP 9
						OCT 10
						NOV 11
						DEC 12

V.I.N./N.I.V.		1JJ	
GVWR/PNBV KG:		20,000 lb (9,072 KG)	
TYPE OF VEHICLE/TYPE DE VEHICULE:		TCD/CDC CDH	
GAWR/PNBE KG	TIRE/PNEU (LOAD RANGE)	RIM/JANTE	COLD INFL PRESS./PRESS. DE GONE A FROID
1 @ 20,000 / 9,072 KG	295/75R22.5 (G)	8.25 X 22.5	PSI/LPC KPA
			110 758

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF ORIGINAL MANUFACTURE.	CE VEHICULE EST CONFORME A TOUTES LES NORMES QUI LUISONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SECURITE DES VEHICULES AUTOMOVILES DU CANADA EN VIGUER A LA DATE DE SA FABRICATION D'ORIGINE.
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.	
WARNING ⚠	
DUE TO STATE AND LOCAL REGULATIONS, THE DIMENSIONS OF THIS TRAILER MAY PROHIBIT ITS USE IN CERTAIN AREAS.	
U.S., Canada, and Mexico patents and patents pending.	

How to Use This Operator's Manual

This manual is organized for the end user of the converter dolly. Following these guidelines, along with proper use and maintenance, will help ensure safe, dependable service. Please pay special attention to safety signal words (DANGER, WARNING, CAUTION, NOTICE) highlighted throughout. These are defined in the Safety Section.

This manual is available on Wabash's website. Visit <https://onewabash.com> to download a copy.

Converter Dolly Accessories

This manual does not provide information on the installation, inspection, or maintenance of accessories that may have been installed on your converter dolly during or after manufacture by Wabash. Such accessories may include, but are not limited to, load scale systems, GPS tracking devices, additional lighting, or other ancillary equipment.

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

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

Illustrations and Schematics

Illustrations, schematics, and CAD-style drawings in this manual are provided for general reference and interoperability demonstration only. They are not intended to represent any specific supplier's proprietary part, exact component configuration, or required replacement component. Always refer to the applicable component manufacturer's documentation and Wabash service guidance for model-specific inspection, maintenance, and replacement requirements.

Safety

Note

The descriptions and specifications contained in this manual were in effect at the time the manual was approved for publication. 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

Operating trailers as doubles or triples with a converter dolly presents unique safety considerations. This manual contains Safety Information Advisory Labels to identify potential hazards for persons using, operating, and servicing this converter dolly. 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. All safety messages must be observed.

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

Before operation or maintenance of the converter dolly, observe these general safety rules:

- Follow applicable federal, state, provincial, and local laws, rules, and regulations.
- Only trained and qualified drivers and technicians should operate or maintain a converter dolly. If you are not familiar with doubles/triples operations, seek proper training before using this equipment.
- Always perform a thorough pre-trip inspection prior to use (see Inspection in this manual). Do not use the dolly if any component is damaged or not working correctly.
- When coupling or uncoupling, choose a level area with firm ground, clear of bystanders and traffic. Set vehicle parking brakes and use wheel chocks to prevent unintended movement.
- Never allow any person to ride on or in a converter dolly.
- Always connect both safety chains to the lead trailer's attachment points before moving the combination. Cross the chains under the drawbar so they form a cradle.
- Ensure regular maintenance and lubrication according to component manufacturer guidelines.

- Repair and/or replace components with the same type of approved parts.

⚠ DANGER:

Never stand or walk between a moving vehicle and the converter dolly, or between the dolly and a towed trailer. You could be hit or crushed if the vehicle moves unexpectedly.

⚠ WARNING:

Always engage the dolly's parking brakes or chock its wheels before uncoupling to prevent unexpected movement. If the dolly is not equipped with spring parking brakes, always chock the wheels whenever it is not connected to a pressurized air supply.

⚠ WARNING:

Never transport people in or on a converter dolly. It is illegal and a direct threat to human life.

Doubles & Triples-Specific Hazards

Converter dollies should only be used exclusively in multi-trailer (doubles and triples) combinations. These combinations have handling characteristics that differ significantly from standard tractor-trailer operation. All drivers must understand the following hazards before operating a doubles or triples combination. Always ensure your converter dolly is rated for the loads and applications in which it will be used.

Rearward Amplification

In a doubles or triples combination, a sway or steering input at the front of the combination is amplified toward the rear. In an emergency maneuver or evasive steer, the rear trailer may swing out with a force significantly greater than the lead vehicle's movement — a condition known as rearward amplification. This can cause the rear trailer to roll over even while the lead vehicle remains stable.

⚠ WARNING:

Reduce speed before emergency maneuvers. Avoid sudden steering inputs or lane changes at highway speed. The rear trailer in a doubles or triples combination is far more susceptible to rollover than the lead trailer or a standard single trailer.

Off tracking

The rear trailer in a double combination does not follow the same path as the lead vehicle when turning. It tracks significantly inside the lead vehicle's path — a condition called off tracking. The degree of off tracking increases with trailer length and dolly drawbar length.

⚠ CAUTION:

Allow extra clearance on the inside of all turns. Check that the rear trailer will clear curbs, barriers, and other vehicles before initiating a turn. Use spotters when maneuvering in tight areas.

Unloaded Dolly Handling

A converter dolly operating without a rear trailer attached — or with a lightly loaded rear trailer — has significantly different braking and stability characteristics than a fully loaded combination. Brake force must be applied carefully to avoid wheel lock-up or jackknifing.

⚠ CAUTION:

Exercise extra caution when operating with an unloaded or lightly loaded dolly. Reduce speed appropriately and increase following distance. Be aware that an unladen dolly may have reduced stability at highway speeds.

Dolly Runaway — Safety Chain Requirement

If the pintle hook connection between the converter dolly and lead trailer fails — due to improper latching, component failure, or collision — the dolly can become a high-speed unguided vehicle capable of causing severe injury, death, and property damage.

⚠ DANGER:

ALWAYS connect both safety chains before moving. Cross the chains under the drawbar (forming an "X") so they can support the drawbar tongue and limit separation distance if the pintle hook fails. Never move the combination without safety chains properly attached and hooks fully latched. Regularly inspect chains for wear, cracks, or deformation — replace immediately if any defect is found.

⚠ WARNING:

A visual inspection of all coupling connections is required by law. Sound alone (a "click") is not a reliable indicator of a secure coupling. Always perform a visual check of the pintle hook latch, safety chain hooks, and fifth wheel jaws before every departure.

Systems & Features

Frame and Drawbar Assembly

The frame of the Wabash converter dolly is a robust galvanized steel structure designed to carry heavy loads and resist corrosion in all weather conditions. The integral drawbar extends forward and ends in the drawbar eye, which connects to the pintle hook of the lead trailer.

Drawbar Eye

Wabash converter dollies feature a heavy-duty forged pintle eye at the end of the drawbar. It is bolted to the drawbar for secure attachment. Some models may have a swivel-type drawbar eye that pivots within a housing to accommodate articulation; if present, ensure it is well-greased and free of damage.

The drawbar eye height is designed to match standard trailer pintle hook heights — approximately 34 inches from the ground when the dolly is level. Proper height alignment is critical for safe coupling.

Safety Chains

Two safety chains are attached to the drawbar or frame near the drawbar eye. These Grade 70 or higher steel chains serve as secondary connections between the dolly and lead trailer. Each chain is equipped with a heavy-duty hook with safety latch. These should be inspected with

every usage, if damaged the safety chains must be replaced. Contact your sales representative or the nearest Wabash Trailer Center for assistance in identifying the correct replacements.

⚠ WARNING:

ALWAYS connect both safety chains to the lead trailer's towing connections before moving the vehicle combination. Cross the chains under the drawbar (forming an "X"). Ensure the hooks' safety clips are in place. Chains that are worn, cracked, bent, or have deformed hooks must be replaced immediately — do not operate with damaged safety chains.

Crank Support Leg — If Equipped

If your dolly has a support leg, use it whenever the dolly is parked unhitched: crank it down to support the drawbar eye off the ground. Always raise and lock the support leg in the horizontal (stowed) position before towing.

Fifth Wheel Coupling Assembly

The fifth wheel on top of the dolly frame is the coupling device for connecting the second (rear) trailer. It supports the front end of the rear trailer, functioning similarly to the fifth wheel on a tractor.

Type and Rating

The converter dolly is equipped with a fifth wheel plate mounted at a fixed height designed to accommodate industry-standard 2-inch kingpins. It is rated to support typical trailer front loads within the dolly's GVWR – Reference the Converter Dolly VIN Tag. Always ensure the trailer you are coupling does not exceed the dolly's load ratings.

Locking Mechanism

The fifth wheel uses an automatic locking jaw mechanism. When backing the dolly under a trailer, the kingpin enters the throat of the fifth wheel and triggers the lock. Always perform a visual check to confirm the locking jaws are fully closed around the kingpin and the release handle has snapped to the locked position.

⚠ WARNING:

A visual inspection of fifth wheel coupling is REQUIRED BY LAW. Some improper couplings can pass a pull test — sound alone is not reliable. ALWAYS visually inspect: (1) No gap between upper coupler and fifth wheel plate, (2) Jaws fully closed around kingpin shank, (3) Release handle in locked position.

Release Handle

The fifth wheel release handle is located on the left (driver's) side of the dolly. To uncouple the rear trailer, pull this handle to open the locking jaws after the trailer's landing gear is down and the trailer weight is supported. Position yourself safely to the side — not directly in front of the handle — when pulling it.

Lubrication

Keep the fifth wheel plate properly lubricated with heavy-duty multipurpose grease. Lubricate the contact surface and the internal locking mechanism per the maintenance schedule (Maintenance and Lubrication Section). A dry fifth wheel increases wear and can cause difficult steering.

Axles, Suspension & Running Gear

Axle Configuration

Wabash converter dollies are available in single-axle configurations. A single-axle dolly has one axle with two wheel-ends. Single axles are more common due to simplicity and lower weight.

Leaf Spring Suspension

Standard Wabash converter dollies feature durable leaf spring suspension. Springs must be tightly clamped to the spring seat and axle to prevent movement between U-bolts, which can cause axle misalignment. Check spring U-bolts regularly for proper tightness. Follow the suspension component manufacturer's torque requirements for all fasteners.

⚠ WARNING:

Follow all torque requirements. Do not use any component with visibly worn or damaged threads. Failure to follow these requirements can lead to loss of vehicle control, property damage, serious personal injury, or death.

Air-Ride Suspension — If Equipped

Some dollies may be equipped with an optional air-ride suspension (air springs and shock absorbers). If your dolly has air suspension: maintain the proper ride height via the

leveling valve; inspect air bags and airlines for leaks or damage regularly; ensure all mounting hardware is tight and intact. Do not operate until the tractor air gauges indicate the system is fully charged and stabilized.

Wheels & Tires

Converter dollies are typically equipped with 22.5" steel wheels and dual tires (e.g., 11R22.5). See Maintenance and Lubrication Section (Tire Care) for detailed tire inspection and maintenance requirements. The VIN tag specifies the original tire size and required cold inflation pressure for this dolly.

Brake System

The converter dolly is equipped with a pneumatic (air) brake system integrated into the multi-trailer combination's brakes.

Brake Air System

At the front of the drawbar, two color-coded gladhands connect to the lead trailer: red (emergency/supply) and blue (service). At the rear of the dolly, another set of gladhands connects to the rear trailer. Always connect red-to-red and blue-to-blue. Use gladhand dust covers or dummy couplers on any disconnected line.

The dolly includes an air reservoir that automatically charges when connected to the tractor's or lead trailer's air system. One of the most important preventive maintenance steps is routine draining of the air reservoir to remove moisture. Open the drain valve at least daily — more frequently in cold, wet, or humid conditions.

⚠ CAUTION:

Monitor air gauges for signs of unusual air consumption. Routinely clean gladhand screens. Never operate the dolly until air gauges indicate the system is fully charged and stabilized. Do not use antifreeze or additives in the air system.

NOTICE:

Your dolly is NOT equipped with spring brakes; you **MUST** use wheel chocks whenever the dolly is parked without an air supply to prevent rolling.

Anti-Lock Brake System (ABS)

Wabash converter dollies are equipped with ABS. The system continuously monitors wheel speed and controls braking during extreme brake applications to prevent wheel lock-up. The ABS warning lamp will illuminate if there is a fault.

⚠ WARNING:

The ABS indicator lamp should turn ON and then OFF when electrical power is initially applied. 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 before the dolly is used. Do not use the dolly if the ABS system is malfunctioning.

Ensure the dolly's ABS wiring (via the 7-way electrical connection) is properly connected to the lead trailer or tractor so the system is powered and can communicate faults to the driver. Vehicle safety is your responsibility — ABS cannot compensate for excessive speed or improper handling.

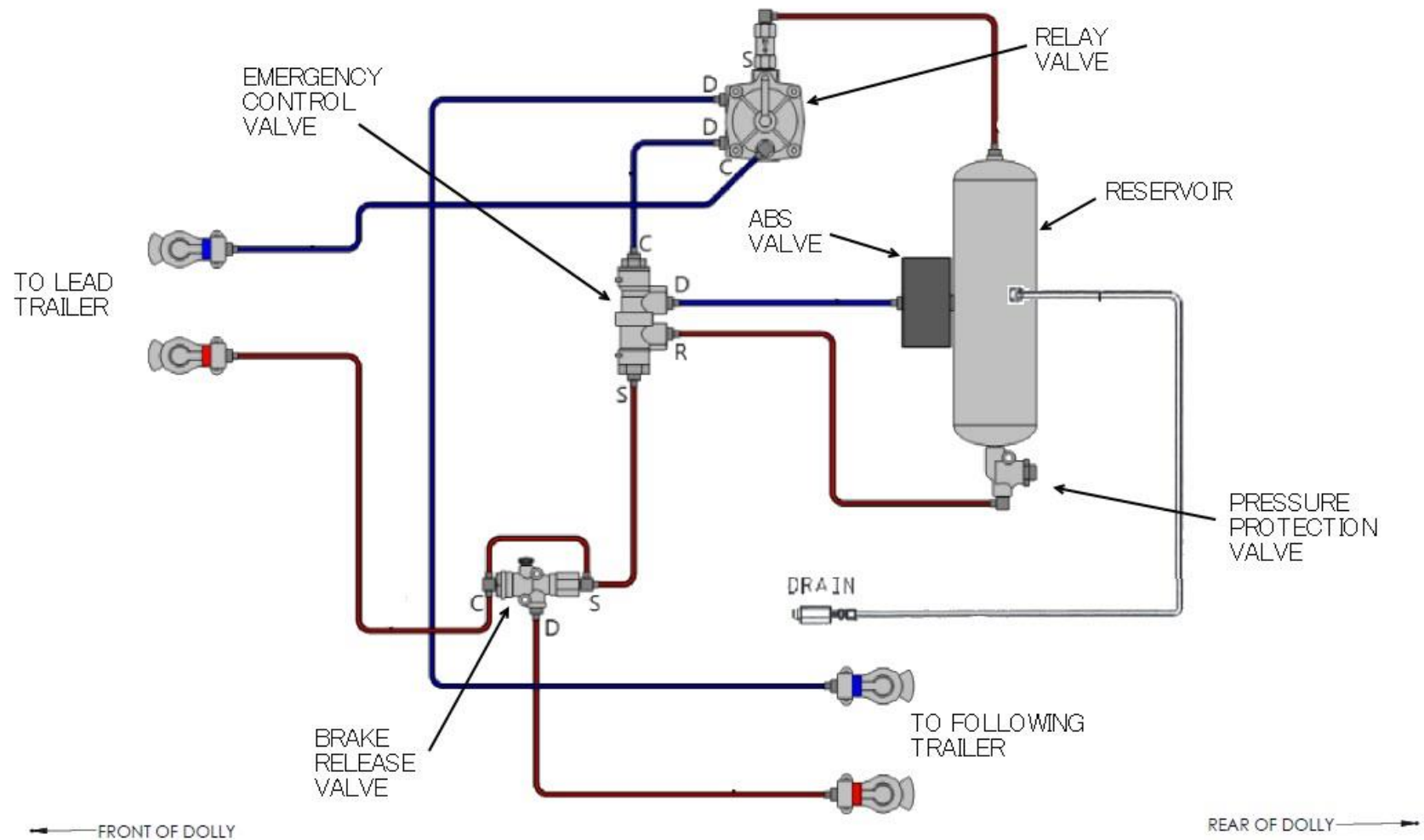
Foundation Brake System

The dolly typically uses drum brakes with S-cam assemblies and air brake chambers. Automatic slack adjusters maintain correct brake shoe clearance. Inspect brake linings for wear; replace if at or below minimum thickness. Do not operate a dolly with defective brakes.

⚠ WARNING:

Service brakes and parking brakes must be inspected before and after operation. NEVER operate a dolly with defective brakes. Before entering traffic, verify that brakes apply and release properly. Listen and be alert for air leaks during each type of brake application.

Typical Converter Dolly Air System



Electrical System & Lighting

The converter dolly has an electrical harness for lighting and ABS power.

Electrical Connectors

A 7-way electrical plug (per SAE J560) at the front of the drawbar connects the dolly to the lead trailer's electrical system. At the rear of the dolly, a matching 7-way socket connects the rear trailer's electrical cable. Always ensure connectors are firmly seated. Regularly inspect wiring for abrasions and connectors for corrosion; clean and treat with dielectric grease as necessary.

NOTICE:

Never use a test probe to pierce wire insulation. Punctures allow moisture to collect on wire strands, corroding critical connections.

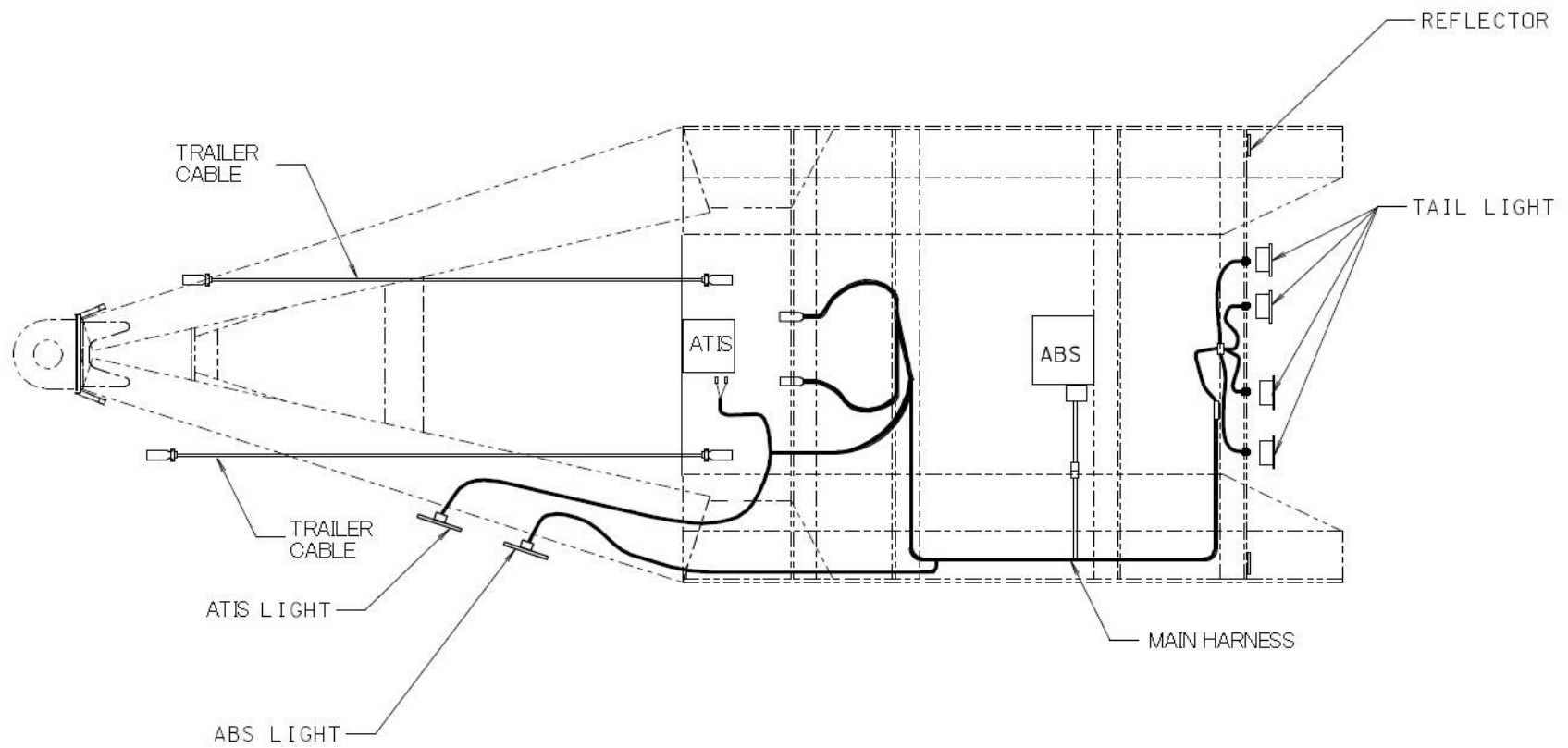
Lighting

Wabash converter dollies are equipped with required DOT lighting — at minimum, one combination tail lamp (tail, brake, and turn signal) at the rear of the dolly. The dolly also has reflectors and reflective conspicuity tape per federal regulations (red/white tape on the rear frame, amber/white reflectors on sides). Regularly inspect all lights and reflectors; replace any non-functioning bulbs or damaged components.

⚠ WARNING:

Never operate the dolly with any non-functioning light or missing/damaged reflective tape. All lighting must always meet FMVSS 108 requirements.

Typical Wiring Schematic



Operation: Coupling and Uncoupling

Only trained and qualified operators should perform coupling and uncoupling. Do not rush these procedures — careful adherence is critical for safety.

Coupling the Converter Dolly

Follow these steps to connect your converter dolly and assemble a double-trailer combination:

1. **PREPARE LEAD TRAILER:** Position on a level surface. Set parking brakes and chock wheels. Ensure the rear pintle hook is unlocked and open.
2. **POSITION THE DOLLY:** Move the converter dolly into place behind the lead trailer, aligning the drawbar eye with the lead trailer's pintle hook. Use a spotter if available. If equipped, lower the support leg to manage tongue weight during positioning.
3. **SECURE THE PINTLE HOOK:** Close the pintle hook latch and insert the safety pin or locking device. Verify the pintle is securely latched before proceeding.
4. **ATTACH SAFETY CHAINS:** Immediately connect both safety chains to the lead trailer's attachment points. Cross the chains under the drawbar (forming an "X"), ensuring hooks' safety clips are locked.
5. **CONNECT AIR AND ELECTRICAL (LEAD TRAILER TO DOLLY):** Red gladhand to red (emergency); blue to blue (service). Plug the 7-way electrical connector into the lead trailer's socket. Ensure all connections are secure.
6. **POSITION REAR TRAILER:** Back the lead trailer + dolly combination toward the front of the rear trailer. Adjust the rear trailer's landing gear height so the trailer nose is slightly lower than the fifth wheel height so the fifth wheel will lift the trailer during coupling.
7. **COUPLE THE FIFTH WHEEL:** Back up slowly until the dolly's fifth wheel engages the rear trailer's kingpin and the locking jaws automatically lock. Stop movement once the kingpin is captured.
8. **VERIFY KINGPIN LOCK:** Perform a tug test — with lead trailer brakes applied, gently attempt to pull forward. The rear trailer must not separate. Visually confirm the fifth wheel jaws are closed around the kingpin and the release handle is in the locked position.
9. **RAISE REAR TRAILER LANDING GEAR:** Once fifth wheel coupling is confirmed, raise and stow the rear trailer's landing gear fully.
10. **CONNECT REAR TRAILER AIR AND ELECTRICAL:** Red gladhand to red; blue to blue. Plug the 7-way electrical into the dolly's rear socket.

11. PRESSURIZE AND TEST: Supply air to the system. Verify dolly and rear trailer brakes apply and release properly. Confirm the ABS warning lamp cycles on then off. Test all lights.
12. FINAL WALK-AROUND: Inspect all connections (pintle hook, chains, gladhands, electrical). Confirm all support legs are raised and nothing is loose or dragging. Remove all wheel chocks.

⚠ WARNING: A visual inspection of all coupling connections is REQUIRED BY LAW before operating any trailer combination. Pull tests alone are not sufficient. Visually confirm: no gap between trailer upper coupler and fifth wheel; jaws fully closed around kingpin; release handle locked; pintle hook latched and pinned; safety chains properly crossed and hooked.

Uncoupling and Disconnecting the Dolly

Separating the converter dolly is essentially the reverse of coupling the dolly, with additional precautions to prevent equipment from moving or dropping:

1. SECURE THE COMBINATION: Park on firm, level ground. Apply parking brakes on tractor and both trailers. Chock the rear trailer wheels.
2. DISCONNECT REAR TRAILER LINES: Unplug the rear trailer's 7-way electrical and stow it. Disconnect air lines from the dolly's rear gladhands; cap them with dummy couplers.

3. LOWER REAR TRAILER LANDING GEAR: Extend landing gear until it contacts the ground and slightly raises the trailer off the dolly's fifth wheel.
4. UNCOUPLE THE FIFTH WHEEL: Pull the fifth wheel release handle to unlock the jaws. Stand to the side when pulling — do not position yourself between the dolly and rear trailer.
5. SEPARATE DOLLY FROM REAR TRAILER: Slowly pull the lead trailer (with dolly attached) forward just enough to clear the rear trailer kingpin from the fifth wheel. Stop immediately once clear.
6. DISCONNECT DOLLY FROM LEAD TRAILER: At the lead trailer pintle hook, remove the safety pin and open the latch. Ensure dolly spring brakes are applied (or chock wheels if no spring brakes). If equipped, deploy the support leg. Carefully pull the lead trailer forward to disengage the drawbar eye from the pintle hook.
7. POST-UNCOUPLING: Secure the dolly against movement (spring brakes or chocks). Stow safety chains on the dolly's hangers. Stow or lower the support leg as appropriate.

⚠ WARNING:

Never position yourself between the dolly and the rear trailer during uncoupling. Components may shift unexpectedly. Always confirm spring brakes are engaged or wheels are chocked before leaving a parked dolly unattended.

Inspection

Operator's Pre-Trip Inspection

Drivers are responsible for conducting a written pre-trip inspection in accordance with 49 CFR 392.7. The pre-trip inspection must include, but is not limited to, the following items. Do NOT use the dolly if any component or system is damaged — repair before use.

- Verify the dolly has current registration, DOT inspection sticker, and license plate (if applicable).
- Inspect the drawbar and drawbar eye for visible cracks, bends, or loose fasteners. Replace the drawbar eye if worn beyond serviceable limits.
- Inspect the frame for cracks — particularly at welds, hangers, fifth wheel mounting, and drawbar attachment points.
- Inspect the pintle hook (on lead trailer) and verify it is functioning properly and will accept the drawbar eye.
- Inspect and connect safety chains — confirm hooks are latched, chains are not worn or cracked.
- Inspect the fifth wheel plate for adequate lubrication (light grease coat) and debris-free surface.
- Inspect the fifth wheel locking mechanism to ensure it opens and closes properly.
- Verify the air gladhands are in good condition (no cracked seals) and are properly capped when not in use.

- Check for air leaks — listen for hissing throughout the air system after charging.
- Ensure the dolly's ABS warning lamp functions: illuminates at power-up, then extinguishes. A lamp that stays on indicates a fault requiring repair.
- Inspect all tires for proper inflation, adequate tread depth, and absence of damage (cuts, bulges, uneven wear).
- Inspect all wheels for cracked rims, loose or missing lug nuts, and signs of hub seal leaks (grease on wheel face).
- Test all dolly lights (tail, brake, turn signal) and inspect reflectors and reflective tape.
- Ensure all safety decals are legible. Replace any that are damaged or missing.

⚠ WARNING:

Any motor vehicle should not be operated in such a condition as to likely cause an accident or breakdown. The above list is not all-inclusive. Operators are responsible for ensuring compliance with all applicable DOT regulations.

Periodic and Annual Inspections: In addition to daily pre-trip checks, Wabash recommends an in-depth inspection by a qualified technician at least once per year, in accordance with the FMCSA annual inspection requirement (49 CFR Part 396). Keep records of all annual inspections and promptly correct any deficiencies found.

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.

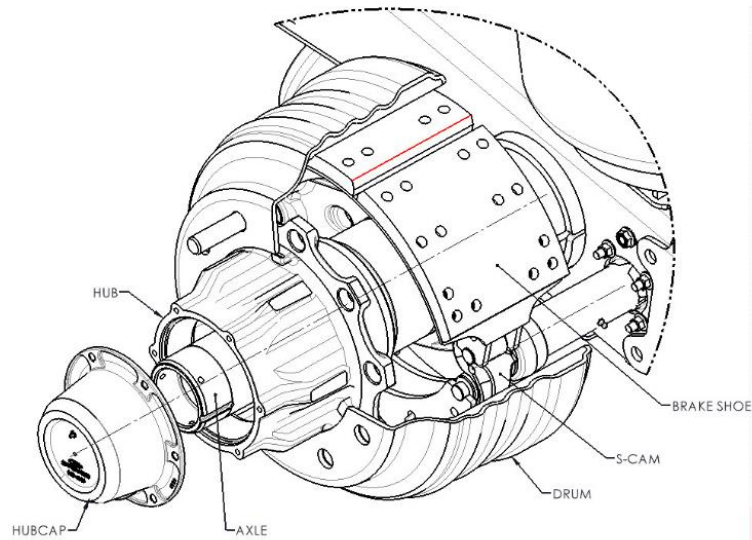
WARNING:

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.

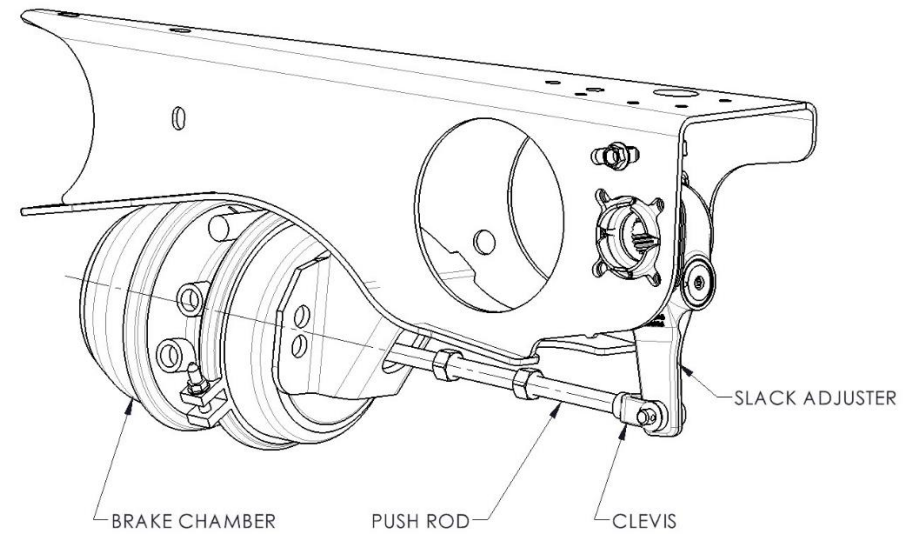
Typical Drum Brake Hub Components

(hub partially cut away)



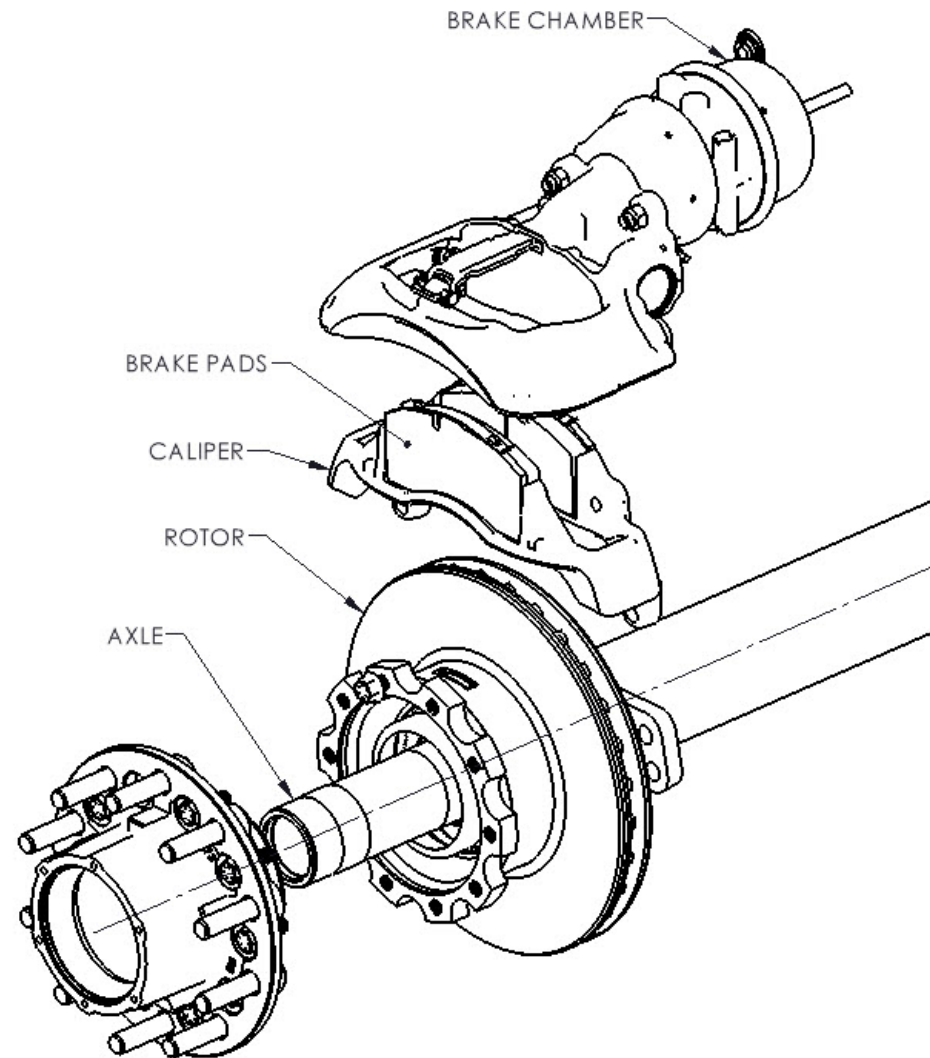
Typical Drum Brake Actuation Components

(axle and S-cam components hidden)



Typical Disc Brake Components

(exploded view)



Foundation Brake System (cont.)

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:

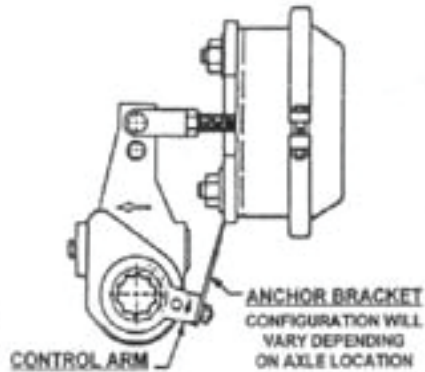
Before entering traffic, check the operation of the trailer brakes to ensure they are in proper working order. Operate the foot pedal, dash control valves, and hand valve to verify the brakes apply and release each time. Listen and be alert for air leaks during each type of brake application.

Slack Adjuster Decal

HALDEX AUTOMATIC BRAKE ADJUSTER

THIS VEHICLE IS EQUIPPED
WITH THE HALDEX
AUTOMATIC BRAKE
ADJUSTER.

DO NOT MANUALLY ADJUST



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.

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.

 **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)

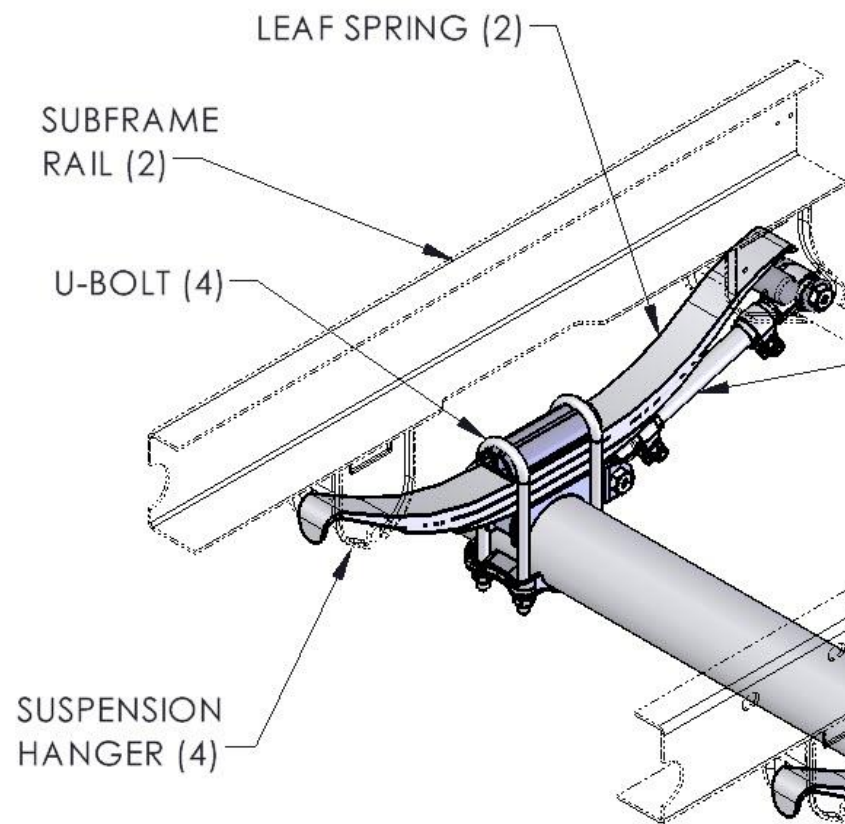
After an initial break in period, approximately 1000 miles, and at least every 4 months periodically thereafter, ALL bolts and nuts should be checked to insure that recommended torque values are being maintained.

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

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

Typical Single-Axle Leaf Spring Suspension



Maintenance & Lubrication

Wheel End Lubrication

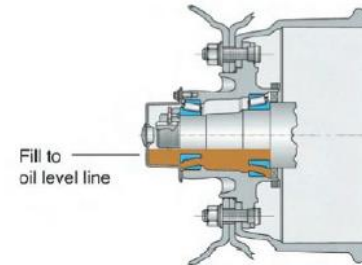
Two types of lubrication are used in wheel ends: oil or semi-fluid grease. Do not mix oil and semi-fluid grease in the same wheel end. If oil is used, check the oil level in all hubs before every trip. Add oil when low, but only to the level indicated by the mark on the hubcap face. Too much oil may cause leaks.

Semi-fluid grease will be indicated by a label on the wheel end. There is no oil level viewing window. Inspect the wheel ends before every trip to ensure there are no lubrication leaks. Grease around the inner hub seal or on the inside of a wheel and tire indicates a possible leak requiring immediate service.

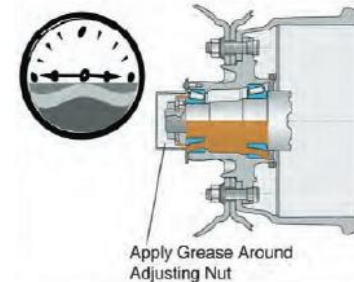
Wabash recommends compliance with TMC Recommended Practice No. 631 for wheel-end lubrication inspection, maintenance, and service. Hubs should be filled with semi-fluid grease to the 3 o'clock-and-9 o'clock level (cavity filled 50% full).



Lubrication Fill – Oil (Static)



Lubrication Fill – Semi-Fluid Grease (No. 00)



WARNING:

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

Tire Care

Inflation and Load Limits

Always maintain proper tire pressure and stay within tire load limits. Tire pressure must 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 into the sidewall. The VIN plate on the converter dolly also specifies tire size, load rating, and inflation pressure.

⚠ WARNING:

Inspect tires according to the following guidelines to avoid hazardous situations that may result in death or serious injury.

- Inspect tires for nails and other objects embedded in the rubber.
- Inspect treads for stones and other objects lodged between dual tires.
- Inspect tires for abrasions, cuts, dry rot, or other damage.
- Inspect tread condition for proper, even wear and DOT tread-depth compliance (minimum 2/32" for trailer tires).
- Check that dual tires on any axle end are of the same diameter.
- Inspect tire valve stems for damage and missing valve caps.
- Never operate with tires that have low or no pressure.
- When replacing tires, use the same size, type, and load rating as originals. Refer to the VIN label for original specifications.

Hubs and Wheel Fasteners

⚠ WARNING

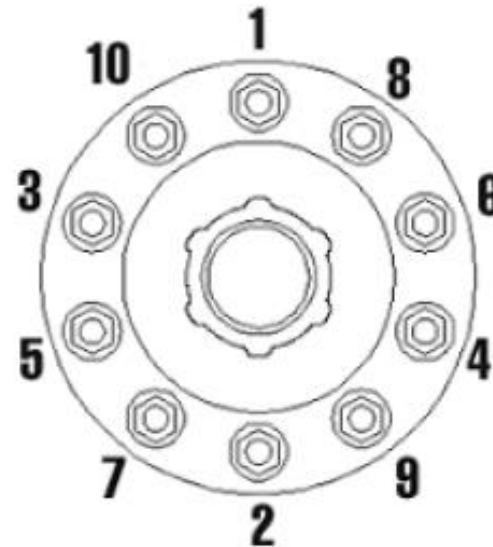
Cracked wheels, loose nuts, or missing studs are extremely hazardous and may cause accidents or breakdowns.

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 must always be tightened in a cross-pattern sequence. This distributes clamping force evenly and prevents warping.

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



Lubrication Points

Key lubrication points on the converter dolly include:

- Fifth wheel top plate — apply fresh heavy-duty chassis grease (NLGI #2) as needed; periodically clean old grease before re-application.
- Fifth wheel lock mechanism — grease per manufacturer instructions.
- Drawbar pivot or swivel eye (if applicable) — grease regularly to prevent binding.
- Support leg gearing (if equipped) — lubricate screw jack mechanism with appropriate grease.
- S-cam fittings and slack adjuster grease fittings — use DOT-approved brake grease.
- Wheel bearings — per wheel-end lubrication schedule.

Use appropriate lubricants: NLGI #2 chassis grease for fifth wheel and brake fittings; 80/90W gear oil for oil-bath hubs; semi-fluid grease (No. 00) for grease-pack hubs.

Conclusion & Reporting Safety Defects

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

Your dolly was engineered, manufactured, and inspected to ensure compliance with all applicable Department of Transportation 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.

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>

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

WABASH®

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