

WHEEL-CHECK®

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TECTRAN® is a distributor of WHEEL-CHECK® products. The way the Wheel-Check® system works is once a wheel nut has loosened, the Wheel-Check® will become out of sequence. It will be visible when the driver does his walkaround check and it is the driver's responsibility to call maintenance and have the wheel thoroughly serviced. Wheel-Checks are also heat sensitive. If there is a binding brake or seized bearing, the heat is transferred through the stud and nut. If this temperature exceeds 120° C (248° F), the Wheel-Check® will start to blister around the circumference and eventually start to distort. The driver will be required to go to maintenance and have a thorough assessment on the problem wheel.



WHEEL-CHECK®:

High visibility loose wheel-nut indicator



WHEEL-CHECK®, HIGH TEMPERATURE:

Loose wheel-nut indicator that withstands higher temperatures



WHEEL-TORQUE:

Red torque indicator used to mark a nut has backed off, and maintenance is aware of the problem

How to install Wheel-Check® properly

1. Torque wheel nuts to proper specifications (recommended ft/lb).
2. Ensure correct size by measuring unit from flat to flat (Diagram 1),
3. Place one Wheel-Check® over each nut with the raised collar towards the wheel. Wheel-Check® name, number and size should be facing out. Hold the arrow of the indicator pointing in your preferred pattern. Push the Wheel-Checks on with a socket wrench or a PVC pipe. It's that easy, no other tools required.* (Diagram 2).
4. For disc wheel, point the point to the center following stud (photo 1).
5. For other wheel types (spoke pattern), point indicators towards the hub



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| Part No. | Stk Code | Nut Size | Nut Size | Model | Typical Applications | 100 piece | 1,000 piece |
|----------|----------|----------|----------|-------|---|-------------|-------------|
| | | (inches) | (mm) | | | Part Number | Part Number |
| WCH01 | 63052 | 1 1/2" | 37.5 | A | Budd stud piloted nuts | WCH01C | WCH01M |
| WCH02 | 63054 | 1 1/2" | 38.1 | AA | Motor Wheel 8 stud hub-piloted wheel & cone locknut | WCH02C | WCH02M |
| WCH03 | 63056 | 1 5/16" | 33 | B | Budd Unimount 10stud hubpiloted wheel & GM Buses | WCH03C | WCH03M |
| WCH04 | 63058 | 7/8" | 22 | C | Smaller courier units & GMC flanged cap of flat nut | WCH04C | WCH04M |
| WCH05 | 63060 | 1 1/16" | 27 | D | Some school buses & courier units & Ford tapered nut | WCH05C | WCH05M |
| WCH06 | 63062 | 1 1/8" | 28 | N | Inverted flange for some school buses & small transit buses | WCH06C | WCH06M |
| WCH07 | 63064 | 1 1/4" | 31 | F | Heavy duty trailers spoke wheel style | WCH07C | WCH07M |
| WCH09 | 63066 | 1 9/16" | 40.5 | H | Hino and Isuzu trucks | WCH09C | WCH09M |
| WCH11 | 63068 | 1 3/4" | 44 | J | Construction / off-road vehicles | WCH11C | WCH11M |
| WCH12 | 63070 | 1" | 25 | G | Curbside courier units | WCH12C | WCH12M |
| WCH13 | 63072 | 1 3/16" | 30 | K | European Trailers | WCH13C | WCH13M |
| WCH14 | 63074 | 1 8/32" | 32 | L | Old style EURPSW | WCH14C | WCH14M |
| WCH15 | 63076 | 13/16" | 20.5 | E | Ford Courier Vans | WCH15C | WCH15M |
| WCH16 | 63078 | 27/32" | 20.8 | I | Ford 450 & 550 | WCH16C | WCH16M |
| WCH17 | 63131 | 15/16" | 23.8 | M | Chrysler Dodge 1 Ton | WCH17C | WCH17M |
| WCH19 | 63219 | 3/4" | 19 | O | 1 Ton Trucks | WCH19C | WCH19M |
| WCHT01 | 63218 | 1 1/2" | 37.5 | A | HIGH TEMP - Budd stud piloted nuts | WCHT01C | WCHT01M |
| WCHT02 | 63138 | 1 1/2" | 38.1 | AA | HIGH TEMP - Motor Wheel 8 stud hub-piloted wheel & cone locknut | WCHT02C | WCHT02M |
| WCHT03 | 63136 | 1 5/16" | 33 | B | HIGH TEMP - Budd Unimount 10stud hubpiloted wheel & GM Buses | WCHT03C | WCHT03M |
| - | - | 1 1/4" | 31 | F | HIGH TEMP - Heavy duty trailers spoke wheel style | - | WCHT04M |
| WTR01 | 63083 | 1 1/2" | 37.5 | A | Budd stud piloted nuts | - | WTR01M |
| WTR02 | 63085 | 1 1/2" | 38.1 | AA | Motor Wheel 8 stud hub-piloted wheel & cone locknut | - | WTR02M |
| WTR03 | 63087 | 1 5/16" | 33 | B | Budd Unimount 10stud hubpiloted wheel & GM Buses | - | WTR03M |
| WTR04 | 63089 | 7/8" | 22 | C | Smaller courier units & GMC flanged cap of flat nut | - | WTR04M |
| WTR05 | 63091 | 1 1/16" | 27 | D | Some school buses & courier units & Ford tapered nut | - | WTR05M |
| WTR06 | 63093 | 1 1/8" | 28 | N | Inverted flange for some school buses & small transit buses | - | WTR06M |
| WTR07 | 63095 | 1 1/4" | 31 | F | Heavy duty trailers spoke wheel style | - | WTR07M |
| WTR09 | 63097 | 1 9/16" | 40.5 | H | Hino and Isuzu trucks | - | WTR09M |
| WTR11 | 63099 | 1 3/4" | 44 | J | Construction / off-road vehicles | - | WTR11M |
| WTR12 | 63101 | 1" | 25 | G | Curbside courier units | - | WTR12M |
| WTR13 | 63103 | 1 3/16" | 30 | K | European Trailers | - | WTR13M |
| WTR15 | 63107 | 13/16" | 25 | E | Ford Courier Vans | - | WTR15M |
| WTR16 | 63109 | 27/32" | 20.8 | I | Ford 450 & 550 | - | WTR16M |
| WTR17 | 63132 | 15/16" | 23.8 | M | Chrysler Dodge 1 Ton | - | WTR17M |