WHEEL-CHECK®

THE LOOSE WHEEL-NUT INDICATOR

Photo 1

Photo 2

Photo 3

Wheel-Checks and How They Work

Wheel-Checks and How they Work

Wheel-Checks are a loose wheel nut indicator that can identify a loose wheel nut with a simple visual inspection.

When the wheel nuts are properly torqued to specs, the Wheel-Checks are then placed on the wheel nuts in a uniform pattern (see images on the left)

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 walk around check and it is the driver's responsibility to call maintenance and have the wheel thoroughly serviced. (safe and unsafe picture below)

SAFE

UNSAFE

Brake or Bearing Problems

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® is an indicator and must always be visually checked when a driver is leaving or getting into his truck.

HIGH TEMPERATURE WHEEL-CHECKS CAN WITHSTAND TEMPERATURES UP TO 450° F.

Mainly used in the transit and some waste disposal industries.

*High temperature Wheel-Checks will not detect any break or bearing problems.

CUSTOM SIZES AND COLOURS ARE AVAILABLE UPON REQUEST.

The use of Wheel-Check® in no way guarantees wheel-offs will not occur.

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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 (photos 2 and 3).

*** STEP #3 IS VERY IMPORTANT FOR CORRECT INSTALLATION**

Diagram 1

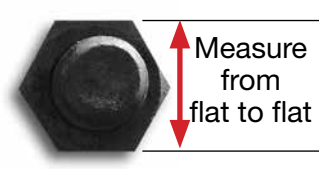

Diagram 2
Side view of wheel with Wheel-Check correctly placed on nut

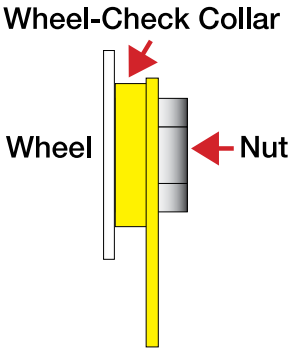

Photo 1

Photo 2

Photo 3

THE DRIVER WILL DO THEIR WALK-AROUNDS BY LAW. If a nut has backed off as little as 50 ft-lb, the driver can notice if he observes closely. Once the nut has backed off 100 ft-lb, the movement is easily noticeable.

INSTALLATION OF RED WHEEL-TORQUES. If the driver notices a nut has moved, the driver would remove the yellow Wheel-Check®, retorque the loose nut and then replace with a red Wheel-Torque. This would identify the loose nut to the maintenance shop at a simple glance and they will know that the whole wheel must be carefully serviced.

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For accuracy, please check nut size with a socket wrench

WHEEL-CHECK PART # HIGH VISIBILITY GREEN	WHEEL-TORQUE PART # RED	HIGH TEMPERATURE WHEEL-CHECK ORANGE (WITHSTAND UP TO 450° F)	NUT SIZES INCHES	MM
WLCH-AA	WLTO-AA	WCHT-AA	1 1/2	38.1
WLCH-A	WLTO-A	WCHT-A	1 1/2	37.5
WLCH-B	WLTO-B	WCHT-B	1 5/16	33.0
WLCH-C	WLTO-C		7/8	22.0
WLCH-D	WLTO-D		1 1/16	27.0
WLCH-E	WLTO-E		13/16	20.5
WLCH-F	WLTO-F	WCHT-F	1 1/4	31.0
WLCH-G	WLTO-G		1	25.0
WLCH-H	WLTO-H	WCHT-H	1 9/16	40.5
WLCH-I	WLTO-I	WCHT-I	27/32	20.8
WLCH-J	WLTO-J	WCHT-J	1 3/4	44.0
WLCH-K	WLTO-K	WCHT-K	1 3/16	30.0
WLCH-L	WLTO-L	WCHT-L	1 9/32	32.0
WLCH-M	WLTO-M		15/16	23.8
WLCH-N	WLTO-N		1 1/8	28.0
WLCH-O	WLTO-O		3/4	19.0
WLCH-P	WLTO-P		1 3/8	35.0

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