

GLOBAL LEADERS IN WHEEL SAFETY

Inventors of the Wheel Nut Indicator
30+ years of industry expertise
Distributing to over 70 countries
Made in the UK

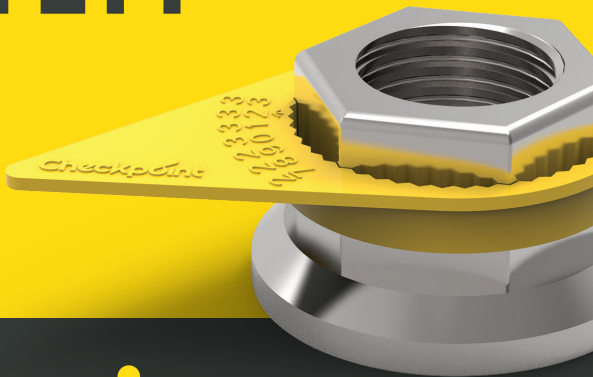


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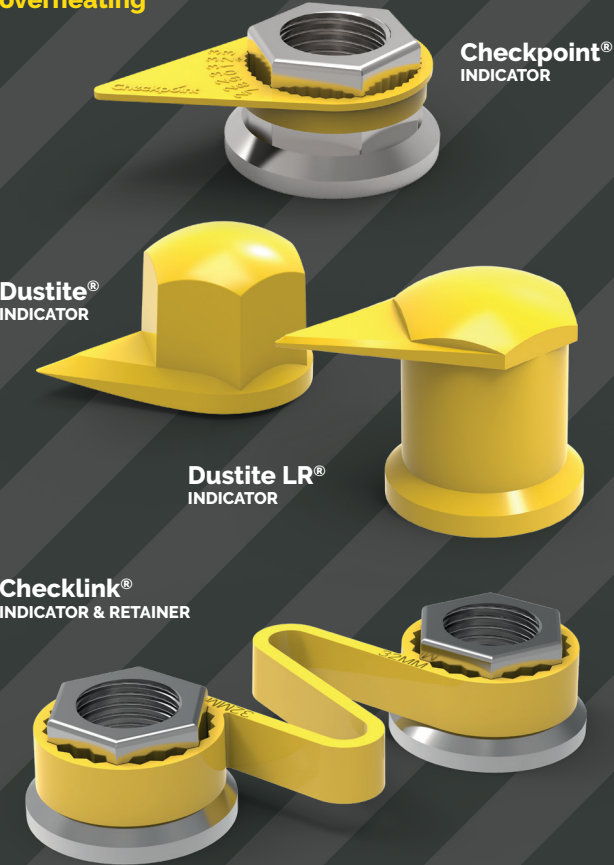
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OUR BEST PRACTICE GUIDE TO WHEEL SAFETY



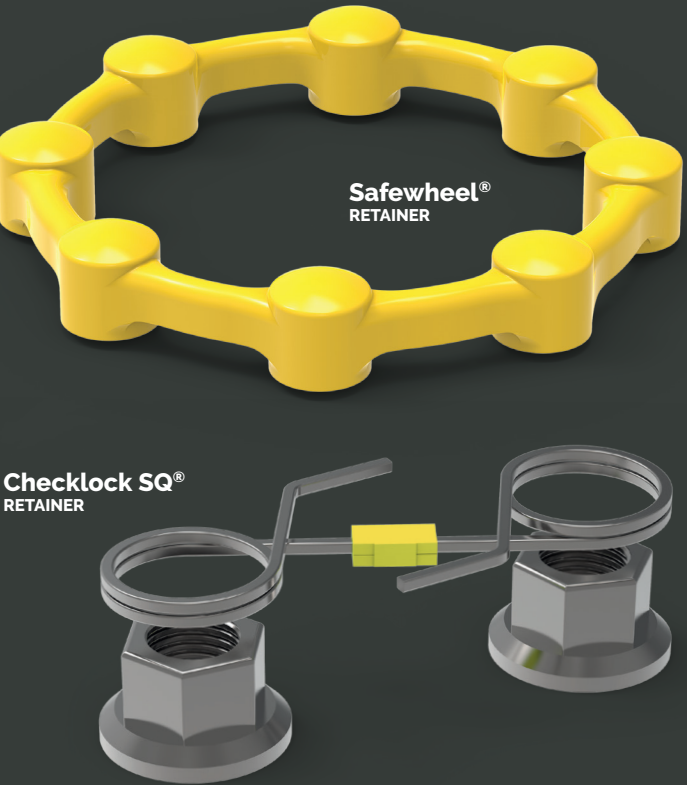
Indicators

Indicate movement and overheating



Retainers

Help prevent loosening of nuts



What causes wheel loss?

Excess Vibrations

Poor road conditions or overloaded vehicles can lead to movement between the mating faces, this can gradually work a wheel nut loose.

Worn/damaged studs

Studs can be damaged over time and need to be inspected and replaced. Damage to studs can lead to stresses, resulting in the shearing of the stud.

Stud hole elongation

Stud hole elongation is caused by the poor fitment of the wheel. This can be enhanced by excessive acceleration, braking and cornering forces.

Incorrect torqueing

Under or over torqueing and the incorrect torqueing sequence can result in a loss of clamping force. Over torqueing can result in stretched threads and potentially the shearing of studs.

Inaccurately calibrated torque wrench

Torque wrenches need regular calibration to avoid false values of torque being applied to a nut.

Incorrect use of air impact tools

Torque is not measurable using these tools and is often excessive, causing damage to the studs, nuts and washers.

Inconsistent safety inspections

A lack of regular visual checks for wheel damage or loose wheel nuts can lead to a vehicle being operated with unknown defects. This can present a serious safety risk and lead to further damage of the vehicle components.

Maintenance

Workshop maintenance tools



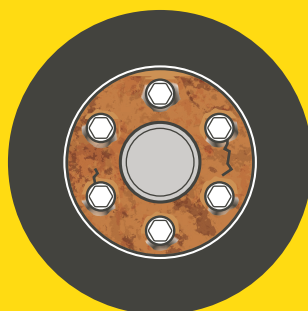
Removal tools

Dustite Removal Tool
MAINTENANCE



What to look out for

- Worn area around the stud hole caused by friction
- Cracks radiating from the stud hole
- Stud hole elongation



- Corrosion
- Damage to thread
- Excessive wear

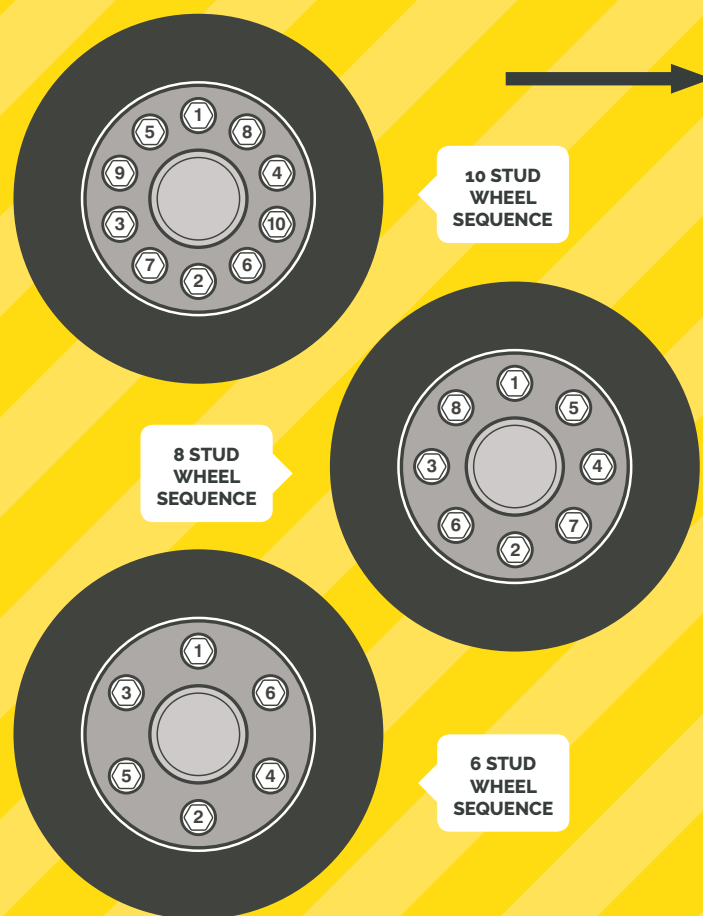
1. Check

- Wire brush the base and threads of each stud to remove any rust or dirt that could compromise the wheel nuts
- Ensure the studs and nuts are free of dirt and grease
- Use a **Checkthread** kit to check for any damage to studs and threads
- Replace any parts that are worn or damaged
- Ensure correct replacement studs are used to prevent stud breakage



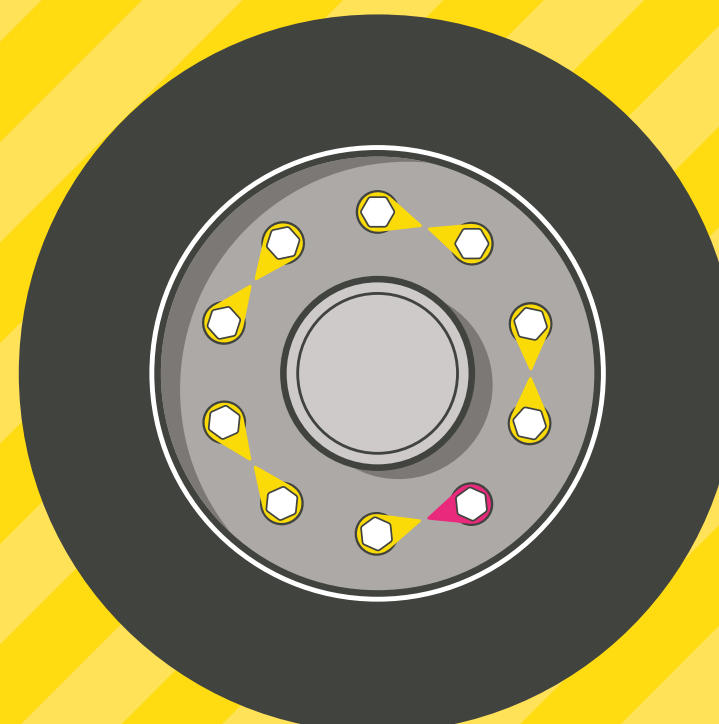
2. Fit

- Attach the wheel
- Torque the wheel nuts to the manufacturers specification using a correctly calibrated torque wrench
- Ensure the nuts are torqued in the correct sequence as shown in the above image



3. Apply

- Fit a product of your choice from the Checkpoint range
- If you are using a **Checkpoint Original, Dustite, Dustite LR or Checklink** we recommend fitting one in red as a reminder to re-torque this wheel
- Fit the indicators in a recognisable pattern, we recommend point to point as in the image below



5. Inspect

- Carry out daily checks as part of your standard maintenance procedure
- Ensure periodic retorques are completed in line with maintenance procedures
- Report any movement of the indicators directly to the fleet manager and ensure retorque is completed
- Report any melting of the indicators directly to the fleet manager as this could be a sign of faulty brakes or bearings

4. Re-torque

- It is recommended that the wheel is inspected and retorqued after either 30 minutes or 40-80 miles
- If movement has occurred, a second retorque is necessary. Continue using the red product until this process is complete
- If on the third inspection any further movement is visible the wheel should be removed and a full investigation carried out
- If there is no movement, replace red products with yellow

