



A SIMPLE WALKAROUND RISK MANAGEMENT SYSTEM

Wheel-Check

providing a visual means of confirming proper wheel torque in seconds, offering a simple walk around risk management system for trucks, buses and most heavy machinery.

WHEEL-CHECK AUSTRALIA

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PRICE GUIDE

Wheel-Checks

\$1 - 1.50ea
100 units per bag

  **ENQUIRE TODAY**

 **WHEEL-CHECKS ARE REUSABLE**

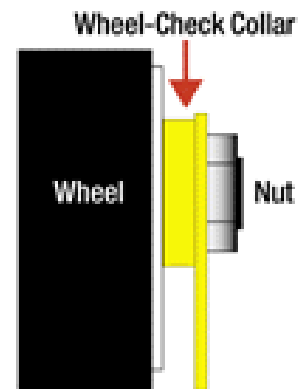
10 REASONS TO USE WHEEL CHECKS

1. Provides a simple, visual means of confirming proper wheel torque in seconds.
2. Reduce your risk of wheel detachment accidents. (Protect the public, help prevent property and load damage).
3. Lower your maintenance costs by eliminating unnecessary re-torquing.
4. Quickly identify a hot wheel possibly caused by bearing failure or brake drag.
5. Decrease equipment downtime.
6. Facilitates official roadside inspections.
7. Clearly visible at night and in bad weather (rain, snow, muddy conditions).
8. Easy to install.
9. Low cost per wheel.
10. **Pays for itself** in just one unnecessary re-torque procedure.



HOW TO INSTALL WHEEL CHECKS

1. Torque wheel nuts to proper specifications (recommended ft/lb).
2. Ensure correct size by measuring unit from flat to flat (see picture on top right),
3. Place one Wheel-Check over each nut with the raised collar resting against the wheel. Push with both thumbs or a socket flush to the wheel.* (see picture on right).
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).



Side view of wheel with Wheel-Check on the nut

***Step #3 is very important for correct installation.**



Photo 1



Photo 2



Photo 3

The drivers 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, re-torque 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.

Most of the inspection stations know this system and will realize that the driver is aware of the loose nut and will pass him through to go to a maintenance shop.

If the Wheel-Checks have not moved, this means that the nuts are secure and safe. No torquing is required which means less tear on the nut and valuable time and money is saved.



SIZES & APPLICATIONS

Wheel-Check Part # (high visibility yellow)	Nut Sizes		Applications
	inches	mm	
WLCH-AA	1-1/2	38.1	Motor wheel-8 stud hub piloted wheel & cone locknut
WLCH-A	1-1/2	37.5	?Trucks with older rounded nuts
WLCH-B	1-5/16	33.0	Budd Uni-mount-10 stud hub piloted wheel & GM buses
WLCH-C	7/8	22.0	Smaller courier units & GMC flanged cap of flat nut.
WLCH-D	1-1/16	27.0	Some school buses, courier units and Ford tapered nut.
WLCH-E	13/16	20.5	Ford courier vans.
WLCH-F	1-1/4	31.0	Heavy duty trailers-spoke wheel style
WLCH-G	1	25.0	Curb side courier units
WLCH-H	1-9/16	40.5	Hino & Isuzu trucks
WLCH-I	27/32	20.8	FORD 2001-350, 450, 550 NEW
WLCH-J	1-3/4	44.0	Construction & off road vehicles
WLCH-K	1-3/16	30.0	European trailers
WLCH-L	1-8/32	32.0	Older European trucks
WLCH-M	15/16	23.8	Chrysler/Dodge 1 ton (NEW!)
WLCH-N	1-1/18	28.0	Inverted flange for some school buses

Please contact us for pricing.

Call Wheel-Check Australia Today to keep the wheels on your fleet and lower your maintenance costs!

