



WHEEL-CHECK®
THE LOOSE WHEEL-NUT INDICATOR



Custom sizes and colors
available upon request.



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 below)



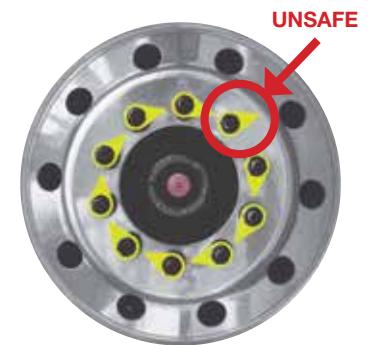
PHOTO 1



PHOTO 2



PHOTO 3



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 left)

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. Please call 888-829-1556 with any questions or concerns.

© Wheel-Check® is a registered trademark and division of Wheel-Safety®. The Home of the Original Wheel-Checks. 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 in a clockwise rotation (PHOTO 1).
5. For other wheel types (spoke pattern), point indicators towards the hub (PHOTO 2 and 3).

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



PHOTO 1



PHOTO 2



PHOTO 3

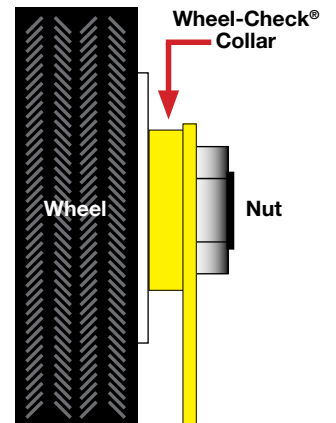
THE DRIVER WILL DO THEIR WALK-AROUNDS BY LAW. If a nut has backed off as little as 50 ft-lb, the driver can notice if he observes closely. Once the nut has backed off 100 ft-lb, the movement is easily noticeable.

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.

DIAGRAM 1
Measure from flat to flat



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



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For accuracy, please check nut size with a socket wrench



Measure from flat to flat

WHEEL-CHECK STANDARD YELLOW/GREEN	WHEEL-TORQUE RED	WHEEL-CHECK HIGH TEMPERATURE 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
WLCH-C	WLTO-C		7/8	22
WLCH-D	WLTO-D		1 1/16	27
WLCH-E	WLTO-E		13/16	20.5
WLCH-F	WLTO-F	WCHT-F	1 1/4	31
WLCH-G	WLTO-G		1	25
WLCH-H	WLTO-H	WCHT-H	1 9/16	40.5
WLCH-I	WLTO-I		27/32	20.8
WLCH-J	WLTO-J	WCHT-J	1 3/4	44
WLCH-K	WLTO-K	WCHT-K	1 3/16	30
WLCH-L	WLTO-L	WCHT-L	1 9/32	32
WLCH-M	WLTO-M		15/16	23.8
WLCH-N	WLTO-N		1 1/8	28
WLCH-O	WLTO-O		3/4	19
WLCH-P	WLTO-P		1 3/8	35

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 brake or bearing problems.

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