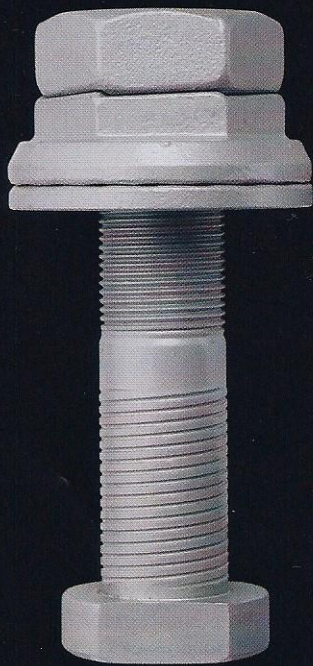


TYRES & WHEELS

Wheel Safety

ON LOCK DOWN

The following are best practice guidelines for the installation and removal of Disc-Lock Safety Wheel Nuts.



For more information on Disc-Lock Safety Wheel Nuts circle 052 on the readerlink card

THE DOS

✓ Check the wheel nut and studs are clean and undamaged, particularly the threads, and that the inside of the socket is clean and free of debris. Also ensure all mating surfaces are clean and free of debris, paint and corrosion.

✓ Lubricate the stud. Apply two drops of light engine oil to the last two or three threads at the end of each stud; this helps maintain the torque tension relationship and the life of the nut and stud threads.

✓ Place the six-point hex socket over the entire wheel nut – both top and bottom sections – when installing and removing.

✓ Install Disc-Lock Safety Wheel Nuts in complete sets per wheel.

✓ For torque settings refer to the manufacturer's recommendations and use a calibrated torque wrench.

✓ Retorque the wheel nuts after 30 minutes if the vehicle remains stationary or after 40-80kms.

THE DON'TS

✗ Do not use an airgun over enthusiastically.

✗ Do not over-torque the wheel nut. Over-torqueing is one of the principal causes of wheel loss and the most dangerous as its effect can go undetected until it is too late.

✗ Once the correct torque has been reached do not add an extra turn – 'a bit for luck!' – as this can radically increase the clamping force into the stud, thereby stretching it and rendering it useless. An extra turn can see an original torque of 700Nm jump to 1,000Nm or even 1,200Nm, inducing a clamping force in excess of 50 tons in the stud!

Finally, recognise that the 'human factor' is always present when fitting wheel nuts; work hard at maintenance procedures; follow manufacturers' recommended torque settings and fit Disc-Lock Safety Wheel Nuts – the product for spigot-mounted wheel fixings that:

- has been tried, tested and approved by OEMs, axle manufacturers and operators;
- that solves the problem in an active not a passive way; and
- that does not cause damage to the wheel face.