



IRTE A PROFESSIONAL SECTOR OF
THE SOCIETY OF OPERATIONS ENGINEERS

THE SOCIETY OF OPERATIONS ENGINEERS

GUIDE TO WHEEL SECURITY

Based on BS AU50:
Part 2: section 7a: 1995

This poster is for guidance only.
Please also consult the British Standard
and manufacturers recommendations

WHEEL FIXING

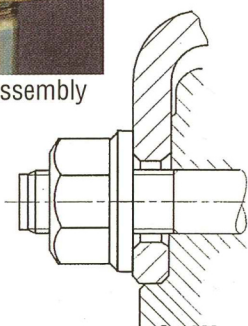
MAKE SURE you know the different types of wheels and nuts.

DO NOT MIX

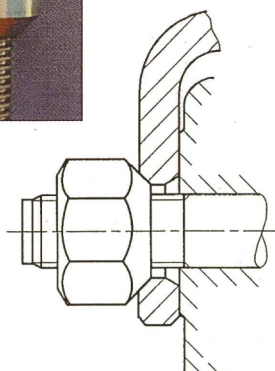
SPIGOT



All-in-one assembly



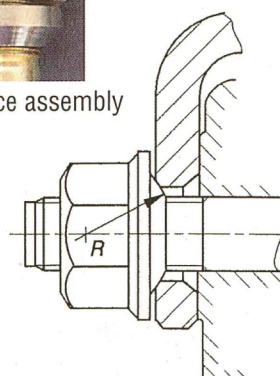
BS CONICAL



DIN SPHERICAL



Two-piece assembly



- **DO** lubricate threads and washer-to-nut interfaces with light engine oil before assembly.
- **DON'T** use 'dual purpose' wheels as replacements for original equipment.
- **DON'T** change the wheel or tyre specification without checking with the manufacturers.

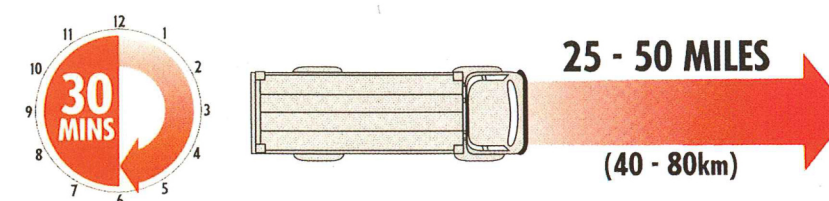


ATS Euromaster is the UK's largest tyre distributor and services provider to the haulage industry.

One of the most comprehensive range of tyres is complemented with sophisticated IT packages and support software. ATS Euromaster's Fleetmaster Tyre Management System enables fleets of all sizes to manage, monitor and control all aspects of tyre maintenance and purchases ensuring optimum mileage from tyres in operation.

MAINTENANCE CHECKS

- 1** ESTABLISH causes of wear and damage on loose nuts before re-tightening.
- 2** KEEP mating surfaces clean and preferably free of paint. If paint is used it should be no thicker than 25 microns.
- 3** STUDS and nuts should comply with BS AU 50 Part 2: Section 3: 1994.
- 4** ENSURE that nuts run freely over the whole length of the stud thread by hand action only.
- 5** FINAL tightening must be with a calibrated torque wrench set to the vehicle manufacturer's torque value.
- 6** POWER operated tools and extensions to wheel braces should not be used for final tightening.
- 7** IT IS CRITICAL that all wheel nuts are re-checked for tightness after 30 minutes whether the vehicle has moved or not OR after the vehicle has travelled between 40 to 80kms (25 to 50 miles).



- 8** WHEN RE-TORQUEING, nuts should not be slackened and re-tightened, but simply tightened to the recommended torque.
- 9** DRIVERS should inspect tyres and wheels at the start of each shift for signs of: damage, under inflation, cracked or distorted wheel rims, broken or loose fixings, signs of wheel looseness (bright metal or rust marks around the nuts or captive washer settings).
- 10** IF drivers check for loose nuts it should be with a socket and a bar no longer than 500mm (20") to avoid overtightening.



For more information please call
01375 671177 or go to www.tacltd.co.uk