

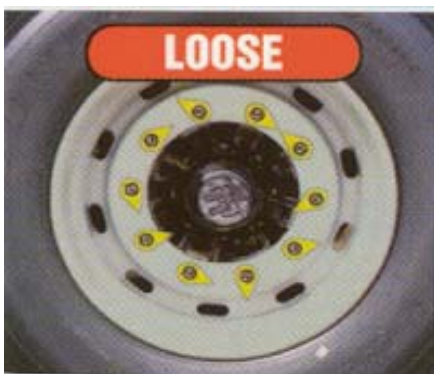


Checkpoint - Loose Wheel Nut Indicators

The adoption and use of CHECKPOINT[®] Loose Wheel Nut Indicators in the fleet inspection and maintenance schedules and procedures offers all personnel of the company, a higher confidence level of fleet safe running and defect reporting accuracy. Risk assessment, Safety and Roadworthiness inspections, and Tyre management are all raised to further levels of excellence with their use. They offer a simple and accurate means to workshop personnel and drivers of checking for loosening wheel nuts. In the event of this condition going uncorrected both the drivers and fleet operators licences could be at risk.



The correct CHECKPOINT fitting procedure is for the workshop to torque all wheel nuts to the recommended torque value, then to fit each nut with a CHECKPOINT with the raised rim to the outside, this acts as a finger purchase when removing the CHECKPOINT, and then aligning the pointers in a visually agreed and recognisable pattern. In the case of a ten-stud 335 mm PCD wheel the pattern is point to point, other patterns can be used as are appropriate. If fitted correctly there will be no more than 1/8" misalignment maximum between points.



On inspection, if any of the CHECKPOINTS are noted to have moved out of alignment from the agreed and recognized pattern, this indicates that the nut has backed off and has loosened. This occurrence needs to be reported to a supervisor for action. Dependent on the company procedures, drivers or workshop personnel may be required to do a daily walk round inspection and report prior to the start, or the driver, where a new-to-them Rig, Vehicle or Trailer occurs, will be required to do a similar walk round inspection and defect report sign off.

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