

REAL

July 2019

Torque

Wheel Torque and Retorquing

Wheel torquing and retorquing is a huge focus for our whole business.

Contact maintenance for any questions on 0800 80 80 69

TR Group have decided to revisit this topic as this needs to be at the forefront of all our minds.

- ▶ TR Group has one in ten trucks and trailers on the road, so we need to ensure this process is completed in full. With the weight of a wheel assembly being around 120kgs, it is hugely important that these are fitted as per the manufacturer's instructions. This also includes the correct manufacture torque settings are adhered to.



This is the end result of when a retorque is not completed. We do not want to see this.

- ▶ Wheels coming off a vehicle would have to be one of the scariest moments that anyone could experience. Therefore, we need to do everything we can, along with the tyre service providers, to prevent this from occurring. One of the things we get our tyre providers to focus on is making sure the mating surfaces are clean and free of all rust, dirt, and scale. This allows the wheels to torque up true and neat.

- ▶ Wheel studs also need to be cleaned and lube must be applied. This must strictly be Copper Coat or an anti-seize based product.
- ▶ The washer on the ISO wheel nut must also be free of rust and must spin freely to allow an accurate torque.

Lubricate each fitment here



Before



After



These pictures show the wheel before buffing the rust and scale off, and after which leaves the faces clean and true.

Zafety Lug Lock

TR Group uses the Zafety Lug Lock on all the steel wheel and hydraulic fleet. The steel wheel is where the industry sees the most problems. This is due to a two main reasons:

- ▶ rust (due to being steel), and
- ▶ if the paint is too thick on the mating faces. This cracks and falls out allowing the wheel to lose its torque and come loose.

Along with this, we see the swing-lifter and steel body tipper fleets as priority too. The swing-lift fleet is in a high load and tight turning application and the tipper fleet in a very abrasive application.

Zafety Lug Locks installed. The wheels can be retorqued to the correct torque without removing the lug lock.

Steel Wheel



Alloy Wheel



We have also added Zafety Lug Locks to our **Key Safety Practice**, which has gone from seven to eight with the implementation of the Zafety Lug Lock. This has come about as wheel-offs are one of our biggest concerns.

8 Key safety practices within our operation

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When we fit mezzanine floors we ensure that the insertion of blocks into the floor ladder is done from outside of the vehicle and prior to the floor being put in place by the forklift.

A prop is placed under any bin that is elevated.

For any work on trucks we remove the keys from the ignition and place them in the yellow key bag. For trailers we place cones and a barrier arm in front of the draw beam.

We report all accidents and injuries to someone from TR if we are a visitor, or we let our member know it we are one of the TR team.

8 Key safety practices within our operation

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10 km / h around the yard.

High Viz is worn outside.

The locking pin is checked to ensure it is secure in place before we move any gear with a two way tailgate.

All Rental Steel Wheeled vehicles are fitted with Zafety Lug Locks.

Online Retorque System

Along with the implementation of the Zafety Lug Locks, we have been working with a third party supplier to get an online retorque system for the rental fleet. It works on a traffic light system to indicate when the unit is due for the retorque as wheels need to be retorqued within 100kms of fitment.

- Under 80km
- 80-100km
- Over 100km

Our rental teams visit the online system daily. This is to ensure that all wheels that have been removed and refitted are retorqued to the manufacturer's specs within the 100kms. The system gives them the positions that require retorquing and the nearest tyre service provider to their current location. All this detail is then held at a central database, if required at a later date.

Tips and Tricks

- ▶ Ensure faces of rims are free from dirt & grit.
- ▶ Lubricate stud with copper cote anti seize or similar.
- ▶ Lubricate washer on ISO nuts to ensure correct torque and prevent binding.
- ▶ Torque to manufacturer's setting in the correct sequence.
- ▶ Use a calibrated torque wrench at all times.
- ▶ Make sure Zafety Lug Lock indicators are fitted.
- ▶ Wheels to be retorqued between 80 – 100kms travelled.
- ▶ Ensure daily prestart checks are undertaken.
- ▶ Log rego on TR Omni online retorque to ensure retorque is done.



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