

# REAL

April 2026

# Torque

## Wheel Torque and Retorquing

Contact maintenance for any questions on 0800 80 80 69

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

Ensuring trucks and trailers receive a wheel retorque after any wheel refit is critical to prevent loose wheel nuts, reduce the risk of wheel loss, and maintain vehicle and road safety.

- ▶ We need to ensure we are consistently following the correct processes and procedures when fitting, torquing and retorquing wheels.

Attention to detail and doing the job right the first time helps reduce risk, improve safety and maintain reliable vehicles across the fleet.



**This is the end result of when a retorque is not completed. Our systems are designed to prevent this.**

- ▶ Retorquing is essential because wheel assemblies can settle after initial fitment, leading to a reduction in clamp force as components bed in. Factors such as vibration and load variations can further contribute to this loss over time. By carrying out a retorque check, the correct tension is applied across all wheel nuts. This process helps confirm that wheel nuts remain properly seated and tightened in accordance with manufacturer specifications.

- ▶ 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.**

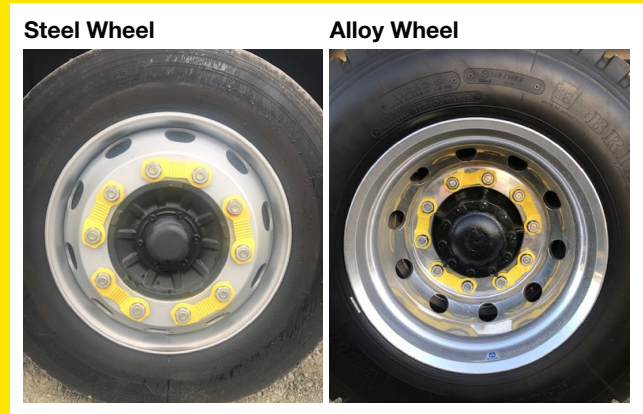
## Zafety Lug Locks

TR Group uses the Zafety Lug Locks on all the steel wheel and hydraulic fleet. Steel wheels are where the industry sees the most problems. This is due to two main reasons.

- ▶ Corrosion on steel wheels
- ▶ Excessive paint on mating surfaces, which can crack and compress, leading to a loss of clamp force and potential loosening.

These risks are increased in swing-lift and steel body tipper fleets. Swing-lift units operate under high loads and tight turning conditions, while tipper fleets are exposed to highly abrasive environments.

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



## Warning signs of loose truck wheel nuts.

If any of the below are seen or experienced then a tyre specialist should be engaged to check the vehicle as there is a chance that the wheel nuts may be loose.

- 1** Wheel nut indicators out of alignment if fitted with arrow indicators.



- 2** Unusual clicking, knocking, or rattling noises coming from a wheel.

- ▶ Noise often starts subtle and gets worse as nuts loosen further.

- 3** Wheel vibration or wobble felt through steering wheel (front axle) or the seat (drive or trailer axles).

- 4** Visible wheel movement

- ▶ The wheel may rock or shift slightly and gaps may appear between wheel and hub or between the dual wheels.

- 5** Fresh polished or shiny areas around stud holes.



- 6** Rust streaks or dust radiating from studs.



- 7** Loose or missing wheel nuts.

- ▶ Even one missing nut increases stress on the remaining studs and can cause a failure.

- 8** Overheating around the hub

- ▶ May be noticed as a hot wheel smell or higher-than-normal hub temperature during vehicle walk-around checks.

### Tips and Tricks

- ▶ Check wheel nut indicators regularly and ensure they are aligned.
- ▶ Ensure any missing or damaged wheel nut indicators are replaced.
- ▶ Look out for signs of rusty streaks or movement around wheel nuts.
- ▶ Be alert to any unusual vibrations, noises or driving feel and report any concerns immediately.
- ▶ Complete daily walk around checks before operating the vehicle
- ▶ Ensure a retorque is completed between 80-100 km after any wheel work.



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