WHEELS & TYRES

PRIOR TO CARRYING OUT THESE TASKS PLEASE REFER TO PRECAUTIONS

WHEELS

Damage and Cracks : Check the wheels visually for damage or cracks. Cracks can be detected by rust showing through paint and by air loss if in the rim. Pay particular attention to the rim, around the wheel bolt and valve holes and at the ends of welds.



There must be no dents or gouges in the tyre seating area. The wheel shown below must be replaced. If any such defects are present, the wheel must be replaced.

A severe blowout can cause distortion to the inner rim which may be difficult to see when on the trailer. Damage less severe than that shown below can cause sealing problems between the damaged rim and the replacement tyre.



It is important to use wheels with the correct load rating and this is not usually marked on the wheel itself.

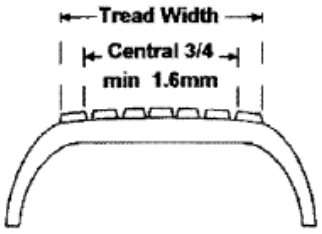
Runout : Rotate each wheel. There should be no visible runout on the vertical face of the bead seating well. If unsure, measure using a dial test indicator. Make sure that there is no load on the wheel and bearing float is not included in the measurement. Total runout should not exceed 2mm. As a guide, this should be visible to the naked eye.

Valve : Valve body rubber should show no cracks and a dust cap should be fitted.

TYRES

Size & Load/Speed Index : Check that the size and load/speed index are correct for the application. NB. Car and trailer tyres are often the same size but have a different index. Use of a car tyre with a lower load/speed index is dangerous and illegal.

Tread : Check the tread depth. The moulded 1.6mm tread depth indicator blocks must be below the level of the tread surface all the way around the tyre in the central % of the tread width. The tread pattern should be visible on the remaining portion. Tread depth of less than 3mm should be noted on the service record.



Ageing : In many trailer applications, tyres last a long time and may require replacement because of surface crazing or cracks between the tread blocks or in the sidewall rather than tread wear.

Cuts : Cuts should not be longer than 25mm or penetrate to the underlying reinforcement. Water ingress through the reinforcement can cause delamination.

There should be no lumps or bulges in tread or sidewall.

Check for foreign bodies embedded in the tyre.

Be aware that gradual pressure loss from a tubeless tyre could indicate the early stages of a cracked rim rather than a tyre problem. If allowed to go uncorrected, this will result in more rapid deflation with a tendency to run the tyre under inflated. In the final instance, the wheel will fail, causing a sudden and potentially dangerous deflation. Always check both the wheel and tyre when investigating a slow leak.

Check tyre pressures.

If in any doubt, refer to a tyre supplier.

The manufacturers recommend that tubes are not to be used with tubeless tyres.

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JOCKEY WHEELS

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SERVICING



a. Service requirements for jockey wheels are limited to greasing the main threaded rod. To lubricate the thread, wind open the jockey wheel until the top and bottom sections disengage. Apply grease generously over as much of the threaded rod as can be reached. Grease the female thread in the bottom section. Grease will be carried throughout the length of the rod when the jockey wheel is next retracted.

b. The jockey wheel clamp handle cannot be withdrawn directly. Remove the jockey and screw the handle in far enough to release the clamp pad. If the handle is bent, cut it off, leaving enough to cut a screwdriver slot.

THRUST WASHER/BEARING



a. The thrust washer/bearing can be inspected if a problem is suspected.

b. Remove the handle from the upper section of the jockey wheel by driving out the roll pin that secures it. The threaded rod and thrust washer/bearing can then be withdrawn and greased.

c. This is not a recommended service procedure unless a problem has been identified in which case the unit is probably an economic write off.

d. Note that the handle and threaded rod are drilled together and must be re-assembled in the same relative position.

WHEEL

The wheel unit itself needs no lubrication. If the plastic bush/bearing or tyre are damaged or worn, replace the wheel by removing the split pin which will release the axle. Note that heavy-duty wheels have steel needle rollers in a plastic bearing cage.

REPLACEMENT

There have been many changes in specification and compatibility between different upper and lower sections cannot be guaranteed. Jockey wheels are therefore sold only as complete assemblies.

PROBLEMS

a. **Bent Tube** : This is normally caused by forgetting to retract the jockey wheel before driving off, resulting in the wheel hitting the road and the lower tube (occasionally the upper) being bent. Look for obvious damage or signs of the inner section rubbing inside the upper.

   The unit is beyond repair and must be replaced.

b. **Damage to the Thread** : The usual causes of failure are overloading and raising the jockey under load to the point where the threaded rod disengages from the lower section. In extreme cases, the jockey wheel may collapse so keep clear of the trailer when checking this issue.

   Again, the unit is beyond repair and must be replaced.

PROPSTAND / JOCKEY BRACKET

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REPLACING BRACKET

Support the trailer adjacent to the stand bracket leaving a clear working area around the bracket mounting.

1. Remove the jockey wheel or prop-stand from the bracket and inspect it for damage.
2. Remove the fasteners securing the bracket, noting the orientation of the clamping mechanism. See Figs. A & B.
3. Fit the new bracket with the correct bolts.
4. Trial fit the jockey wheel or prop-stand to ensure that it clamps securely. **WARNING!** Do not allow any weight to be placed on the support until adjustment is completed and you are confident that the parts clamp properly.

Fig. A



Fig. B



ADJUSTMENT

Split Clamp Only:-

Adjust the locking nut so that there is the same clearance at both sides of the clamp body when the clamp handle is tightened. **Warning!** If the two halves of the body touch the assembly will not support the weight when tightened.