

# FITTING INSTRUCTIONS

## WHEEL LOSS SENSORS AND BRACKETS

### WL-2 WLM-2



**Wheely-Safe Systems Ltd. provides fitting guidance only. The responsibility for correct installation and compliance with wheel security best practice rests with the operator or fitter. Please refer to your company's wheel removal/re-fitting policy, or "Wheel Security Best Practice Guide" published by IRTE/RHA.**

Before fitting Wheely-Safe sensors, please inspect the wheel rims condition, paying particular attention to the condition of the faces where brackets will meet the wheel rim and the wheel hub meets the wheel rim.

We recommend installing a minimum of two pairs of wheel loss sensors and brackets on each outer wheel

If an existing wheel loss bracket is reused it should be inspected to ensure there is no wear, damage or contamination that may prevent the sensor from being compressed when installed. We recommend that brackets are only re-used twice before being replaced with new brackets.

Ensure the person responsible for the Fleet Management has been briefed and they have specified their preferred installation procedure.



## OPTION 1 - WHEEL REMOVED

Jack the wheel up you are working on. Remove all wheel nuts and then safely remove the wheel from the vehicle.

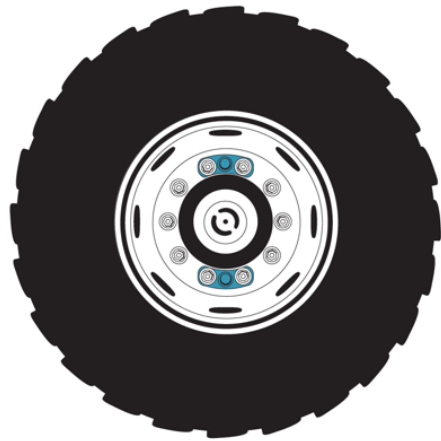
Clean the wheel/hub mating faces. Clean the wheel face where the bracket will be installed. They should be free from dirt, paint, rust and grease, prior to fitment.

Re-fit the wheel.

We recommend a minimum of two pairs of wheel loss sensors and brackets are fitted on each outer wheel.

Fit the wheel loss sensor into the bracket. When fitted, the top of the sensor (showing the Wheely-Safe logo) will protrude outside the hole in the middle of the bracket. Repeat this for the second bracket and sensor.

Position the sensors and brackets diagonally opposite each other, preferably not next to TPMS sensors if fitted.



Tighten the wheel nuts following your company's wheel policy. Tightening wheel nuts causes the sensor to be clamped and activated.

To check the sensor has been fitted correctly and activated, hold a Sensor Checker tool against the sensor. If the Sensor Checker reports:

- "OP" indicates the sensor is has not been installed correctly. Identify the cause and rectify
- A number (the highest temperature recorded in last 24 hours) this indicates the sensor is installed correctly.

Checking a Wheel Loss sensor with a Sensor Checker also resets an open state that may have been caused during the fitting process.

**IMPORTANT:** Wheel nut torque should be re-checked if the vehicle has been stationary for 30 minutes or after driving 25-50 miles.



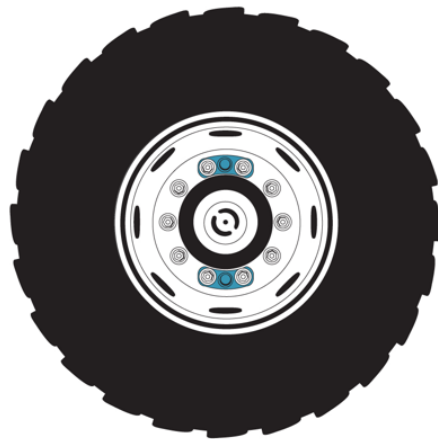
## OPTION 2 - WHEEL NOT REMOVED

Remove 2 pairs of wheel nuts diagonally opposite each other, preferably not next to TPMS sensors if fitted.

Clean the wheel face where the bracket will be installed. It should be free from dirt, paint, rust and grease, prior to fitment.

Fit the wheel loss sensor into the bracket. When fitted, the top of the sensor (showing the Wheely-Safe logo) will protrude outside the hole in the middle of the bracket. Repeat this for the second bracket and sensor.

Position the sensors and brackets diagonally opposite each other, preferably not next to TPMS sensors if fitted.



Tighten the wheel nuts following your company's wheel policy. Tightening wheel nuts causes the sensor to be clamped and activated.

**IMPORTANT:** If only the four nuts where brackets are fitted are removed and re-torqued, there is a real risk of torque imbalance. All wheel nuts must be slackened and re-tightened to the correct torque.

To check the sensor has been fitted correctly and activated, hold a Sensor Checker tool against the sensor. If the Sensor Checker reports:

- "OP" indicates the sensor is has not been installed correctly. Identify the cause and rectify
- A number (the highest temperature recorded in last 24 hours) this indicates the sensor is installed correctly.

Checking a Wheel Loss sensor with a Sensor Checker also resets an open state that may have been caused during the fitting process.

**IMPORTANT:** Wheel nut torque should be re-checked if the vehicle has been stationary for 30 minutes or after driving 25-50 miles.

