**WG1 – jacking beam justification for vehicles above 3.5T**

To allow the correct inspection procedures to be conducted, the vehicle wheel must be able to be rotated.

These include:

 Item R

Reason for failure

Method

Item

(a) Excessive play in a wheel bearing

(b) Wheel bearing too tight, jammed.

5.1.3 Wheel bearings

Visual inspection with the vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.

Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle.

5.2.2 Wheels

Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.

1. Any fracture or welding defect
2. Tyre retaining rings not properly fitted.
3. Wheel badly distorted or worn.

(d) Wheel size or type not in accordance with the requirements(1) and effecting road safety

5.2.3 Tyres

Visual inspection of the entire tyre by either

rotating the road wheel with it off the ground and

the vehicle over a pit or on a hoist, or by rolling the

vehicle backwards and forwards over a pit.

a) Tyre size, load capacity, approval

 mark or speed rating not in accordance with the requirements(1)

 and effecting road safety

(b) Tyres on same axle or on twin

 wheels of different sizes.

(c) Tyres on same axle of different

 construction (radial / cross-ply).

(d) Any serious damage or cut to tyre.

(e) Tyre tread depth not in accordance

 with the requirements(1).

(f) Tyre rubbing against other

 components.

(g) Re-grooved tyres not in accordance

 with requirements(1).

(h) air pressure monitoring system

 malfunctioning or obviously

 inoperative