Stop check - hubs and tyres

One walk around. Two things that set trailers on fire.

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Hub temperature finds a bearing or a brake going wrong. Sidewall temperature finds a tyre running underinflated or overloaded. They are different failures and one does not find the other - a hub can read stone cold while the casing beside it is on its way out. Take both. It is the same walk.

YOU CANNOT SEE A SOFT INNER DUAL

The good tyre carries the soft one and holds its shape. By the time it looks down it has been running flat a long while, doing double duty and making heat. Bat them or gauge them - do not eyeball them.

THE GROUP THAT WORKS HARDEST IS THE ONE TO CHECK FIRST

On a B-double the A-trailer tri carries its own freight plus the whole of the B-trailer's kingpin load, and under brakes that load shifts forward onto the same turntable, over the same tri. Highest mass, hardest brake work, trip after trip. On a B-triple the lead tri wears two of those cascades. Those groups are shaded on the tables. Check them first and check them hardest.

IF ONE AXLE IN A GROUP RUNS HOT AND THE LOAD IS RIGHT, SUSPECT THE SUSPENSION

A group only shares load if the suspension is working - a failed air bag, worn bushes or a seized equaliser puts one axle well over its share while the weighbridge ticket still looks fine. That is an axle running hot for a reason no amount of correct loading will fix.

How to use it

1. Axles are numbered from the front. Steer is 1, then back through the combination to the last axle. Record near side and off side separately - a difference side to side is as useful as a hot reading.
2. Take readings at every fuel stop, and at least every two to four hours on a long leg.
3. Hub: the cap or the hub face, not the rim. Tyre: the SIDEWALL, not the tread.
4. You are looking for the ODD ONE OUT, not an absolute number. Ambient, road surface, speed and how long since the last stop all move the readings. Its neighbours are the reference.
5. Write the spread - the difference between the hottest and coldest in that group.
6. Anything that stands out from its neighbours, stop and look at it properly before you go on.

A ROUGH GUIDE, NOT A LIMIT

A hub noticeably hotter than its neighbours, or one you cannot hold a hand near when the others are fine, is telling you something. So is a sidewall warmer than its pair. There is no legal figure here and no substitute for knowing what your gear normally runs at. Build that picture by recording it.

Stop check - recording sheet

Semi, 6 axle

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Truck rego _____ Trailer regos _____ Date _____ Driver _____

N = near side (kerb). O = off side (driver). Hub temp AND sidewall temp, both, every stop. You are looking for the odd one out, not a number.

Semi, 6 axle

AXLE	STOP 1 HUB	SIDEWALL	STOP 2 HUB	SIDEWALL	STOP 3 HUB	SIDEWALL	SPREAD
STEER							
1 N							
1 O							
DRIVE							
2 N							
2 O							
3 N							
3 O							
TRAILER TRI							
4 N							
4 O							
5 N							
5 O							
6 N							
6 O							

WHILE YOU ARE DOWN THERE

Pressures against what that tyre is carrying, not 'about a hundred'. Tyre rating against the mass on that group. Mismatched brands or sizes in a group. Anything picked up in the tread. Air bags sitting level. Grease or oil weeping from a hub. Brake adjustment.

Anything you stopped for, and what you did about it

Driver _____ Signature _____ Handed to _____

Stop check - recording sheet

B-double, 9 axle

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Truck rego _____ Trailer regos _____ Date _____ Driver _____

N = near side (kerb). O = off side (driver). Hub temp AND sidewall temp, both, every stop. You are looking for the odd one out, not a number.

B-double, 9 axle

AXLE	STOP 1 HUB	SIDEWALL	STOP 2 HUB	SIDEWALL	STOP 3 HUB	SIDEWALL	SPREAD
STEER							
1 N							
1 O							
DRIVE							
2 N							
2 O							
3 N							
3 O							
A-TRAILER TRI - CHECK THIS ONE FIRST							
4 N							
4 O							
5 N							
5 O							
6 N							
6 O							
B-TRAILER TRI							
7 N							
7 O							
8 N							
8 O							
9 N							
9 O							

WHILE YOU ARE DOWN THERE

Pressures against what that tyre is carrying, not 'about a hundred'. Tyre rating against the mass on that group. Mismatched brands or sizes in a group. Anything picked up in the tread. Air bags sitting level. Grease or oil weeping from a hub. Brake adjustment.

Anything you stopped for, and what you did about it

Driver _____ Signature _____ Handed to _____

Stop check - recording sheet

B-triple, 12 axle

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Truck rego _____ Trailer regos _____ Date _____ Driver _____

N = near side (kerb). O = off side (driver). Hub temp AND sidewall temp, both, every stop. You are looking for the odd one out, not a number.

B-triple, 12 axle

AXLE	STOP 1 HUB	SIDEWALL	STOP 2 HUB	SIDEWALL	STOP 3 HUB	SIDEWALL	SPREAD
STEER							
1 N							
1 O							
DRIVE							
2 N							
2 O							
3 N							
3 O							
LEAD TRI - CHECK THIS ONE FIRST							
4 N							
4 O							
5 N							
5 O							
6 N							
6 O							
SECOND TRI							
7 N							
7 O							
8 N							
8 O							
9 N							
9 O							
THIRD TRI							
10 N							
10 O							
11 N							
11 O							
12 N							
12 O							

WHILE YOU ARE DOWN THERE

Pressures against what that tyre is carrying, not 'about a hundred'. Tyre rating against the mass on that group. Mismatched brands or sizes in a group. Anything picked up in the tread. Air bags sitting level. Grease or oil weeping from a hub. Brake adjustment.

Anything you stopped for, and what you did about it

Driver _____ Signature _____ Handed to _____

Stop check - recording sheet

Road train, 2 trailers

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Truck rego _____ Trailer regos _____ Date _____ Driver _____

N = near side (kerb). O = off side (driver). Hub temp AND sidewall temp, both, every stop. You are looking for the odd one out, not a number.

Road train, 2 trailers

AXLE	STOP 1 HUB	SIDEWALL	STOP 2 HUB	SIDEWALL	STOP 3 HUB	SIDEWALL	SPREAD
STEER							
1 N							
1 O							
DRIVE							
2 N							
2 O							
3 N							
3 O							
LEAD TRI - CHECK THIS ONE FIRST							
4 N							
4 O							
5 N							
5 O							
6 N							
6 O							
DOLLY							
7 N							
7 O							
8 N							
8 O							
REAR TRI							
9 N							
9 O							
10 N							
10 O							
11 N							
11 O							

WHILE YOU ARE DOWN THERE

Pressures against what that tyre is carrying, not 'about a hundred'. Tyre rating against the mass on that group. Mismatched brands or sizes in a group. Anything picked up in the tread. Air bags sitting level. Grease or oil weeping from a hub. Brake adjustment.

Anything you stopped for, and what you did about it

Driver _____ Signature _____ Handed to _____