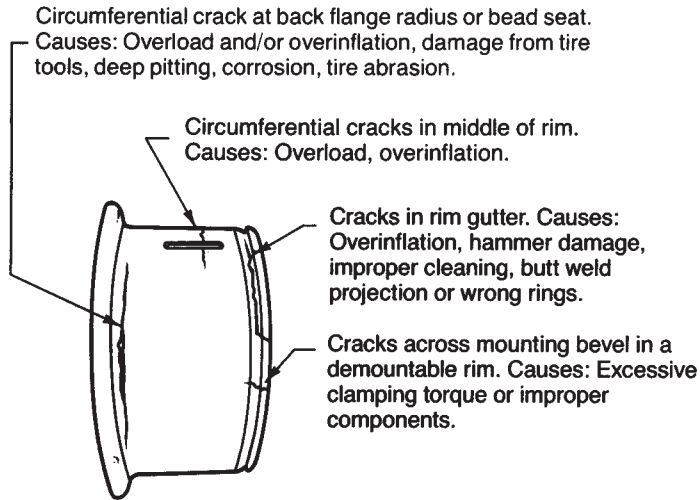


SECTION VII: HOW TO IDENTIFY DAMAGED RIMS/WHEELS

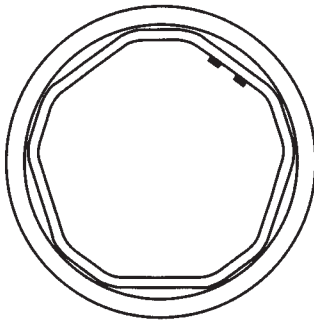
Rim/wheel components can become damaged. Check all metal surfaces for rust or corrosion buildup, cracks in metal, bent flanges and side rings, and deep rim tool marks on rings or in gutter areas. Watch for the problems illustrated on the following 3 pages and take the corrective actions to prevent further problems. Remember, it is dangerous to assemble cracked, bent, severely corroded, or sprung rim/wheel components. Such items should be destroyed and discarded.

RIM BASE CRACKS

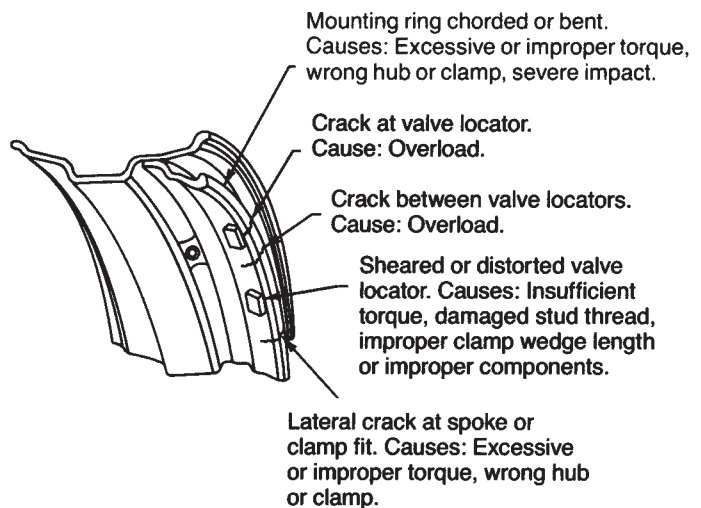


RIM BASE DISTORTION

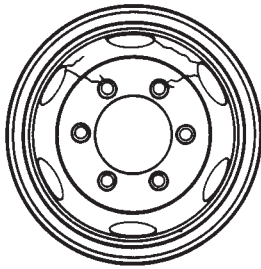
Flange or rim gutter chorded or bent. Causes: Excessive or improper torque, wrong hub or clamp, severe impact, run flat or hammering on rim gutter.



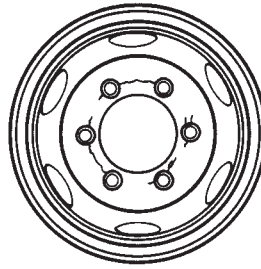
MOUNTING RING PROBLEMS



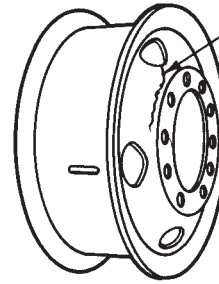
DISC WHEEL CRACKS/BOLT HOLE DISTORTION



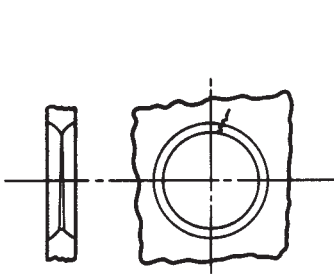
Handhole to handhole.
Handhole to bolt hole.
Handhole to rim.
Cause: Overloading.



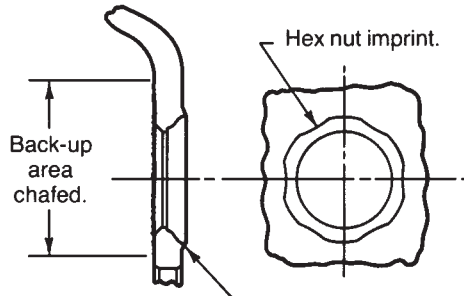
Bolt hole to bolt hole.
Causes: Loose cap nuts,
small hub backup (also
see bolt hole cracks/distortions).



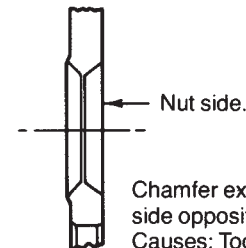
Cracks at disc nave
and/or handhole.
Causes: Bad fit-up,
damaged hub,
overload or sharp
edge at handhole.



Crack originating from thin
edge of stud hole. Cause:
Damaged or worn-out at
chamfers.

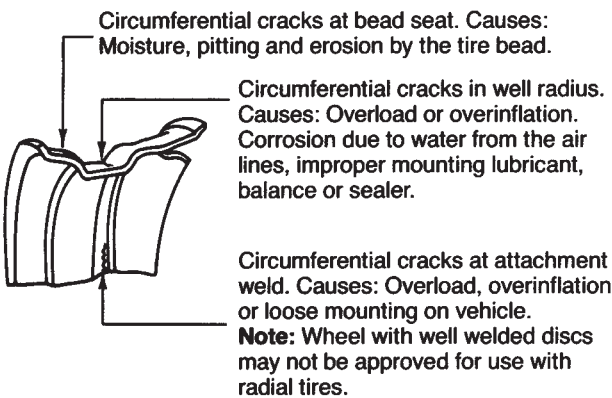


Chamfer enlarged or wallowed out
by nut. Causes: Loose cap nuts or
insufficient nut torque due to damaged
threads, improper torquing or by worn-out
nut.



Chamfer extruded on
side opposite nut.
Causes: Too much
torque or improper nut.

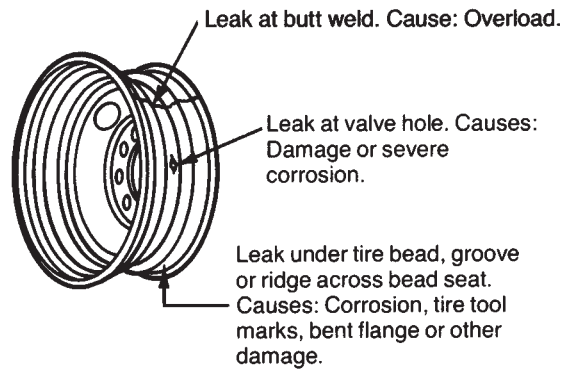
TUBELESS RIM LEAKS



Circumferential cracks at bead seat. Causes:
Moisture, pitting and erosion by the tire bead.

Circumferential cracks in well radius.
Causes: Overload or overinflation.
Corrosion due to water from the air
lines, improper mounting lubricant,
balance or sealer.

Circumferential cracks at attachment
weld. Causes: Overload, overinflation
or loose mounting on vehicle.
Note: Wheel with well welded discs
may not be approved for use with
radial tires.

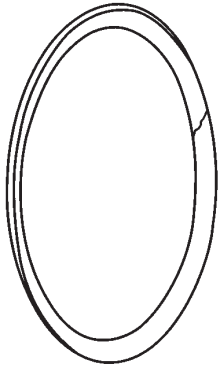


Leak at butt weld. Cause: Overload.

Leak at valve hole. Causes:
Damage or severe
corrosion.

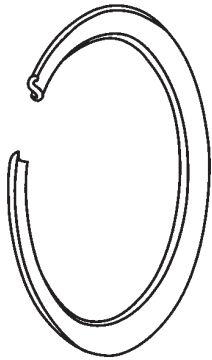
Leak under tire bead, groove
or ridge across bead seat.
Causes: Corrosion, tire tool
marks, bent flange or other
damage.

**SECTION VII: HOW TO IDENTIFY DAMAGED RIMS/WHEELS
(continued)**



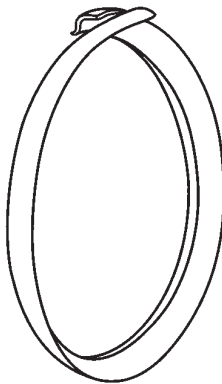
Continuous Flange Cracks

Lateral crack through section. Causes: Overloading, over inflation, damaged mating surfaces, bent ring, excessive corrosion-erosion, or excessive clamp torque on demountable rims.

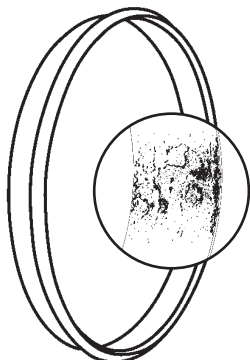


Split Side Ring Problems

Cracked ring. Causes: Overload, over inflation, improper installation, or removal.



Sprung ring. Causes: Improper installation, or removal.



Split Lock Ring Problems

Excessive corrosion-erosion. Causes: Improper maintenance, or mounting lubricant.

Circumferential and lateral cracks. Causes: Corrosion, improper fit-up due to damaged parts, hammer blows, dents, etc.