

Repairs

Revised: September 2016

Safety and maintenance recommendations for rims based on the recommendations of the Association of European Wheel Manufacturers (EUWA):

Rims are a part of the vehicle that undergo a lot of stress and can be exposed to high loads during operation. It is therefore necessary to clean the rims regularly and to monitor their condition.

If cracks, deformities or excessive wear are observed during the course of the inspection, the affected rims should be replaced.

If damage is suspected (e.g. after running over a barrier at high speed or in the case of deflation) or if there is any doubt as to whether the rim can be used, consult a competent expert and replace the rim if necessary to guarantee safe operation and avoid potential danger.



Repairing a damaged rim by heating/forming ("aligning") by way of welding or by adding/removing material is absolutely prohibited.

Observe the following restrictions when it comes to repairing rims:

- Cracked rims may not be repaired and must be replaced immediately.
- Any chip removal processing, heat input or build-up welding procedures of any kind are prohibited.
- Material recovery is not permitted.
- The round and axial run-out (as per DIN 90 020 Part 5) prior to repair may not exceed the tolerance of 0.5 mm.
- Only cast light alloy rims may be filled. The material designation ALSI 7 xx or ALSI 11 xx is embossed on the inner surface.
- Forged rims may only be painted.
- Repairs are limited to painted surfaces. High-sheen rims with only a clear coat may not be repaired.
- Only surface damage on the visible side of the rim (design surface) may be repaired. A damage depth of 1 mm may not be exceeded.
- Filling is possible only up to 50 mm from the outer flange.
- Only the paint layer may be repaired more than 50 mm from the outer flange. The contact surface on the rim as well as the internal surface of the spokes and the rim base may not be repaired or painted.
- Do not exceed the maximum exposure temperature / time of 90°C/40 min. during the course of painting.
- The contact surface of the tire on the rim may not be repaired or painted and must instead be covered using suitable materials.
- Never repair or paint the screw base and hole. Cover both with suitable materials when painting.