WHEEL

MANAGEMENT SYSTEMS

Alloy Wheel Non- Repairable Core Visual

What Makes a Core Non-Repairable?

- Cracks that extends from the flange through the bead seat area past the safety hump.
- Cracks, punctures, and other severe damage to the barrel of the wheel.
- Severe bends that compromise the structural integrity of the wheel.
- Circumferential crack on the inboard of outboard bead seat.
- Gouges on a spoke too deep to be re-machined or polished.
- Damage in the hub area.
- Cracked spokes.

Alloy Wheel Damage Types

1 - Backside/Frontside Bends

PROBLEM: Occurs frequently on the inner lip of the wheel but possible on the outer lip, spokes, or face. Bends are usually a result of a pothole, curb, or other road hazard.
SOLUTION: Bends are inspected for hidden fractures and run out is measured to determine if safe to straighten. Bends are returned to balanceable trueness with patented straightening system.

2 - Curb Damage

PROBLEM: Typically the result of curb rash, road debris, or driving on a flat tire. Damage is generally located on the lip of the wheel, spokes, or face.
SOLUTION: Wheels are repaired, primed, painted, and clear-coated utilizing patented paint adhesion technology OEM-approved paint is color-matched to every wheel before repair.

3 - Corrosion

PROBLEM: Caused by roadside chemicals, salts, brake dust, tire sealants, or other external elements.
SOLUTION: Wheels are repaired, primed, painted, and clear-coated utilizing patented paint adhesion technology OEM-approved paint is color-matched to every wheel before repair.

4 - Gouges/Missing Metal

PROBLEM: Often the result of direct contact with road debris and/or hazards.
SOLUTION: Requires welding and CNC machining at our remanufacturing facility. Deep gouges to rim or spoke may be deemed unsafe to repair and an OEM replacement wheel may be required.

5 - Minor Cracks

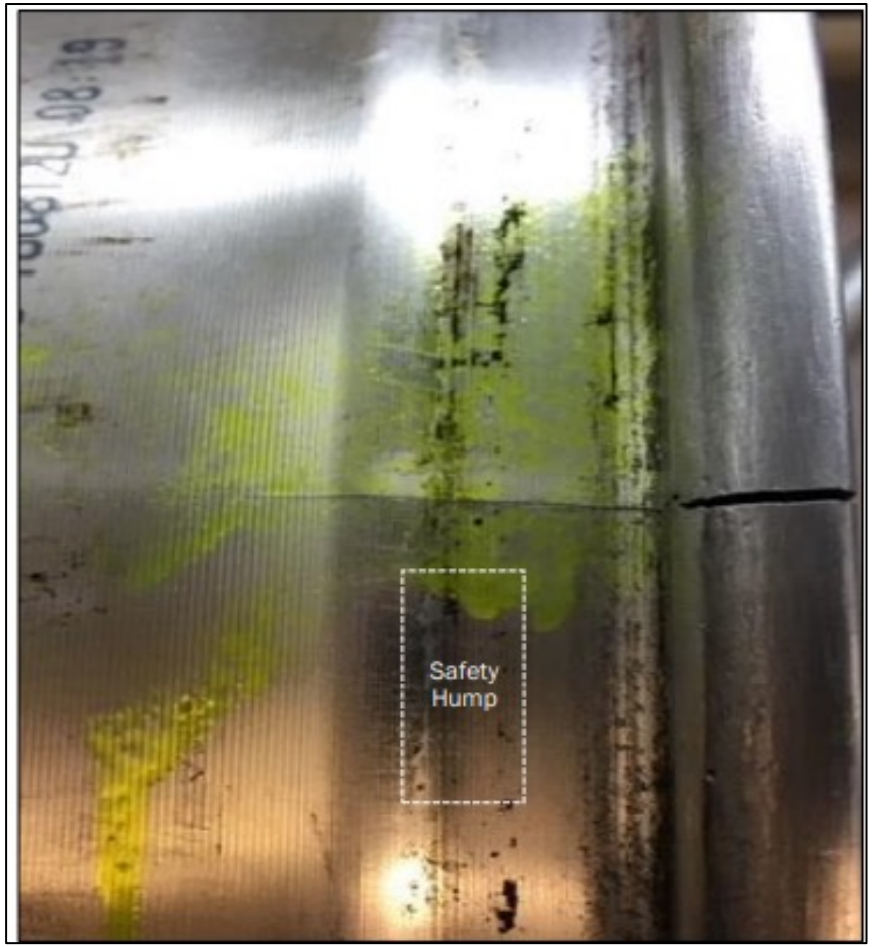
PROBLEM: Can occur because of car accident or hard impact with road debris and/or hazard.
SOLUTION: Requires welding and CNC machining at our remanufacturing facility. Cracks on the spoke or damaged to bead seat are not safe to repair. OEM replacement wheel is required.


Non-Repairable Crack
LAND-ROVER

Cracked Wheel Examples

Example of a crack that extends through the bead seat area, past the safety hump.

Example of a crack that extends from the flange through the bead seat area, past the safety hump.



Severe Damage Visuals

Example of severe structural damage to the face of the wheel.

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Example of a crack in the spoke on the face of the wheel.

Non-Repairable Bends

Severe Scars on Wheel Face