

TOLERANCE CATALOGUE & IDENTIFICATION

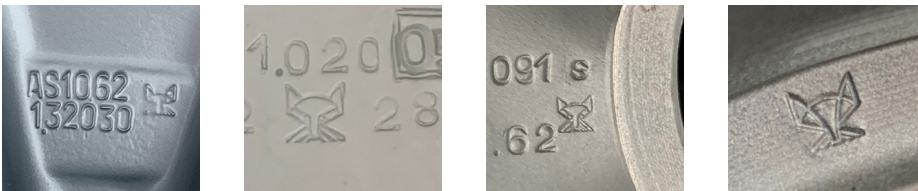
SPECIFICATIONS FOR A PROFESSIONAL REFURBISHMENT

The wheel is a highly stressed safety component which is exposed to extreme loads during operation. To ensure safe operation and to prevent any possible danger, any repair or maintenance work (build-up welding, machining) on the wheel is strictly prohibited.

We have defined the following tolerance catalogue based on the specifications of the Federal Ministry of Transport (Special Committee „Wheels and Tyres“, Technical Committee Motor Vehicle Technology). It shows which wheel damage allows refurbishment and which damage makes refurbishment impossible.

» STEP 1: IDENTIFICATIONS

Is your wheel an original Fuchsfelge®? We only refurbish classic wheels made by OTTO FUCHS. Please check the backside of the wheel. An original Fuchsfelge® identify mark is the stamp of the FUCHS-logo and can be found at the backside of the wheel – usually – near to other identify marks/stamps.



CHECK 1

- » Please check the stamps/marks on the backside of your wheel.
- » We only refurbish wheels made by OTTO FUCHS.

» STEP 2: EXAMINING THE DAMAGE

Deformation

Check your wheels for visual damages such as dents. When the wheel is spinning, make sure that it does not run unevenly. Risk repairs such as straightening work are generally not carried out. OTTO FUCHS carries out a final feasibility check using a wide variety of test methods.



Example: Deformation - not refurbishable

Cracks

Overloading can cause cracks in the wheel which have not yet led to loss of air. It is generally not permitted to refurbish wheels with cracks.



Example: Cracks - not refurbishable

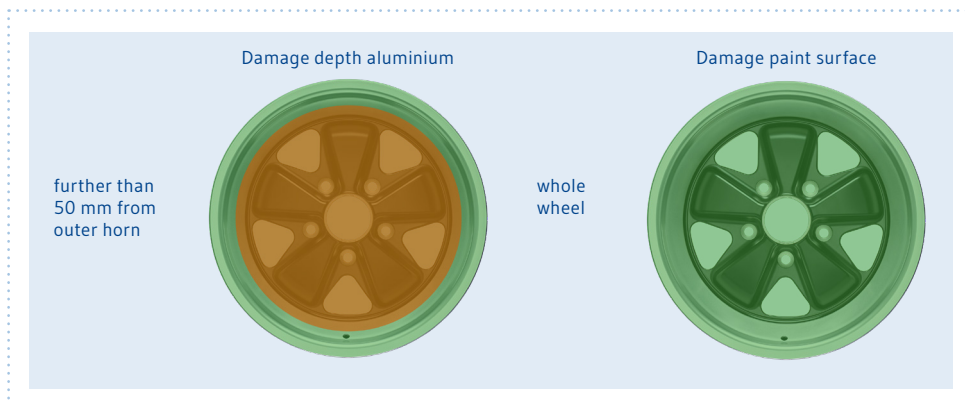
CHECK 2

- » Straightening work is not permitted.
- » Cracks cannot be repaired.
- » The values from the radial, axial and dimensional checks at OTTO FUCHS are decisive if wheel refurbishment is to take place.

» STEP 3: REFURBISHABLE/NOT REFURBISHABLE

Scratches and nicks

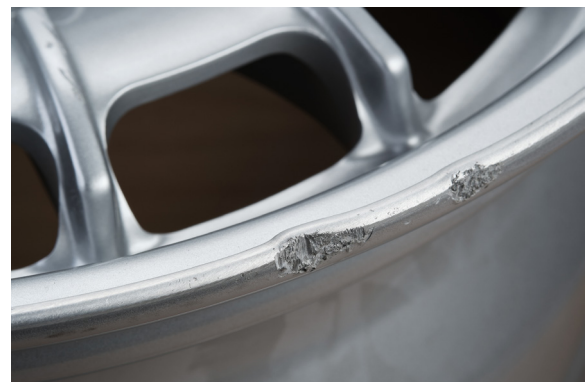
Damages up to a depth of 1 mm in the base metal can be repaired if it is no further than 50 mm from the outer horn.



In the area marked in red there must be no damage down to the base metal (from 50 mm from the outer horn).
Paint surface damages can be repaired on the wheel's entire visible side.



Refurbishment is **NOT** permitted: damage depth with 1mm in the base metal is further than 50 mm from the outer horn



Refurbishment **NOT** permitted: damage depth more than 1 mm in the base metal



Refurbishment permitted: damages only in the paint surface

CHECK 3

REFURBISHABLE

- » Refurbishing is possible up to a damage depth of 1 mm.
Prerequisite: The damage is no further than 50 mm from the outer horn.
- » Scratches and nicks in the paint surface in the entire visible area can be refurbished.

NOT REFURBISHABLE

- » If the depth of damage is greater than 1 mm, refurbishment is not permitted.
- » If the damage in the base metal has a depth of less than or equal to 1 mm and is more than 50 mm from the outer horn towards the inside, refurbishment is not permitted.

OTTO FUCHS Surface Technology GmbH & Co. KG

Technikum Aufbereitung

Gewerbepark Grünwald 10

58540 Meinerzhagen, Germany

FUCHSFELGEN-HOTLINE +49 2354 73-317

fuchsfelge@otto-fuchs.com

www.fuchsfelge.com