

# ROADWHEELS

## INFORMATION

This inspection applies to the road wheels fitted to the vehicle at the time of the inspection only. The vehicle presenter should be informed if a defect is noticed on a spare wheel.

## METHOD OF INSPECTION

1. Check all road wheels for:
  - Cracks, damage and distortion, particularly the rim,
  - Presence and condition of spokes
  - Security,
  - Presence, condition and tightness of wheel fixing nuts, studs, bolts, etc.
  - Stud hole(s) visibly badly worn
  - Fouling on other components
  - Fracture of a tyre retaining ring
  - Welding breaking away
  - Butting at the end of a tyre retaining or locking ring
  - Inappropriate repair or modification of wheels
2. Check for compatibility of wheel and fixings.
3. Check half shaft bolts, nuts and studs for security.
4. Check hubs for damage or cracks.
5. For spigot-mounted wheels, check for wear at spigot mounting between wheel and hub.

**Note:**

The condition of the spare wheel is not included in the inspection. However if a defect is seen, inform the vehicle presenter.

**Note:**

Removal of wheel hub caps, etc is not required.

## REASON FOR REJECTION

	Deficiency Category
1.	
a. A wheel badly damaged, distorted or cracked, or with a badly distorted bead rim,	MAJOR
b. A wheel which has spokes missing cracked or excessively loose, bent or corroded	MAJOR
c. A wheel insecure,	DANGEROUS
d. Loose or missing wheel nut(s), stud(s) or bolt(s).	MAJOR
e. Excessive elongation of a stud hole(s) in a wheel	DANGEROUS
f. A wheel or assembly fouling on other components.	MAJOR
g. A wheel inappropriately repaired or modified.	MAJOR
2.	
a. A fracture on a wheel except at the bridge over the valve	MAJOR
b. a tyre retaining ring fractured	DANGEROUS
c. a weld breaking away	DANGEROUS
d. a tyre retaining ring butting so that the ring is visibly displaced from its seating	MAJOR
<b>Note:</b> With detachable spring retaining rings on wheel rims of semi-drop centre type (identified by the ends of the ring shaped to interlock), abutting ends are permissible if retainer is adequately and safely located in the wheel rim.	
3. A wheel and its fixings not compatible.	MAJOR
4. A half shaft bolt, nut or stud loose or missing.	MAJOR

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| 5. | A hub cracked or badly damaged.                          | MAJOR |
| 6. | Excessive wear between wheel and hub at spigot mounting. | MAJOR |