
Technical Bulletin

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Topic: Rim Replacements

Recent visits to the field has revealed that there is a misunderstanding concerning what constitutes damage to rims , specifically to valve stem locators also called Rim Stops.

It is the purpose of this document to clarify some these misunderstandings

Valve stem locator designs vary by the manufacturer. The most common one that we see on our tube type equipment is where the rim is sheared in two spots approx. 3/4" apart and the area between the "slits" in the rim are pushed up from the bottom to form a valve stem locator on the top side to the rim.

These slits in the rim and the resulting raised area are not to be considered damage even when light is visible between the raised portion and the base of the rim.

Caution must also be taken when evaluating "cracks" in the rim adjacent to the raised area of the valve stem locator. I have encountered several new rims that had scratches or cracks in the paint adjacent to the raised area of the valve stem locator that has been misinterpreted as a crack in the rim. When a "crack" appears in this area it needs to be thoroughly cleaned and inspected. Only if the metal is cracked should the rim be replaced. As a reminder only the following should be considered as legitimate reasons for rim replacement

- Mismatched base and lock ring – NOTE lock ring can be replaced to match base
- No ID marks on ring and or base
- Cracks – NOTE make sure crack is in the metal and is not just in the coating
- Bent more than ½ inch into the bead area
- Flange bent away from the bead by 3/8th inch or more
- Any bend in the flange towards the bead is unacceptable
- Excessive pitting of base or lock ring
- Any rim with a welded repair
- Missing valve stem locator – NOTE valve stem locator must be completely missing to be considered for replacement

For more information on rim inspection and replacement criteria please refer to Technical Bulletin 28 Rim Inspection.

Please direct any questions regarding this matter to the CCM Chassis Technical Service Manager at one of the points of contact provided below.



Light through the raised portion of the stop. Not Damage



Cracked Paint only – Not damage



Close up of raised area of the valve stem locator from the bottom (inside) of rim.
Cracks in the paint only no damage evident



No Damage. Cracks in coating only



Even though light can be seen between the raised portion of the stop and the rim base, this is not damage