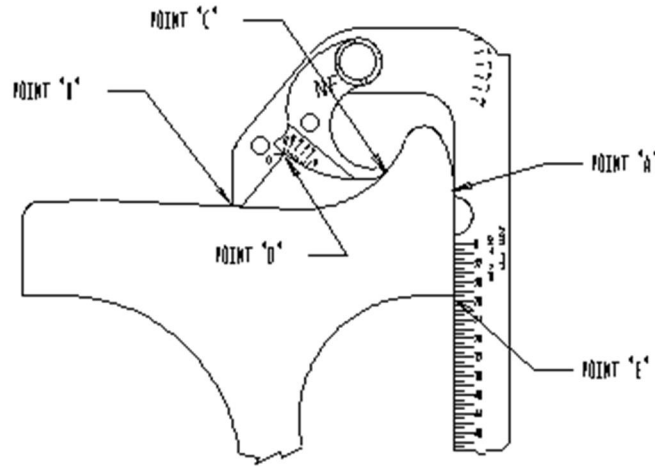


# USE OF STANDARD STEEL WHEEL GAGE FOR DETERMINING RIM THICKNESS



Point "A" must be against face of rim, with point "B" resting on surface of tread and finger contacting inside face of flange at point "C". The finger at point "D" indicates 8/16 inch as the amount of metal required to be turned off tread to restore full narrow flange contour. Side scale at point "E" indicates 25/16 inch of rim thickness prior to turning. In this illustration for multiple wear wheels the available rim thickness after turning is 17/16 inch for the defective wheel and 16/16 inch for the mate wheel.

	Side Scale	Finger Reading	Rim Thickness
Point "E"	Point "D"	After Turning	
(Inches)	(Inches)	(Inches)	
Defective Wheel	25/16	Less 8/16	= 17/16
Mate Wheel	24/16	Less 3/16	= 16/16

In the example it will be noted that the finger reading of 8/16 inch for the defective wheel, applies to the mate wheel, although the actual reading was only 3/16 inch. This is done to control tape sizes. This principle also applies to 1W and 2W wheels.

To accurately determine handling line as well as owners responsibility for loss of rim thickness in removal of slid flat, together with flange or tread wear on same wheel, gage is to be applied as indicated, outside the flat spot.

Actual side scale and finger readings must be shown in all cases.