



**SAFETY AND SERVICE INSTRUCTIONS
FOR THE USE OF WHEELS,
IN PARTICULAR PASSENGER CAR WHEELS**

**ES
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- *Recommandations de sécurité et d'entretien pour les roues, en particulier des roues tourisme*
- Sicherheits- und Wartungshinweise für Räder, insbesondere Pkw-Räder

Developed by EUWA - Association of European Wheel Manufacturers
Members of EUWA represent the main manufacturers of wheels, for all types of vehicles

This EUWA Guideline specifies safety and service instructions concerning the use of wheels which are produced or commercialised by EUWA members, in particular passenger car wheels and car trailer wheels.

EUWA intends to inform consumers about the risks related to the product and its use during the activities of handling, mounting and dismounting wheels.

- 1 **Avoid damages or deformations** of the wheel or scratches which may damage the surface protection due to the application of high forces or due to impacts during all operations like handling and mounting to the vehicle.
 - ➔ *Risk of reduced fatigue life performance and risk of uniformity problems or vibrations.*
- 2 **All mounting parts** such as spherical or conical screws or nuts, special parts for steel and light alloy wheels, **must fit exactly** to the wheel being mounted. Any incorrect combination of parts (different type, different shape of radius/angle, different length) or an incorrect wheel / vehicle combination may cause screw or nut loosening or the wheel failure.
 - ➔ *Risk of wheel loss and subsequent accident.*
- 3a The screws or nuts of all disc **wheels have to be fastened with the recommended torque** given in the vehicle manufacturer's instructions. The use of a torque wrench is highly recommended. Tighten progressively to the final torque, not in one go. The correct tightening sequence is crosswise over the wheel disc. This means to tighten one screw then the opposite one or the farthest away.
- 3b On a new vehicle and always after a wheel or tyre replacement, it is imperative to **verify the mounting torque after approximately 50-100 km** of operation and, where necessary, to retighten the wheel screws to the correct value.
 - ➔ *Insufficient tightening may cause wheel loss. Excessive screw tightening may cause deformations of the wheel centre and result in vibrations of screw/bolt failure.*
- 4 The wheel as a **safety part** must not show fractures, deformations, distortions, severe corrosion or other similar defects. Such pieces have to be replaced and scrapped. Also in the event of a **suspected damage**, due to severe pot-hole shocks for example, the involved part must be replaced. The replacement has to be carried out with new pieces having completely identical characteristics.
 - ➔ *Risk of reduced fatigue life performance and wheel failure.*
- 5 It is not allowed to perform any technical modification on the wheel.

The repair of a damaged rim or disc by heating, by welding, by addition or removal of material is absolutely forbidden.

 - ➔ *Risk of reduced fatigue life performance and wheel failure.*

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Main changes compared to the last issue: