 EUWA ASSOCIATION OF EUROPEAN WHEEL MANUFACTURERS EUWA - Standards	<h1>Recommendation on CTIS Hole Position</h1>	<div style="text-align: center;"> ES 1.10 </div> <div style="text-align: center;"> December 2024 Page 1 of 3 </div>
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1. Scope and field of application

This EUWA standard specifies the recommended positions of the additional valve holes, often required to host the **Central Tire Inflation Systems** on Agricultural wheels, in order to minimize the impact on rim durability. This recommendation is intended to be a guideline both for OEM designing their own CTIS system and for aftermarket CTIS installation.

2. Field of Application

This standard applies to single and multi-piece wheels used in Off the Road applications, agricultural or construction, where Central Tire Inflation System has to be applied.

3. Recommended Positions

The additional holes can be placed in the rim well - other positions not in the rim well are not allowed unless done by the original wheel manufacturer.

It is recommended that each edge of the additional hole is positioned as follows:

Single Piece rims: at least at 20 mm distance from the following rim features:

- Edge of disc to rim weld (weld toe)
- Rim well radius

In the case that, because of dimensional constrains, these limits cannot be respected, consult the original wheel manufacturer.

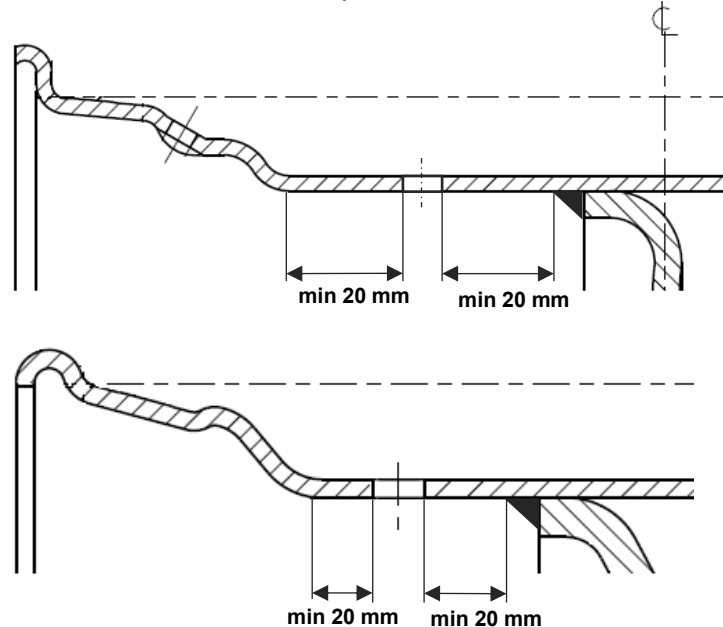
Multi piece rims:

- Same axial position of standard vale hole, 45° minimum distance circumferentially, but it is not allowed to add the valve hole on a weld seam.

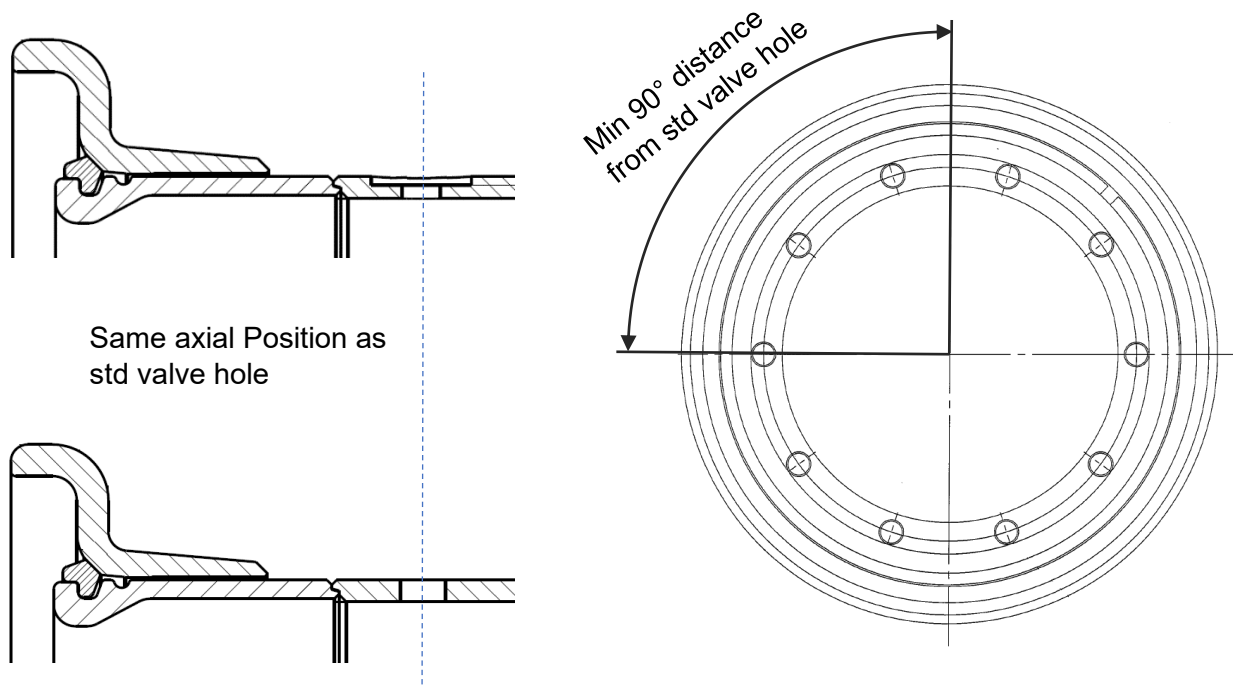
See sketches 1 and 2 in next page.

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Sketch #1: Single Piece Rims: recommended position for additional vale hole in Rim Well



Sketch #2: Multi Piece rims: recommended position for additional vale hole in Rim Well



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4. Valve hole

The edges of the additional valve hole should be chamfered or deburred, removing sharp edges, in order to avoid corrosion and leakages. Addition of anti-rust paint on the machined areas is recommended.

5. Additional holes on disc

It is not allowed by any third party to add additional holes on the disc of the wheel, because of the potential impact on wheel fatigue performances.

6. Exclusion of responsibilities

In the case that additional valve holes are added to the rim by a third party, even if the additional valve hole position is in line with the above guidelines, the original wheel manufacturer is exempted by any responsibility for any kind of failure related to this hole (e.g. defects/ damages derived by rust or corrosion or fatigue cracks starting from or connecting with the additional valve hole).

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