

Cleaning and maintenance advice

Forged light alloy wheels for commercial vehicles and buses

Truck
speedline

SPEEDLINE TRUCK forged light alloy wheels are made of T6061 alloy, a highly corrosion-resistant material, which significantly reduces the oxidation process. Together with the natural resistance of aluminum against corrosion SPEEDLINE TRUCK wheels do not have to be painted. To ensure the quality and appearance of the surface it is advisable to clean the SPEEDLINE TRUCK forged light alloy wheels frequently.

SPEEDLINE TRUCK wheels are produced according to the forging process, enabling the highest possible resistance for commercial vehicle wheels. Nevertheless forged wheels are approved for official payloads and not for permanent use for higher payloads at lower speed, as recommended by tire producers for their tires.

Under no circumstances should SPEEDLINE TRUCK forged light alloy wheels be welded or repaired.

1. Cleaning and polishing of diamond and mirror polish SPEEDLINE TRUCK wheels

Potentially corrosive substances, including salt, alkaline and chloride components at high concentrations, or certain environments and transportation usage can lead to corrosion or simply reduce the brilliance of wheels.

1.1 Cleaning

During regular cleaning of trucks

- Rub the wheels gently with a soft sponge to remove dirt and brake dust. Just use clean water or a general detergent recommended for trucks. Avoid all products with alkaline or abrasive substances.
- Do not use detergent on wheels when they are hot.
- Before and after using a detergent, clean wheels under a water jet or with a high-pressure cleaner to remove the main soiling and detergent residue.
- Always remember to hose the wheels with rinsing water. Dry them with a soft cloth to avoid water stains.

Specific cleaning procedure for wheels

If spots on the wheels cannot be removed with a general detergent, as in the process described above, to regain the initial brightness and gloss of the wheel, we recommend using specific detergents for aluminum surfaces which are not painted or treated. Follow instructions for the mix suggested by the detergent producer.

Please consider the following advice:

- The wheels must be cooled down to ambient temperature after operation.
- Clean wheels with a water jet or high-pressure cleaner to remove the main soiling and then let the wheel cool down again.

- Use protective gloves before starting work on the wheels and follow the safety instructions of the detergent producer.
- Take one wheel at the time, apply the solution to the wheel with a soft brush or sponge, pressing it firmly on the most soiled or exposed spots to remove any stains.
- Repeat the procedure if necessary.
- Rinse the wheel completely with clean water.
- We suggest drying the wheel afterwards with a soft cloth to prevent water stains.

1.2 Polishing

To recover and maintain the high brilliance level, it is recommended that the following measures to polish the wheels be carried out regularly.

We suggest using approved and recommended polish paste products with a low level of abrasion on car bodies. For best results, remove the alloy wheels before commencing polishing, as this allows you to reach all parts of the wheels more easily.

- The wheel must be cleaned and completely dry before starting the polishing.
- Apply a small amount of polish paste on a wheel section (on an area covering not more than 1/3 of the wheel) and distribute it evenly on the wheel, applying it with very fine cotton cloth, wiping it with firm pressure onto the part concerned. Any dark residue on the cloth indicates the correct use of the polish.
- You may also use a polishing head to buff the wheel.
- Remember to polish the wheel section by section.
- Remove the polish on each section completely with a clean cloth.

Light wheels for heavy weights

Cleaning and maintenance advice

2. Changing tires and valves

Wheels in service can accumulate dirt and other material around the wheel and the hub area. Oxidation from water and salt may occur around the center bore of the wheel, causing the centering spigots and centering edges of the hubs to make the wheel stick to the hub and rendering removal difficult.

To avoid scratches and dents in the surface, do not use sharp tools or excessive force. Uneven or damaged surfaces may lead to air leakage. Use fine sandpaper, steel wool or a soft wire brush to clean the area without damaging the surface.

Do not use any lubricants containing water, metal, copper or carbon hydride for the wheel assembly and mounting on the vehicle.

Do not use any corroded nuts or bolts.

2.1 Advice for changing tires

- After removal of the tire, clean the surfaces of the wheel and the hub that are in direct contact.
- Use a wire brush to clean the spigots and centering edges of the hub as well as the parts of the wheel in direct contact (inner side of the hub bore) of rust, oxides and dust.
- Use a widely available mounting grease (see advice above for contents) and apply a thin layer on the inner side of the hub bore of the wheel and on the spigots or centering edge of the hub.

- After removing the tires, clean and inspect the entire wheel.
- Remove any foreign bodies from the tire side of the rim with a wire brush.
- Do not use the wire brush to clean dirt or corrosion products from the visible surface of the wheel.

2.2 Advice for changing valves

- Replace the valve at each tire change.
- Clean the valve seat first then fit the new valve with caution.
- Do not over-torque the valve: the recommended torque for SPEEDLINE TRUCK valves is 3 - 5 Nm.
In this way you reduce any further risk of contact and corrosion at the valve hole.
- Please consider that SPEEDLINE TRUCK valves are specifically developed for use on light alloy wheels and - besides the minor stress at the valve hole due to the low torque - to particularly reduce the risk of galvanic corrosion by avoiding metallic contact between the valve body and the wheel due to the insulated washer above and the molded gasket below the valve body.

Standard valve types may be used on SPEEDLINE TRUCK wheels if they are the same size as the original SPEEDLINE TRUCK valves and are nickel-plated, but are not expressly approved by SPEEDLINE TRUCK. Please consider that these valves require a higher torque, as indicated by their producer, and do not offer the same corrosion protection as the SPEEDLINE TRUCK valves.



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