

**Service Bulletin****SB 2040**ISSUE DATE:
1/10/05**Title: RW-1013 Wheel Modification Kits****Purpose:**

- To call attention to wheel service issues and potential dangers arising from improper installation service and inspection of wheel modification kits.
- To provide operators with guidelines requirements to be communicated to persons involved tire service.

Units affected:

- 2001 –2004 GM 2500, 2500HD, 3500 and Suburban/Yukon vehicles equipped with DMF RW-1013 Railgear. The affected wheels are labeled OTR 10813.
- 2001 –2004 Ford F2/350 SRW equipped with DMF RW-1013 Railgear. The affected wheels are labeled OTR 10808.

Summary:

Cracks have been found on the disk portion of a small number of OTR/Armour 10808 and 10813 rims used in the wheel modification kits for the listed chassis. These cracks can lead to complete failure of the rim and possibly serious accidents causing equipment damage, injury and/or death. Through investigation of the incidents OTR/Armour has determined that the cause is linked to overloaded vehicles, out of balance wheels/tires, abuse during tire service, failure to maintain bolt torque and use of anti-seize products on the studs and pilots.

Procedure:

All affected units should have their rims inspected at every tire service including rotation and balancing.

Inspections/service will include:

- Cleaning of the rim's disk and center bore to permit visual inspection.
- Cleaning of the hub to ensure a proper disk to hub fit.
- Visual inspection of the wheel including but not limited to the following:
 - Overall condition of rim
 - Overall condition of the bead
 - Condition of the mating surface of the rim's disk. Look for gouges, rough surfaces, and cracks. This includes the mating surface in the center bore that is critical on 10808 (hub piloted) units for Ford applications.
 - Inspect the rim's disk for cracks in the area of the bolt circle. Examples of typical cracks include:
 - Cracks originating from a bolt hole and continuing around the wheel just outside of the bolt pattern
 - Cracks between bolt holes
 - Cracks from bolt holes extending towards or to vent/hand holes on disk
 - Inspect the disk for cracks between vent/hand holes
- Verify correct lug nuts and lug nut seats on disk.
 - Affected GM units have Stock 60 degree cone nuts with 60 degree countersunk holes
 - Affected Ford units have Stock split flange clamp nuts with straight holes.

If the above or any other problems are noted:

- Scale the truck using the spare rim in place of the suspect rim
- Note the type and amount of equipment and payload on the vehicle
- Contact DMF at:

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DMF will replace defective rims under DMF's warranty terms. DMF will not cover rims that have been subjected to gross overloading or blatant abuse. DMF will require the return of affected rims to determine coverage.