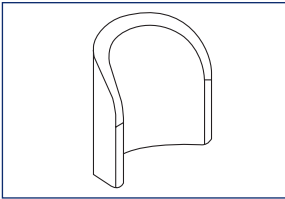


Glossary and information

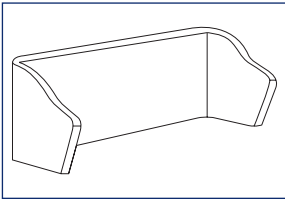
AG8.00x15.5	=	Rim 8" wide and 15.5" in diameter
W12x24	=	Rim without drop centre
DW20Bx34	=	Rim with drop centre and a high rim flange (B). The disc is welded into the drop centre.
DW18Lx38	=	Rim with drop centre and a low rim flange (L). The disc is welded into the drop centre.

Valve protection

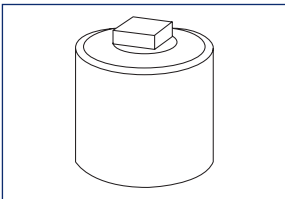
Valve guard is used when there is a risk that the valve will be damaged.



Valve guard, type **V1**. Normal area of application is on wheels intended for use in agriculture. V1 valve guard fits rims up to 26.5".



Valve guard, type **V2**. Fits wheels of 30" in diameter and upwards. Its normal area of application is on rims intended for use in agriculture. This type of valve guard is necessary if a Sävsjö dual-mounting is being used.



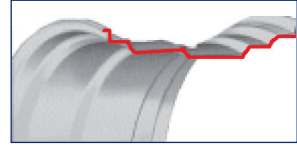
Valve guard, type **V3**. To be used when there is a greater possibility of impact. This style of valveguard fits all forestry and agricultural wheels. Its normal area of application is on forestry and construction equipment.



Reinforcement

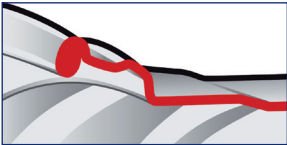
Big machines in heavy duty applications frequently face great stress. To handle this you reinforce the flange.

The reinforcements also protect against direct impacts on the edge of the wheel.



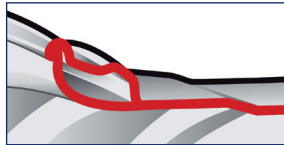
Rim (R0)

R0 means that this rim has no reinforcement.



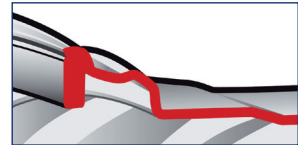
19 mm reinforcement (R1)

This protects the rim edge against impact and damage, and makes it possible for the rim to carry a larger load.



Box reinforcement (R2)

Protects against impact. In addition, the inside of the rim has a design that prevents dirt and mud from collecting and sticking. This reinforcement produces an extremely strong rim - suitable for the toughest jobs.

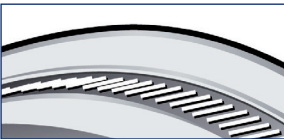


Flat bar reinforcement (R3)

Protects the edge from impact and damage, this reinforcement can be used in several tough conditions.

Knurling

The grooved section of the rim where the tire bead rests on a 5° and 15° rim. The purpose of knurling is to counteract the tendency for the tire to slip on the rim.



Hump

An extra bend just inside the bead seat. The hump facilitates driving at low air pressure, holding the tire in place.

