

Reconditioned Precision Loadwheels

Why Recondition your Loadwheel?

- Tire slipping or walking
- Loadwheel has become smooth to the touch
- Excessive rubber compound build-up
- Repeatability and conicity issues

These are all symptoms that indicate your loadwheel should be resurfaced. These symptoms will decrease the accuracy and repeatability of your Uniformity machine, thus costing you valuable time and money.

There are many benefits in choosing Micro-Poise (MP) as your partner; we choose to offer the highest quality product for less money.

- Reconditioned to New specifications
- .0006" Total Indicator Reading (T.I.R) maximum runout
- Exceeds S.A.E. J332A specifications
- Micro-Poise only uses Class "0" bearings for all common size loadwheels and will replace them for **free** if needed
- Precisely adjusted bearings
- Tungsten Carbide coated for long life
- **Micro-Poise will meet or beat any competitor's quote**

Did you know?

We recondition loadwheels for all Micro-Poise and non Micro-Poise machines. Loadwheel sizes include 8", 10", 11", 13", 16", 21" and larger.

Micro-Poise Measurement Systems, LLC

For more than 90 years, Micro-Poise has been supplying innovative solutions that put us on the leading edge of final finish tire testing technology. Contact us today to see why *The World is Turning to Micro-Poise* for all of their final finish tire testing needs.



The Reconditioning Process

The loadwheel is initially inspected to insure that it will meet SAE specification J332A for minimum diameter, and to insure that there is no other damage that will prevent proper recoating. In the event that a loadwheel cannot be reconditioned, the customer is contacted for disposition.

The bearings and shafts are removed, cleaned, and reassembled with the original shaft. Bearings are replaced if necessary. **The bearings are precisely adjusted to the minimum preload to allow faster loadwheel acceleration at initial tire contact.** This effectively results in reduced rubber deposits on the loadwheel. The wheel is then finish-machined to size. Wheel spokes are painted orange/yellow if they are able to be recoated in the future or white if this is the final recoat available.



Loadwheel - Before



Loadwheel – Before



Loadwheel – After Reconditioning

Coating Process

The loadwheel is coated with long-life tungsten carbide using **our proprietary process** to a maximum runout of 0.0006" T.I.R. This coating process provides the most uniform coating coverage available in the industry and results in the tight runout specification that we provide.

Have a question?

We have the solution. Ask about our accessories, upgrades and services.

- Automatic Cleaning System and replacement brushes
- Heavy duty Cleaning Solution
- Expert Installation
- Complimentary products; load cells, pins

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MP USA
Tel.: + 1 330-541-9100
Fax: + 1 330-541-9111

MP Europe
Tel.: +49-451-89096-0
Fax: +49-451-89096-24

MP Korea
Tel.: + 82-31-888-5259
Fax: + 82-31-888-5228

MP China
Tel.: + 86-20-8384-0122
Fax: + 86-20-8384-0123

Email: micropoise.cdsales@ametek.com

Website: www.micropoise.com