



INTERNATIONAL MARKETING, INC.

TECHNICAL BULLETIN

SUBJECT: Pre & Post Blast Inspection

DATE: October 19, 2004

PRE-BLAST INSPECTION

1. Visual Inspection – Check for obvious excessive damage and wear on the wheels prior to blasting and tag out-of-service before investing the blast labor into the suspect wheel. Refer to TMC User's Guide to Wheels and Rims or Inspection Poster.

(Examples: Bolt hole cracks, bolt hole to bolt hole cracks, bolt hole to center cracks, bolt hole to nave cracks, bolt hole to hand hole cracks, wallowed or out of round bolt holes, excessive wear/corrosion of disc face, excessive run-out, flange wear, etc.)

2. Mil Thickness Checks – Optional for suspect wheels with heavy coatings to track the frequency of these through the system. These wheels are many times subjected to multiple blast cycles and still will not come clean. Check the mil thickness of the face, the well, the deep crevice, and tire mounting area and log for future reference.
3. Scrape to remove any heavy caked up debris, grease or tar on the wheel prior to blasting. The cleaner the wheels, the more effective the blast media will be during the blast cycle.
4. Try to locate the part number / DOT and other stampings if these cannot be located or read. The wheel should be pulled out of service (these numbers are located near the valve stem hole, on the flange, on the face and opposite the stem hole on the deep well flange).
5. For out-service-wheels, tag with documentation describing the out of service condition.
6. Remove valve stem hardware prior to blasting.

POST-BLAST INSPECTION

1. Visual Inspection – Check for obvious excessive damage and wear on the wheels after blasting and tag out-of-service before applying paint. Refer to TMC User's Guide to Wheels and Rims or Inspection Poster.

(Examples: Bolt hole cracks, bolt hole to bolt hole cracks, bolt hole to center cracks, bolt hole to nave cracks, bolt hole to hand hole cracks, wallowed or out of round bolt holes, excessive wear/corrosion of disc face, excessive run-out, flange wear, etc.)

2. Try to locate the Part Number / DOT and/or other stampings. If these cannot be located or read the wheel should be pulled out-of-service (these numbers are located near the valve stem hole, on the flange, on the face and opposite the stem hole on the deep well flange).
3. For out-service-wheels, tag with documentation describing the out of service condition.

Questions regarding the above technical bulletin may be directed to:

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