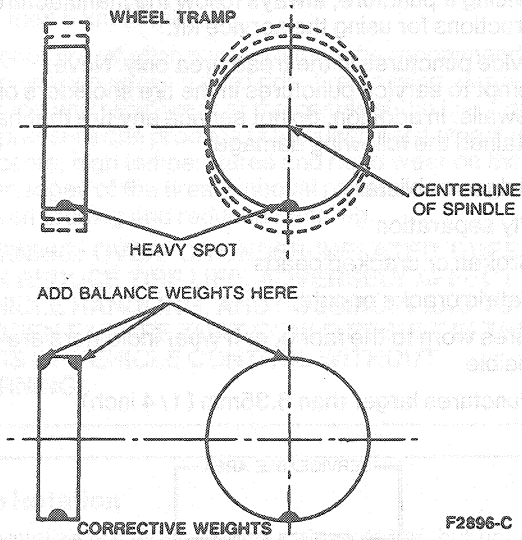


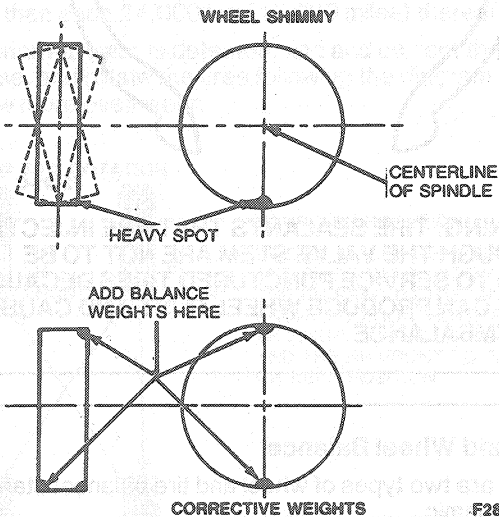
ADJUSTMENTS (Continued)

A **Static balance** is the equal distribution of weight around the wheel. Wheels that are statically unbalanced cause a bouncing action called wheel tramp.



F2896-C

A **Dynamic balance** is the equal distribution of weight on each side of the centerline so that when the tire spins there is no tendency for the assembly to move from side-to-side. Wheels that are dynamically unbalanced may cause wheel shimmy.



F2892-C

Deposits of mud must be cleaned from the inside of the rim. Stones should be removed from the tread in order to avoid operator injury during spin balancing and to obtain a good balance. The tire should be inspected for any damage, then balanced according to the equipment manufacturer's explicit instructions.

Off-Vehicle Balancing**Tools Required:**

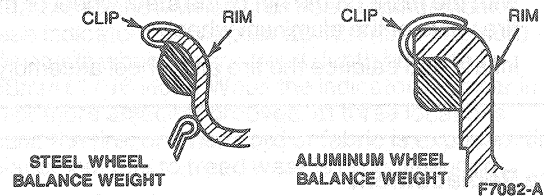
- Rotunda Off-Vehicle Wheel Balancer 078-00153 with Adapter Set 078-00055 or 078-00071
- Rotunda Off-Vehicle Balancer 006-01699 with Accessory Kit 006-01640

When balancing wheels off the vehicle, use a balancer that pilots the wheel by its center hole. If the wheel tramp and vehicle vibration is not corrected by the off-vehicle balance, an on-vehicle balance may be needed.

When performing an off-vehicle wheel balance on vehicles equipped with aluminum wire spoke wheels, use one of the following electronic balancers to provide the proper wheel balance:

- Rotunda Off-Vehicle Wheel Balancer 078-00153 with Rotunda Wheel Adapter Set 078-00055, 078-00071 or equivalent
- Rotunda Off-Vehicle Wheel Balancer 006-01699 with Accessory Kit 006-01640 or equivalent

Aluminum wheels have thicker rim flanges and require specially designed balance weights. Wheel weights for aluminum wheels are coated to prevent corrosion and should be installed with a plastic mallet.



1. Loosen wheel lug nuts of wheel(s) to be balanced. Raise front or rear of vehicle, as required. Refer to Section 00-02.
2. Remove wheel to be balanced. Remove center cap and mount wheel to balance machine. Lock hub adapter into spindle.
3. The balance equipment should have been calibrated by factory approved technicians within the last 90 days.
4. The equipment retaining surfaces, cones, cone springs, wing nuts, and mounting cups must be clean and without defects.
5. All tire labels, stones, dirt, and any other foreign material must be removed from the tire and wheel assembly. Particular attention should be paid to ensuring that the wheel mounting face and pilot hole are clean and free of foreign material.
6. The tire and wheel assembly must be mounted on the machine using a back mounted cone. Front coning of the assembly is not permitted.
7. The machine must be operated in the DYNAMIC mode only.
8. The factory balance weights should not be removed from the wheel before checking the balance status.