

Gutachten 366-0263-11-WIRD/N2
zur Erteilung eines Nachtrags zur ECE (E1) 124R- 000073

ANLAGE: 9.2
 Hersteller: ALCAR STAHLRÄDER GMBH

Radtyp: 65165120-03
 Stand: 28.08.2014



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Fahrzeughersteller : BMW AG

Raddaten:

Radgröße nach Norm : 6 1/2 J X 16 H2 Einpreßtiefe (mm) : 33
 Lochkreis (mm)/Lochzahl : 120/5 Zentrierart : Mittenzentrierung

Technische Daten, Kurzfassung

Ausführung	Ausführungsbezeichnung		Mitteln och (mm)	Zentrierring- werkstoff	zul. Rad- last (kg)	zul. Abroll umf. (mm)	gültig ab Fertig datum
	Kennzeichnung Rad	Kennzeichnung Zentrierring					
00-9244	9244	ohne	72,5		590	1891	48/11

Im Fahrzeug verbaute sicherheits- und/oder umweltrelevante Fahrzeugsysteme (z. B. Reifendruckkontrollsysteme) müssen nach Anbau der Räder funktionsfähig bleiben bzw. entsprechend ersetzt werden.

Verwendungsbereich/Fz-Hersteller : BMW AG

Befestigungsteile : Kegelbundschrauben M14x1,25, Kegelw. 60 Grad
 Anzugsmoment der Befestigungsteile : 140 Nm für Typ : 1K2
 140 Nm (Radschrauben M14x1,25) Nm für Typ : 1K4

Verkaufsbezeichnung: **1ER REIHE**

Fahrzeugtyp	Betriebserlaubnis	kW	Reifen	Auflagen zu Reifen	Auflagen
1K2	e1*2007/46*0273*..	75 -125	195/55R16		*); BMW 1er (F21 2012); ab e1*2007/46*0273*05; 1); 33); 45)
		75 -147	195/55R16 87 M+S		
1K4	e1*2007/46*0283*..	70 -125	195/55R16		*); BMW 1er (F20 2011); ab e1*2007/46*0283*04; 1); 33); 45)
		70 -147	195/55R16 87 M+S		

*) Die unter "Auflagen" angeführten Bemerkungen sind einzuhalten. Des Weiteren sind nur jene in dem unter Verwendungsbereich angeführten Fahrzeuge abgedeckt, deren Verkaufsbezeichnung oder Handelsbezeichnung auch unter "Auflagen" angeführt sind.

Auflagen

- 1) Einzuhalten sind die Vorgaben des Fahrzeugherstellers gem. WVTA im Bezug auf:
 - Serienmäßige Radgröße und Einpreßtiefe
 - Reifengröße mit Betriebskennung (Last und Geschwindigkeitsindex) und Beschränkungen auf Winterreifen (M+S)
 - Auflagen und Einschränkungen sowie die Verwendung von Schneeketten aus der Betriebserlaubnis und Betriebsanleitung.
- 33) Es sind die serienmäßigen Befestigungsteile und das Zubehör des Fahrzeugherstellers für das entsprechende Serienrad zu verwenden.
- 45) Nur wenn serienmäßig 16 Zoll Räder zugelassen sind.

The wheel is a high stressed vehicle part, which can get under extreme load while in drive. Wrong or unsecure wheel/tire operation can cause consumer risks. Therefore any maintenance and assembling has to be carried out by qualified and trained personal.

Instruction

1. Avoid damage and deformation of the wheel while operating or assembling to the car by using high forces or bumping. To protect the wheel surface avoid bumps and scratches.
⇒ *This might cause a risk of ride disturbance, vibrations and corrosions that lead to limited durability.*

2. Before changing wheel/tire inform yourself via vehicle manual or car repair how to check the tire pressure. If the car has direct or indirect TPMS you have to follow the instructions of your vehicle manual in case of wheel/tire changing.
Before assembling the tires a commercial fitting lubricant has to be applied to the tire beads. In case of existing tire pressure sensor, don't damage this sensor while assembling. To enable the sensor to work faultless, it has to be free of any fitting lubricant and must not get wet.

Clamp-In TPMS: Follow the instructions of the assembling advice and the torque given by the producer of vehicle/sensor. Service-Kit (seal ring, washer and valve insert) have to be renewed at each tire change. The valve must nut stand out over the flange.

When using wheels with Snap-In TPMS systems or without TPMS please notice, that the valve nose should not be outside the wheel assembly. Only Snap-In valves according to standard norms (DIN, E.T.R.T.O. bzw. Tire and Rim) must be used and only a nominal valvehole diameter of 11,3 mm is appropriate. Snap-In valves have to be renewed at each tire change. To fill up and to measure the tire pressure the valve cap has to be removed. After process ending the valve has to be protected with the dust and water resistant cap.

3. For wheel balancing only commercial wheel balance weights for steel/alloy wheels must be used.

4. Before beginning of assembling the wheel-tire-unit to the car, be sure that all contact surfaces between wheel and hub are clean and that there are no foreign bodies between them.

- ⇒ *Risk of ride disturbance and vibrations.*
- ⇒ *Risk of damaging the wheel on a stressed area, risk of limited durability.*
- ⇒ *Insufficient tightening can lead to wheel loss.*

5. Please note, that no lubricants should be applied neither on the threads nore on the wheel nuts/bolts nore on the contact surface between wheel and wheel hub.

- ⇒ *Lubrication can lead to unlocking the mounting elements.*
- ⇒ *Reduced friction coefficient leads to overthightenig of the mounting elements.*
- ⇒ *Avoids the static friction between wheel and wheel attachment face.*

ALCAR WHEELS GmbH

Leobersdorfer Straße 24, 2552 Hirtenberg, Austria, Tel.: +43/2256/801-0, info@alcar-wheels.com, www.alcar-wheels.com
FIRMENSITZ: Wien, FIRMENBUCHGERICHT: Handelsgericht Wien, Firmennummer: FN71479†, STAMMKAPITAL: EUR 5.000.000,- volleinbezahlt, DVRNr.: 0544311
BANKVERBINDUNG: DIEERSTE, IBAN: AT452011 100001050834(EUR) IBAN: AT952011 1000 6131 6498 (USD), BIC: GIBAAT33, UID-NR.: ATU 17617700

6. The wheel must only be assembled with the dedicated wheel bolts/nuts. Each wrong dedication of items (different types, different forms, different lengths) can lead to unlocked bolts/nuts or to a breakdown of the wheel.

⇒ *Risk of losing a wheel, danger of accident!*

7. Wheel bolts/nuts **have to be mounted with the recommended torque (see wheel attachment face of the assembling instructions)**

We recommend to use a calibrated torque and to tighten the wheel bolts/nuts step by step .

The right mounting order is crosswise over the wheelcentre. First tighten one wheel bolt/nut then the one on the opposite side or the one with the farrest distance.

⇒ *Excessive tightening of the mounting elements can lead to deformation of the wheel disk or to damaging or losing the bolts and nuts.*

⇒ *Insufficient tightening can lead to wheel loss.*

⇒ *Tightening clockwise or counterclockwise can lead to deformation of the wheel disk and as a consequence can create vibrations.*

8. Each tire/wheel change absolutely requires **to check the torque after driving 50-100 km** and if necessary to retighten the wheel bolts/nuts referring to the recommended breakaway torque..

⇒ *Excessive tightening of the mounting elements can lead to deformation of the wheel disk or to damaging or losing the bolts/nuts.*

⇒ *Insufficient tightening can lead to wheel loss.*

Take notice of the correct tire pressure according to the car/tire manufacturer (see instruction manual or tire pressure index tagged on the car).

9. Every technical modification on the wheel is prohibited. Damaged or deformed wheels must not be repaired (neither by heating up nor by welding nor by adding or removing of material). A modified wheel doesn't match with the tested versions and causes when assembled to a car loss of the general type approval according to StVZO.

⇒ *There is a risk of limited durability.*

For correct car application please refer to the enclosed application and fitting table.

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