

A. Wheels

The standard Model 190 is fitted with 13" disk wheels. 15" disk wheels can also be fitted as optional equipment on export models.

The rim type numbers are

standard version $4\frac{1}{2} K \times 13—B$,
modified version, optional, SA 10 174/1 $4\frac{1}{2} K \times 15—A$.

The type number is made up as follows:

$4\frac{1}{2}$ = Rim width in inches
K = Shape of wheel flange
× = Well base rim
13 or 15 = Diameter of rim in inches
A = Symmetrical rim
B = Asymmetrical rim

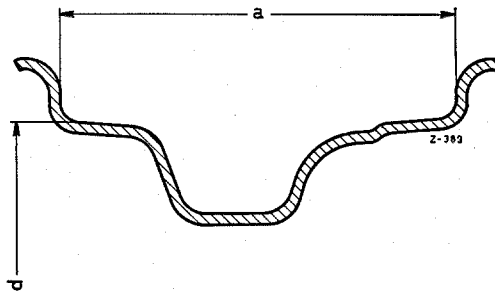


Fig. 40—0/1

a = Rim width
d = Diameter

Recently, in order to avoid any confusion of the two types, the model number of the car has been stamped on the wheel in addition to the rim type number. This stamping is on the bolt hole circle.

The standard rim $4\frac{1}{2} K \times 13—B$ can be used for all tires in the special range 6.40—13 and 6.70—13, in addition to the standard 6.40—13 tires, 4-ply. In the case of 6.40—15 tires, type $4\frac{1}{2} K \times 15—A$ rim should be fitted (see also Section B. Tires).

Test Values for the Wheels in mm

Rim size	Rim width a	Rim diameter d	Measured circum- ference $\pi \cdot d$	Permissible eccentricity	Permissible run-out	Permissible unbalance
$4\frac{1}{2} K \times 13—B$ (standard)	114.3 ± 1	328.7	1032.6 ± 1	1.5	1.5	750 cmg
$4\frac{1}{2} K \times 15—A$ (optional SA 10 174/1)	114.3 ± 1	379.5	1192.2 ± 1.2	1.5	1.5	750 cmg

The wheel consists of the dished wheel disk and the rim which are welded together.

When testing the disk wheels, particular care must be taken to ensure that the rims, and in particular the edges of the rims, are not damaged. Slight imperfections at the outer edge can be put right by reshaping. But if there is any extensive damage or an abnormal degree of run-out or eccentricity,

considerable ovality etc., the wheels must be replaced. Distorted rims must not under any circumstances be straightened. If damaged wheels have been repaired, they must in all cases be tested for eccentricity and run-out.

B. Tires

A) General

The following tires can be fitted to Model 190:

Standard:	Low-pressure tire 6.40 — 13, 4-ply
Optional (SA 887/1 — 120):	Low-pressure tire 6.40 — 13, 6-ply
Optional (SA 10 215):	Low-pressure tire 6.70 — 13, 4-ply
Optional (SA 10 135/1):	Low-pressure tire 6.70 — 13, 6-ply
Optional (SA 10 173):	Low-pressure tire 6.70 — 14, 6-ply
	— transport type —
Optional (SA 10 174/1):	Low pressure tire 6.40 — 15, 4-ply

The type number is made up as follows:

6.40 or 6.70 = Rated width of tire in inches
13 or 15 = Rim diameter in inches.

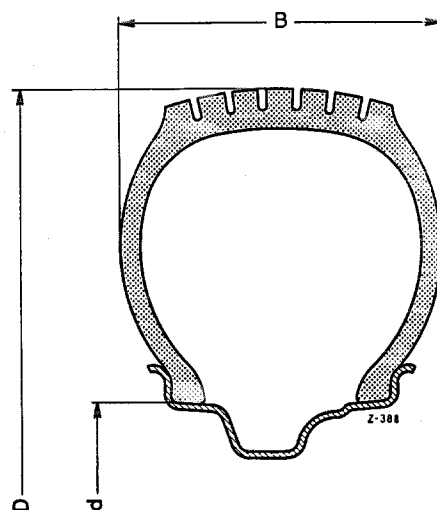


Fig. 40 — 0/2

B = Rated width of tire
D = Tire diameter
d = Rim diameter

The figures given for the rated width B and the diameter D refer to tires which are inflated but not under load.

In addition to these values the effective radii, both static and dynamic, are usually given.

The effective static radius is understood to be the distance from the center of the wheel to the plane surface on which the wheel is standing, when the tire is carrying the maximum permissible load and is inflated to the specified air pressure for this load.

The effective dynamic radius is determined by dividing the distance travelled per revolution of the wheel at a speed of 60 km/h by 2π . Again the tire must be carrying the maximum permissible load and must be inflated to the specified air pressure.

At higher speeds the effective dynamic radius is increased, due to the expansion of the tire resulting from the centrifugal force and the heat developed.