

Igualada a 5th of June 2017

## TECHNICAL BULLETIN

### FORMRACE WHEELS FOR GROUP CN VEHICLES

This technical bulletin refers to the BRAID's Formrace Wheels model and to its application on the rear axle of the Group CN vehicles.

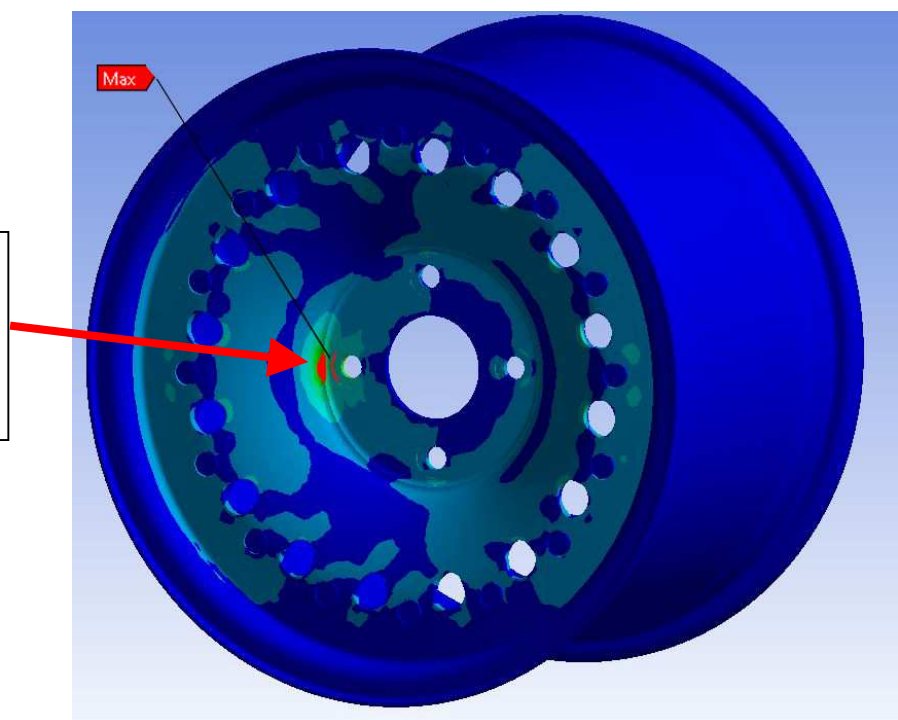
#### PERIODIC CONTROLS AND INSPECTIONS

The wheels from a motorsport racing car are subjected to variable, prolonged and high-intensity stress, causing wear, fatigue and often deformations or damages that may affect its structure integrity. Like other components of the car (tires, disc brakes, bearings, etc) the wheels are a "consumable" and therefore **must be checked before each race** and especially at the end of the season, to be replaced if necessary.

The important points to be detailed inspected, in the specific case of the FORMRACE wheels, are those that concentrate more stress during its use.

These stress concentration areas are located at the joint radius, between the mounting face and the center bowl, and at the perimeter area where the hub locking nuts are placed:

The red areas show the inspection points where the stress is concentrated. Check the 4 locking holes.



Any sign of crack or evident deformation requires the IMMEDIATE replacement of the rim.

## **CORRECT USE AND APPLICATION**

Formrace wheels are very sophisticated, designed and dimensioned to reach very low weight, which is why is necessary to use it correctly, according to the following points.

### **FLAT LUG-NUT TIGHTENING TORQUE CONTROL.**

The nuts tightening torque loss, directly stimulates the appearance of stress concentration that can irreversibly damage the locking central part of the wheel.

### **DO NOT ANCHOR or TIE THE CAR BY THE WHEELS.**

Do not use the wheels as a fastener to tie the car to the transporting trailer or to lift it with a crane. This type of wheels can be seriously damaged with such actions.

### **USE OF NEW AND ADVANCED FORMRACE WHEELS.**

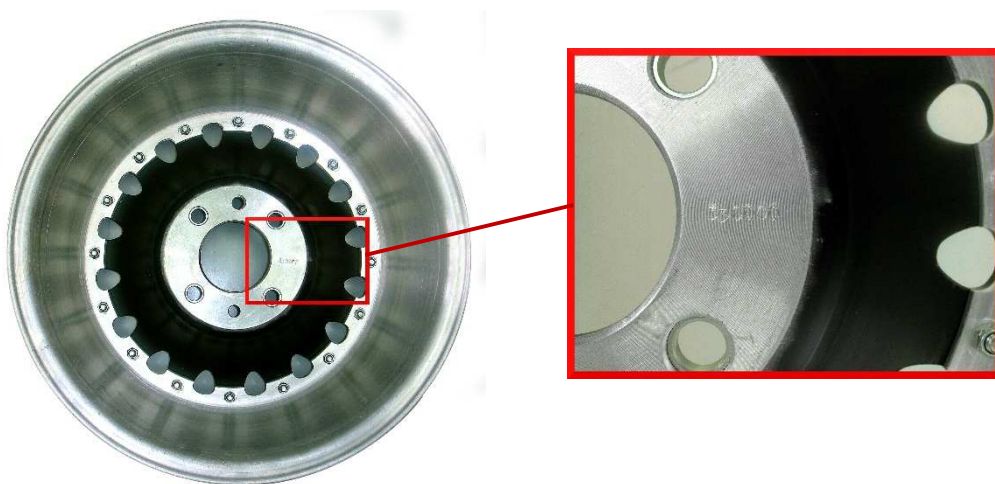
Just like the Group CN Vehicles, the Formrace wheels have been in a constant evolution since they were first advertised more than 12 years ago.

**It's for this reason that on the rear axle of the current Group CN vehicles, only the wheels according to their performance and efficiency must be used, and therefore with the latest improvements and evolutions incorporated.**

## **How to determine if the wheels can be used?**

### **1- By the unit identification number.**

The validated wheels to use are those marked with a number higher than 350,000 (see diagram below to locate the number on each wheel).



The identification number of each rim is marked at the mounting face the wheel, as shown on the photos above.

**2- Visually, identifying the different design evolutions.**



**Formrace V1 – NOT SUITABLE**  
**(16 Big Ventilation Windows)**



**Formrace V2 – NOT SUITABLE**  
**(8 Small Ventilation Windows, without  
metallic inserts on the PCD holes)**



**Formrace V3 – NOT SUITABLE**  
**(8 Small Ventilation Windows, with  
metallic inserts on the PCD holes)**



**Formrace V4 – VALID**  
**(8 Small Ventilation Windows, with metallic  
inserts and 10mm thicker aluminum)**

**3- Consulting directly with BRAID**

In case of doubt you can contact BRAID so that our technical department can advise you regarding the correct use of your wheels.