



Mercedes-Benz
The best or nothing.

star bulletin



Date: July 23, 2013
Order No.: S-B-40.10/79
Group: 40

SUBJECT: MY-All, Models All
Cosmetic Processing of Light Alloy Wheels

- A Zone A
- B Zone B
- C Zone C
- D 25mm

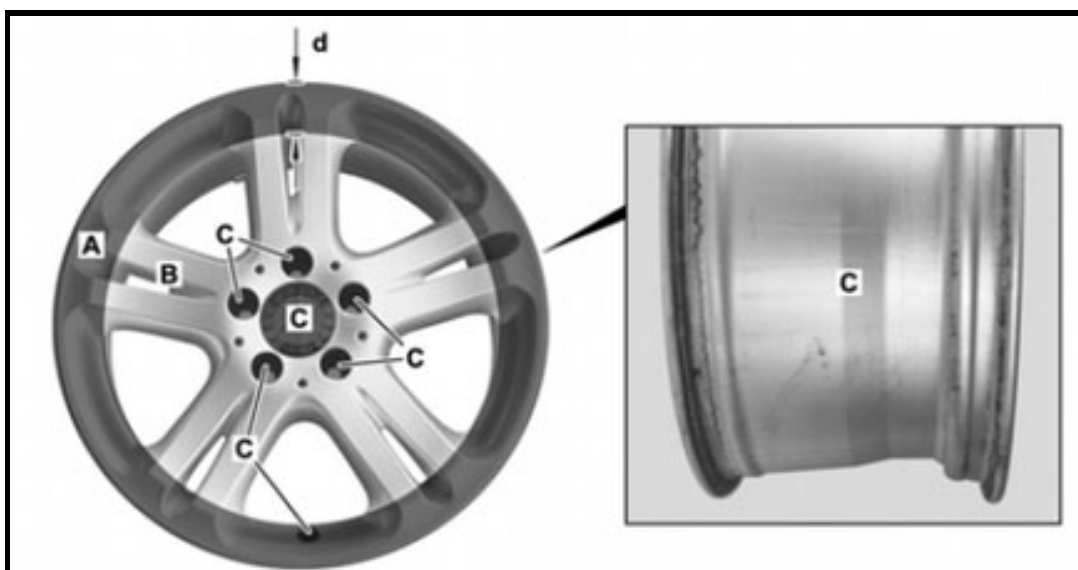


Figure 1.

P40.10-6478-05

Definition of “optical treatment”:

“Optical treatment” refers to the rectification of visible surface flaws that would not result in constraints.

Painting of Light Alloy Wheels

	Zone A	Zone B	Zone C
Description	Area measuring 25 mm (Figure 1) (d) radiating out from outer side of rim flange. Area visible outer side of wheel (design surface).	Area beyond 25 mm (d) from outer side of rim flange. Only visible outer side of wheel (design surface).	Wheel bolt bore, wheel center hole, valve bore and contact surface of wheel, rim base and inner side of rim flange (tire seat).
Permissible treatment	If there is material damage to a depth ≤ 1	Painting only.	None.

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

	mm: spackling and painting possible.		
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The following restrictions apply for the treatment and painting of light alloy wheels:

- High temperatures and temperature loads on just one side must be avoided!
 - o Light alloy wheels should be heated only to max. 194 F for max. 40 min.
 - o Light alloy wheels must not be heated excessively at specific points using an infrared emitter, heat gun or similar device!
- Only cast light alloy wheels with the designations **AlSi 7 Mg** and **AlSi 7 Wa** may be spackled with certain restrictions.
- Light alloy forged wheels should be painted only (not spackled or processed in any other way).

The following must NEVER be treated and painted:

- Light alloy wheels with cracks.
- Light alloy wheels with material damage deeper than 1 mm.
- Light alloy wheels with material damage in zone B.
- Areas of zone C.
- Thermally stripped, blasted or reshaped light alloy wheels.
- Light alloy wheels to which heat has been applied, from which material has been removed or which have been machined.
- Light alloy wheels whose outer or inner rim flange is deformed.
- Wheels that have already been treated.
- Bright-finished wheels coated with pure clearcoat varnish (i.e. in bright-finished area).
- Wheels with metallic gloss effects (chrome-plated wheels).

The repair and treatment restrictions specified by the wheel manufacturer remain unaffected by this. Treatment should be carried out with approved materials only.

More detailed guidelines on the surface treatment of light alloy wheels as well as approved materials can be found on the After-Sales portal: Workshop & Knowledge tab > After-Sales Paint Technology.