

# Wheel Straightening Quality Assurance Report

## NewArc™ Process Checklist

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Primary Inspection..... Pass  Fail

*A pass on the first checkbox indicates that all other areas of the wheel were inspected and no cracks were found. Dye penetrant is only necessary for this inspection if the tech is suspicious about the appearance of an area such as lug holes, spokes, etc.*

Secondary Inspection..... Pass  Fail

*A pass on the second checkbox indicates that the damaged area was inspected under ultraviolet light, using dye penetrant and no cracks were found.*

Number of Bend (s)..... \_\_\_\_\_

*Typically, a wheel will only have a single bend and the entry here will be "1". However, when an atypical wheel is encountered that has multiple bends or is unusually damaged, this entry allows for additional numbers or even the word "Multiple". If such an entry were made here, it would be proper to enter support information in the Comments.*

Location of Bend (s)..... \_\_\_\_\_

*NewArc bend location identification establishes that the valve stem hole is the 12 o'clock position on all wheels, this entry should reflect that fact when describing the location of the bend. For example: If an inboard bend is located at 4 o'clock from the valve stem hole, the above entry would be 4IB or 4IBS (4 o'clock inboard side).*

Maximum Deflection..... \_\_\_\_\_

*This measurement is the maximum depth of the bend, as measured with the Bend Evaluation Template.*

Dimensional Relationship..... \_\_\_\_\_ : \_\_\_\_\_  Pass  
 Fail

*This entry is the dimensional relationship ratio established by the NewArc Bend-Depth ratio chart, after determining the width, using the Bend Evaluation Template.*

Final TIR..... \_\_\_\_\_

*Final Total Indicated Runout, recorded with dial indicator*

Date of Repair..... \_\_\_\_\_

Time of Repair..... \_\_\_\_\_

Heat Treat Level Control..... Pass  Fail

*A pass on the checkbox indicates that the technician affirms that any heat used in the repair was carefully monitored and temperature standards established by NewArc Tech, were adhered to and the heat treat level was not impaired.*

Final Inspection..... Pass  Fail

*A pass on the checkbox simply indicates that the wheel passed all previous inspections.*

Marking Standard..... Pass  NA

*A pass on the checkbox indicates that the wheel has been repaired to the satisfaction of the technician, and that the wheel was marked according to NewArc TechI established marking protocol. Only mark wheels that you declare repaired. If you refuse to work on the wheel or indicate that the wheel was not repaired to NewArc standards, the NA box should be checked and this report should contain an explanation of circumstances.*

NewArc™ Machine Serial Number ..... \_\_\_\_\_

*SAE repair integrity requirements dictate that the serial number of the machine used in the repair be recorded on all official reports. If you have deemed the wheel repaired, record the Serial Number of your machine, which is under the base plate.*

Invoice Number..... \_\_\_\_\_

*Even though you are entitled to invoice a customer for your inspection, you might decide to provide your inspection service free of charge. If that were the case, the above entry would be "NC". However, at a minimum, you should provide the customer with a copy of this report and keep your report in a special file entitled "No Charge Services" so a record of your contact with the wheel could still be located.*

Comments \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

*Comments are not necessary but are always a smart thing to do. They are most critical if there is something unusual about the repair. It is a good idea to make them as detailed as necessary in the event of uncommon occurrences.*

Technician Name: \_\_\_\_\_

Company Name: \_\_\_\_\_

Company Phone: \_\_\_\_\_

*Both technicians and repair facilities are accountable for this repair. In the interest of clarity, it is best to **print** the information for the above three entries.*

Completion of this form is required to meet standards established by the Society of Automotive Engineers. Please maintain a copy of this repair record in records associated with your vehicle.