INTERNATIONAL MARKETING, INC.
TECHNICAL BULLETIN

SUBJECT: General WRRS Industry Media Specifications
DATE: April 1, 2005

SHOT & GRIT SPECS: When someone asks for the specifications for shot used in the WRRS industry here are some things to keep in mind and/or on file:

HARDNESS of Recommended Blast Media

S330 - S390 - Standard Grade(S), 402-558 Knoop hardness number (40-51 HRC) **IMI 2000 & 2010 blasters (the other clam shell types must use S390 although their manufacturers recommend a larger shot that is non-compliant)**

S170/SG25 - Standard Grade(S), 402-558 Knoop hardness number (40-51 HRC) **Used in the 2020 Blasters.**

Shot Blast Media Industry Facts (not just for refinishing wheels):

The term "peening" can be misused and will be misused by our competition because they have not studied the industry as a whole. We want to remove old coatings, dirt, and rust; and prepare the wheel for re-painting. We do not want to peen the truck wheels.

The largest shot recommended for paint preparation in the industry as a whole is the S330. NOTE: With TMC specs for re-coating at 3 - 3.5 mils of coating on the mounting areas, the 2020 blaster is too aggressive to use S330 shot.

S390 begins the peening sizes of shot but still has some paint preparation possibilities in slower operating machines.

S460 shot and larger is used for peening and stress relief but very rarely for paint preparation due to the rough texture of 4 mils or greater produced by this size shot . . . this would cause an end user to apply any paint beyond its best performance parameters.

IMI has always recommended the "S" hardness in shot and grit to maintain the integrity of a self destructive machine and provide longer service life for the truck wheels.

AGAIN:
S330 for IMI's 2000 & 2010 Sling Box Style Blasters.
2020 Blend (S170 Shot & SG25 Grit) for the 2020 Centrifugal Wheel Blasters

There are special hardness ranges of M (47-56 HRC), L (54-61 HRC) and H (60 HRC Minimum). These are not recommended for any of the truck wheel blast operations due to the increased destructive qualities of this special hardness media that negatively affects the blasters using it and truck wheels abraded by it.

HEAT AND REMOVAL OF COATINGS:

The old sling box technology is only effective until the truck wheels reach about 120 degrees. At this point any powder that has not been removed is going to be tough to remove.

The excessive heat that is built up in the Hardline and LS Industries "Clam shell" type of blasters is due to the poor air flow through these units and the larger size shot required to get any efficiency out of them. Longer cycles with larger "peening" type material produces a lot of heat on steel. This heat is released very slowly and thick coatings seem to enjoy it.

Large Shot + long cycles + poor air flow = heat and material on wheels that gets more resilient when warmed up = unclean or hard to clean wheels.

Questions regarding the above technical bulletin may be directed to:

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