Wheel Triage Guide - *This is a just a rough guide; assess each wheel individually*

We have ample wheel storage, assuming all wheels are serviceable; we don't need more wheels than there are hooks.

Assess new wheels and **replace existing wheels with anything better that arrives**. A wheel's worth is based on these factors: quality, condition, size, features, and our ability to repair it (if it needs work). Assess these factors in the following order:

Condition (see schedule 1: parts condition examples)

good	New / NOS / used but perfectly serviceable; **very minor deficiencies only** (mildly untrue, very slight hub mis-adjustment, etc.)	**keep**
needs repair to use	needs repair but can be fixed; **moderate deficiencies** (untrue, hub needs adjustment, missing spokes, etc.)	**keep if rare / in demand otherwise recycle**
broken / unrepairable	cannot be fixed; **severe deficiencies** (bent / cracked rims, worn sidewalls, spokes fatigued, etc.)	**recycle**

Quality - there are too many brands to list and some can go either way, quality-wise;
older parts may be unbranded but this doesn't necessarily mean low quality; assess quality yourself rather than relying on brand.

high	higher-end parts; aluminum hub & rim, double walls, eyelets, sealed bearings, etc	**keep**
medium	medium-end parts; aluminum rim, single walls, no eyelets, ball bearings, etc.	**keep**
low	lower-end parts; steel hub & rim, etc.	**keep if rare / in demand otherwise recycle**

Size Priority - this varies with time and stock, but tends towards the following:

high	29" (wider 622), 27.5" (584), 27" fractional (630), 26" fractional (590)	**bias to keep all if good**
medium	700c (622), 26" (559)	**neutral; keep if better than existing**
low	24" (507), 20" (406)	**bias to recycle unless very good**

Features - desirable features that should bias us towards keeping, all other things being equal:

- disk brakes
- uncommon hub widths (130 / 125 rear 26” rears, etc.)
- high flange hubs
- 7 cog or fewer cassette freehubs
- coaster brake hubs
- internal gear hubs
- tubeless / “tubeless ready” rims
- aero / deep v rims
- through axles
- low spoke count if good quality (watch for low end knock offs)
- high spoke count (40+) for tandem

Repairability - a wheel may be desirable, but if we cannot repair it, there’s no need to keep; strip for parts, sell as-is if safe / recycle. Examples of issues we may be unable to repair:

- obscure spoke types
- hubs needing cones / cartridge bearings we don’t have
- pitted hub cups

Schedule 1 - Parts Condition Examples - some examples of common serious deficiencies.

spoke hole cracking

rim joint split

cup pitting

sidewall failure

Unless a wheel is being recycled, inspect it closely for damage. In addition to trueness & hub adjustment, check for:

- sidewall wear (concave profile)
- rim joint roughness / separation
- damaged spokes / rounded nipples
- cracks around spoke holes

And remember, a wheel that is very out of true despite well-tensioned spokes is almost always bent and cannot be fixed!