

7505-M001-5

**VSC11EI
VSC11EIS
RWC11EISB**

INSTRUCTION MANUAL

GB

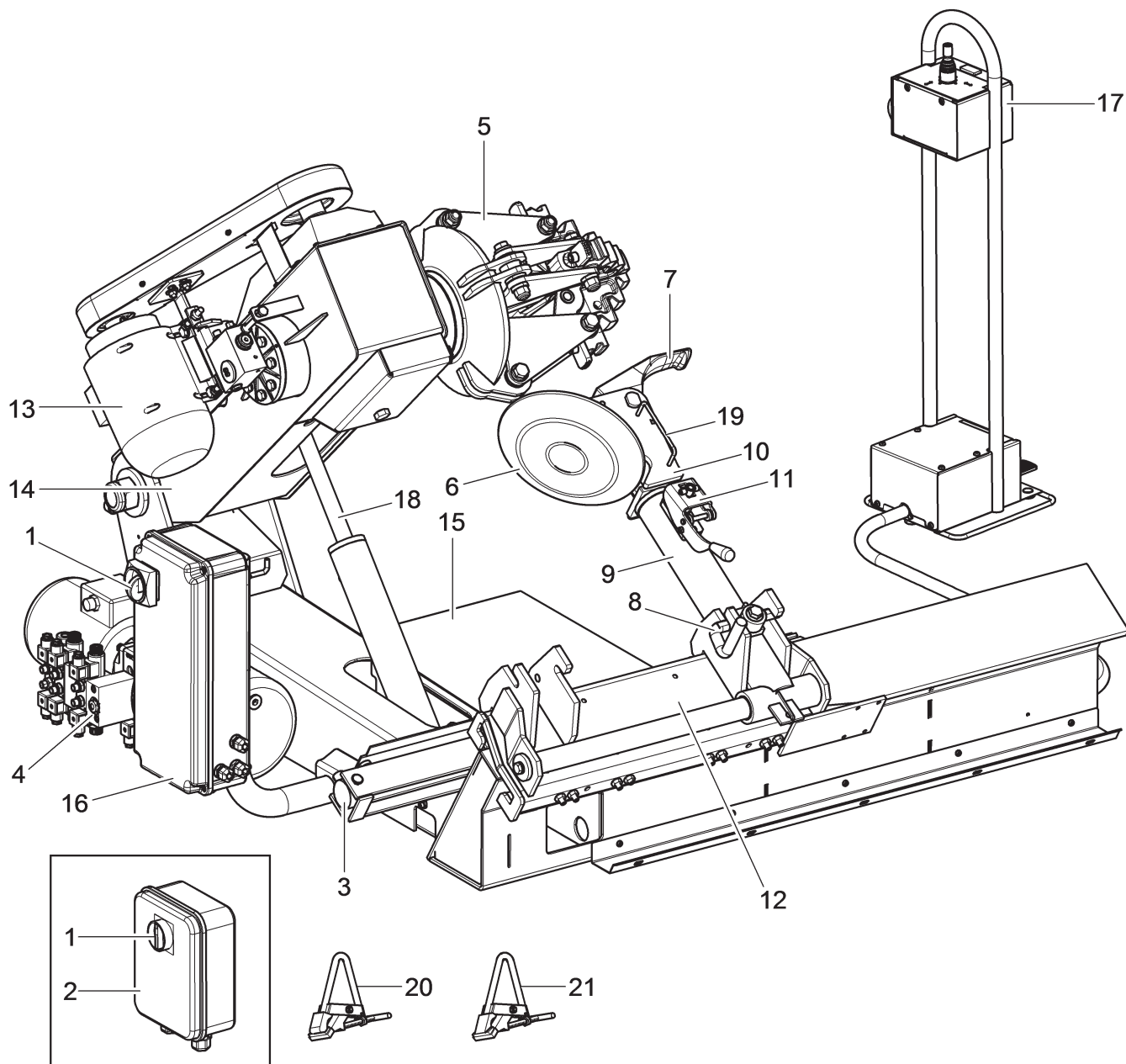
TRANSLATION FROM THE
ORIGINAL INSTRUCTIONS

For spare parts drawings refer to “LIST OF COMPONENTS” section.

- For any further information please contact your local dealer.

SUMMARY

SYMBOLS USED IN THE MANUAL	4	12.1 Precaution measures during tyre removal and fitting	15
1.0 GENERAL INTRODUCTION	7	12.2 Preliminary operations	15
1.1 Introduction	7	12.3 Preparing the wheel	16
2.0 INTENDED USE	7	12.4 Wheel clamping	16
2.1 Training of personnel	7	12.5 Functioning of tool holder arm	17
3.0 SAFETY DEVICES	8	12.5.1 Tools rotation	18
3.1 Residual risks	9	12.6 Tubeless tyres	19
4.0 GENERAL SAFETY RULES	9	12.6.1 Bead breaking	19
5.0 PACKING AND MOBILIZATION FOR TRANSPORT	10	12.6.2 Demounting	20
6.0 UNPACKING	10	12.6.3 Mounting	21
7.0 MOBILIZATION	11	12.7 Tyres with inner tube	23
8.0 WORKING ENVIRONMENT CONDITIONS	11	12.7.1 Bead breaking	23
8.1 Working position	11	12.7.2 Demounting	24
8.2 Installation space	11	12.7.3 Mounting	25
8.3 Lighting	12	12.8 Wheels with bead wire	27
9.0 MACHINE ASSEMBLY	12	12.8.1 Beading and demounting	27
9.1 Anchoring system	12	12.8.2 Mounting	29
9.2 Fixtures contained in the packing	12	13.0 ROUTINE MAINTENANCE	30
10.0 ELECTRICAL CONNECTIONS	13	14.0 TROUBLESHOOTING TABLE	32
10.1 Oil check on oil-pressure power unit	13	15.0 TECHNICAL DATA	33
10.2 Check of motor rotation direction	14	15.1 Technical data	33
10.3 Electrical checks	14	15.2 Dimensions	34
11.0 CONTROLS	15	16.0 STORING	35
11.1 Control device	15	17.0 SCRAPPING	35
12.0 USING THE MACHINE	15	18.0 REGISTRATION PLATE DATA	35
		19.0 FUNCTIONAL DIAGRAMS	35
		Table A - Electric scheme (11EI)	36
		Table B - Electric scheme (11EIS)	42
		Table C - Hydraulic scheme	44

FIG. 1**KEY**

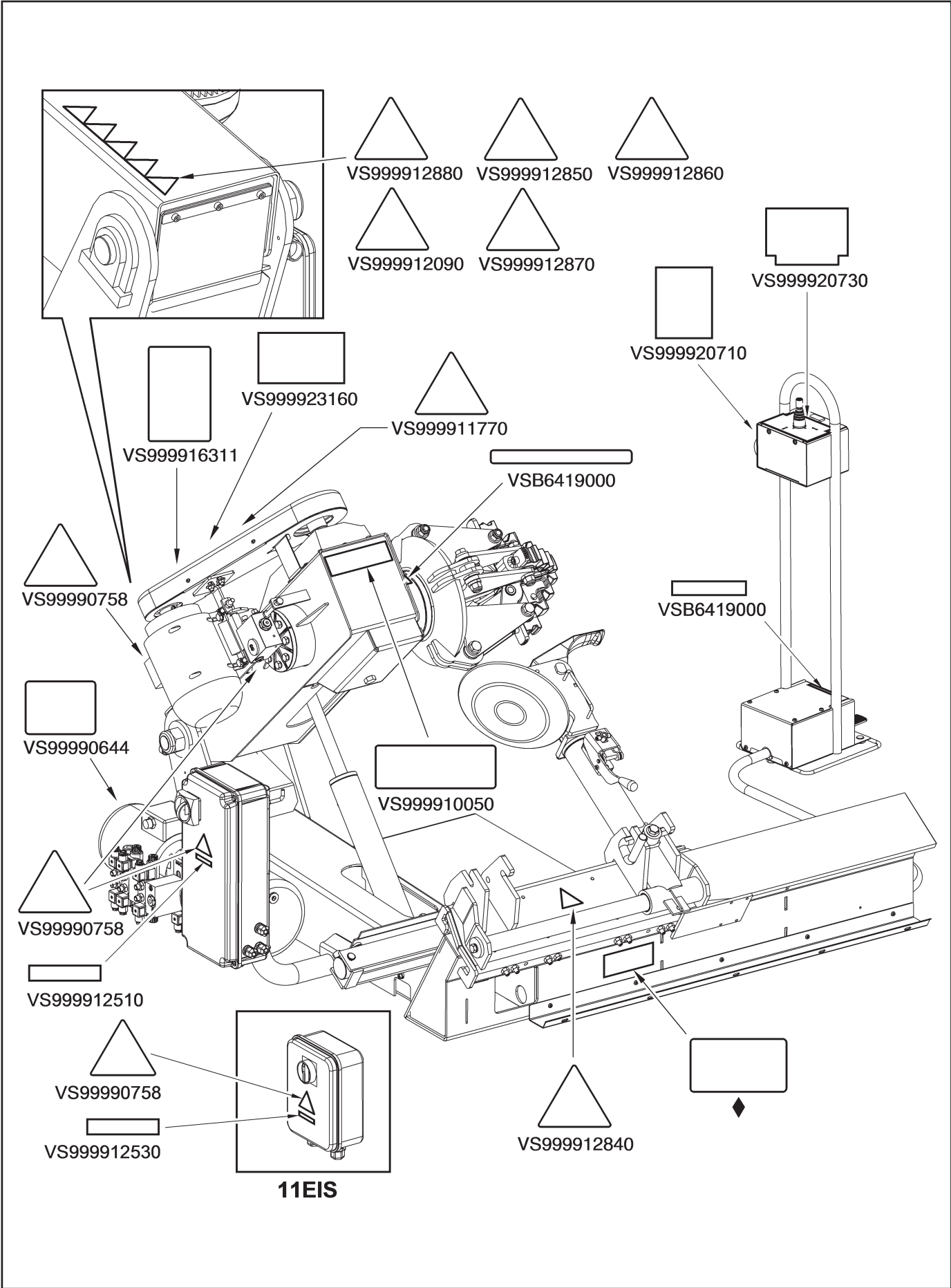
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|---|---|
| 1 - Main switch | 12 - Tools carriage |
| 2 - Electric panel
(only for 11EIS models) | 13 - Mandrel rotation motor |
| 3 - Tools carriage translation cylinder | 14 - Mandrel arm |
| 4 - Hydraulic power unit | 15 - Movable footboard |
| 5 - Self-centring chuck | 16 - Electric panel (only for 11EI model) |
| 6 - Bead breaking disc | 17 - Control unit |
| 7 - Tool | 18 - Mandrel arm cylinder |
| 8 - Coupling lever | 19 - Tools unit lifting handle |
| 9 - Tool holder arm | 20 - VSG90A6 (optional) - Clamp for alloy rims |
| 10 - Tools unit | 21 - VSG108A25 (optional) - Clamp for earth-
moving wheels |
| 11 - Quick fit tool | |

SYMBOLS USED IN THE MANUAL

Symbols	Description
	Read instruction manual.
	Wear work gloves.
	Wear work shoes.
	Wear safety goggles.
	Mandatory. Operations or jobs to be performed compulsorily.
	Warning. Be particularly careful (possible material damages).
	Danger! Be particularly careful.

Symbols	Description
	Note. Indication and/or useful information.
	Move with fork lift truck or pallet truck.
	Lift from above.
	Technical assistance necessary. Do not perform any intervention.
	Caution: hanging loads.
	Danger: tyres could drop.
	Risk of crushing and collisions (tools holder shaft).

PLATES LOCATION ON MACHINE INFORMATION TABLE



Code numbers of plates

VS99990758	<i>Electricity danger plate</i>
VS99990644	<i>Mandrel rotation index plate</i>
VS999910050	<i>Protection device use plate</i>
VS999911770	<i>Unit move indicating plate</i>
VS999912090	<i>Tyres fall danger plate</i>
VS999912530	<i>Single-phase voltage plate (only for 11EIS models)</i>
VS999912510	<i>220/60/3 voltage table (only for 11EI model)</i>
VS999912840	<i>Danger plate 1</i>
VS999912850	<i>Danger plate 2</i>
VS999912860	<i>Danger plate 3</i>
VS999912870	<i>Danger plate 4</i>
VS999912880	<i>Danger plate 5</i>
VS999916311	<i>Rubbish skip label</i>
VS999920730	<i>Controls plate</i>
VS999920710	<i>Mandrel open/close plate</i>
VS999923160	<i>Warning Prop 65 plate</i>
VSB6419000	<i>Rotation plate</i>
•	<i>Serial number plate</i>
*	<i>Machine nameplate</i>
♦	<i>Manufacturer plate</i>



IF ONE OR MORE PLATES DISAPPEAR FROM THE MACHINE OR BECOMES DIFFICULT TO READ. REPLACE IT AND QUOTE ITS/THEIR CODE NUMBER/S WHEN REORDERING.



SOME OF THE PICTURES PRESENT IN THIS MANUAL HAVE BEEN OBTAINED FROM PICTURES OF PROTOTYPES, THEREFORE THE STANDARD PRODUCTION MACHINES AND ACCESSORIES CAN BE DIFFERENT IN SOME COMPONENTS.

1.0 GENERAL INTRODUCTION

This manual is an integral part of the product and must be retained for the whole operating life of the machine.

Carefully study the warnings and instructions contained in this manual. It contains important instructions regarding **FUNCTIONING, SAFE USE and MAINTENANCE.**



KEEP THE MANUAL IN A KNOWN, EASILY ACCESSIBLE PLACE FOR ALL ACCESSORY OPERATORS TO CONSULT IT WHENEVER IN DOUBT.



THE MANUFACTURER DISCLAIMS ALL RESPONSIBILITY FOR ANY DAMAGE OCCURRED WHEN THE INDICATIONS GIVEN IN THIS MANUAL ARE NOT RESPECTED: AS A MATTER OF FACT, THE NON-COMPLIANCE WITH SUCH INDICATIONS MIGHT LEAD TO EVEN SERIOUS DANGERS.

1.1 Introduction

Thank you for preferring this electro-hydraulic tyre changer. We feel sure you will not regret your decision. The machine has been designed for use in professional workshops and in particular it stands out for its reliability, safe and rapid operation: with just a small degree of maintenance and care, this will give you many years of trouble-free service and lots of satisfaction. This manual contains all operating instructions and details on how to service and use the machine correctly.

2.0 INTENDED USE

The machines described in this manual are tyre changers with electro-hydraulic working, to be used only for the mounting and demounting of any type of wheel with whole rim (with groove and bead wire), with maximum dimensions of 1640 mm/64" and maximum weight of 1500 kg. The machines are NOT to be used for tyre inflation.



THESE MACHINES MUST ONLY BE USED FOR THE PURPOSE FOR WHICH THEY ARE SPECIFICALLY DESIGNED. ANY OTHER USE IS CONSIDERED IMPROPER AND THEREFORE UN-ACCEPTABLE.



THE MANUFACTURER CANNOT BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED BY IMPROPER, ERRONEOUS, OR UNACCEPTABLE USE.



AN INTENSIVE USE OF THE EQUIPMENT IN INDUSTRIAL ENVIRONMENT IS NOT RECOMMENDED.

2.1 Training of personnel

The machine may be operated only by suitably trained and authorized personnel.

Given the complexity of the operations necessary to manage the machine and to carry out the operations safely and efficiently, the personnel must be trained in such a way that they learn all the information necessary to operate the machine as intended by the manufacturer.



A CAREFUL READING OF THIS INSTRUCTION MANUAL FOR USE AND MAINTENANCE AND A SHORT PERIOD OF TRAINING WITH SKILLED PERSONNEL CAN BE AN ENOUGH PREVENTIVE PREPARATION.

3.0 SAFETY DEVICES



PERIODICALLY, AT LEAST MONTHLY, CHECK THE INTEGRITY AND THE FUNCTIONALITY OF THE SAFETY AND PROTECTION DEVICES ON THE MACHINE.

All the machines are equipped with:

- “man-operated” controls (immediate stop of operation when the control is released).
- **Controls logic disposition**
To prevent the operator from making dangerous mistakes.
- Thermal magnetic switch on the supply line of the oil-pressure power unit motor: avoids the motor overheating in case of intensive use.



NO MODIFICATION OR CALIBRATION OF THE OPERATING PRESSURE OF THE MAXIMUM PRESSURE VALVE OR OF THE HYDRAULIC CIRCUIT PRESSURE LIMITER IS PERMITTED.

- Maximum pressure valve on oil-pressure pump delivery, in order to protect the whole line from overpressures caused by accidental overloads;
- controlled check valves on:
 - opening of clamping unit jaws,
Such valves are installed to avoid that accidental oil leakages provoke unwelcome jaws movements (and as a consequence the fall of the wheel).
- Fuses on the electric supply line of the clamping unit motor,
- Automatic power supply disconnection with the opening of the electric panel.
- **Fixed guards and shelters**
The machine is fitted with a number of fixed guards intended to prevent potential crushing, cutting and compression risks. These protections have been realized after risks evaluation and after all machine operative situations have been considered. These protections can be located in the figure below.

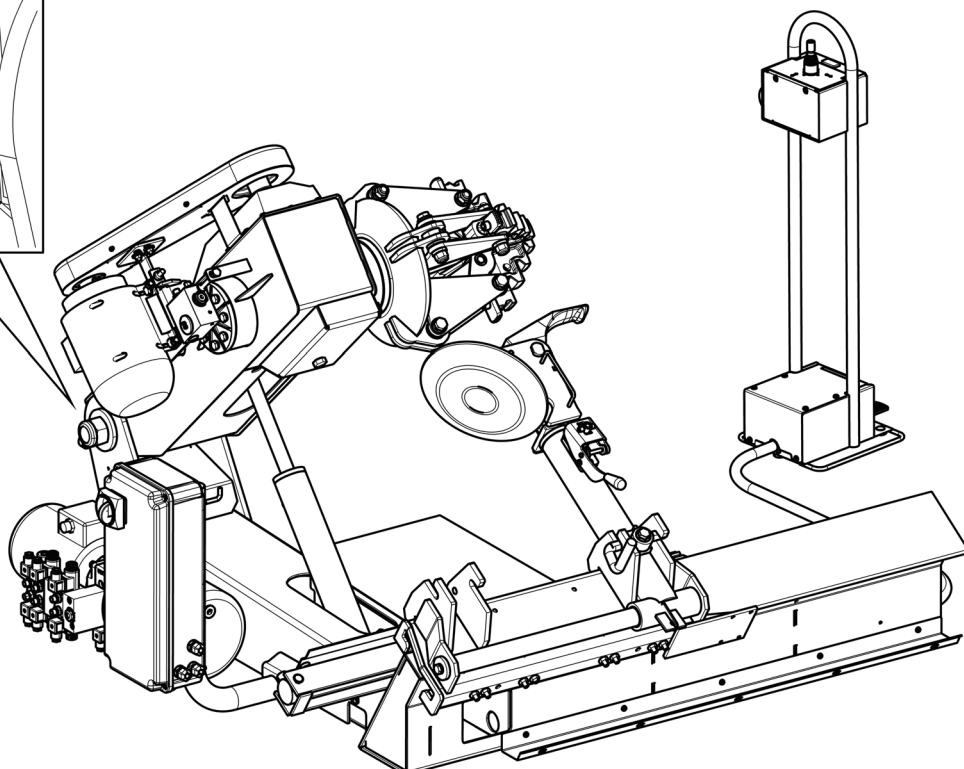
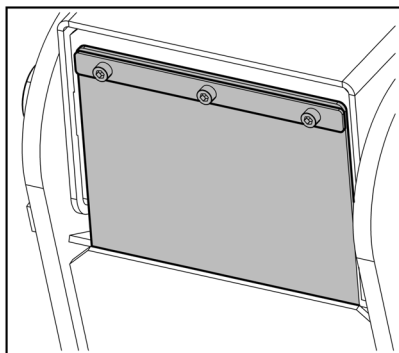


Fig. 2

3.1 Residual risks

The machine was subjected to a complete analysis of risks according to reference standard EN ISO 12100. Risks are as reduced as possible in relation with technology and product functionality.

Possible residual risks have been emphasized through pictorial representations and warnings which placing is indicated in "PLATE POSITIONING TABLE" at page 5.

4.0 GENERAL SAFETY RULES



- Any tampering with or modification to the machine not previously authorized by the manufacturer exempts the latter from all responsibility for damage caused by or derived from said actions.
- Removing of or tampering with the safety devices or with the warning signals placed on the machine leads to serious dangers and represents a transgression of European safety rules.
- Use of the machine is only permitted in places free from **explosion** or **fire** hazard and in **dry places under cover**.
- Original spare parts and accessories should be used.

	THE MANUFACTURER DENIES ANY RESPONSIBILITY IN CASE OF DAMAGES CAUSED BY UNAUTHORIZED MODIFICATIONS OR BY THE USE OF NON ORIGINAL COMPONENTS OR EQUIPMENT.
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- Installation must be conducted only by qualified personnel exactly according to the instructions that are given below.
- Ensure that there are no dangerous situations during the machine operating manoeuvres. Immediately stop the machine if it miss-functions and contact the assistance service of an authorized dealer.
- In emergency situations and before carrying out any maintenance or repairs, disconnect all supplies to the machine by using the main switch.
- The machine electrical supply system must be equipped with an appropriate earthing, to which the yellow-green machine protection wire must be connected.
- Ensure that the work area around the machine is free of potentially dangerous objects and that there is no oil since this could damage the tyre. Oil on the floor is also a potential danger for the operator.



OPERATORS MUST WEAR SUITABLE WORK CLOTHES, PROTECTIVE GLASSES AND GLOVES, AGAINST THE DANGER FROM THE SPRAYING OF DANGEROUS DUST, AND POSSIBLY LOWER BACK SUPPORTS FOR THE LIFTING OF HEAVY PARTS. DANGLING OBJECTS LIKE BRACELETS MUST NOT BE WORN, AND LONG HAIR MUST BE TIED UP. FOOTWEAR SHOULD BE ADEQUATE FOR THE TYPE OF OPERATIONS TO BE CARRIED OUT.

- The machine handles and operating grips must be kept clean and free from oil.
- The workshop must be kept clean, dry and not exposed to atmospheric agents. Make sure that the working premises are properly lit. The machine can be operated by a single operator. Unauthorized personnel must remain outside the working area, as shown in **Fig. 5**. Avoid any hazardous situations. Do not use air-operated or electrical equipment when the shop is damp or the floor slippery and do not expose such tools to atmospheric agents.
- When operating and servicing this machine, carefully follow all applicable safety and accident-prevention precautions. The machine must not be operated by professionally unskilled persons.



THE MACHINE OPERATES WITH PRESSURIZED HYDRAULIC FLUID. MAKE SURE EVERY COMPONENT OF THE HYDRAULIC CIRCUIT IS ALWAYS PROPERLY LOCKED, ANY PRESSURIZED LEAKS MAY CAUSE SERIOUS INJURIES OR WOUNDS.



IN CASE OF A CHANCE SUPPLY FAILURE (WHETHER ELECTRICITY OR COMPRESSED AIR), MOVE THE CONTROLS TO THE NEUTRAL POSITION.

5.0 PACKING AND MOBILIZATION FOR TRANSPORT

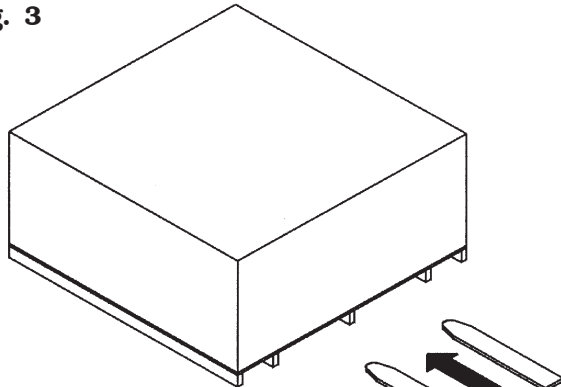


HAVE THE MACHINE HANDLED BY SKILLED PERSONNEL ONLY.

THE LIFTING EQUIPMENT MUST WITHSTAND A MINIMUM RATED LOAD EQUAL TO THE WEIGHT OF THE PACKED MACHINE (SEE PARAGRAPH "TECHNICAL SPECIFICATIONS").

The machine is packed completely assembled. The displacement must be performed through adequate lifting device (pallet truck or fork lift truck). Lift the packaging as indicated in **Fig. 3** (forks introduced in the middle to ensure a correct loads distribution).

Fig. 3



6.0 UNPACKING



DURING UNPACKING, ALWAYS WEAR GLOVES TO PREVENT ANY INJURY CAUSED BY CONTACT WITH PACKAGING MATERIAL (NAILS, ETC.).

The cardboard box is supported with plastic strapping. Cut the strapping with suitable scissors. Use a small knife to cut along the lateral axis of the box and open it like a fan.

It is also possible to unnailed the cardboard box from the pallet it is fixed to. After removing the packing, and in the case of the machine packed fully assembled, check that the machine is complete and that there is no visible damage.

If in doubt **do not use the machine** and refer to professionally qualified personnel (to the seller).

The packing (plastic bags, expanded polystyrene, nails, screws, timber, etc.) should not be left within reach of children since it is potentially dangerous. These materials should be deposited in the relevant collection points if they are pollutants or non biodegradable.



THE BOX CONTAINING THE FIXTURES IS CONTAINED IN THE WRAPPING. DO NOT THROW IT AWAY WITH THE PACKING.

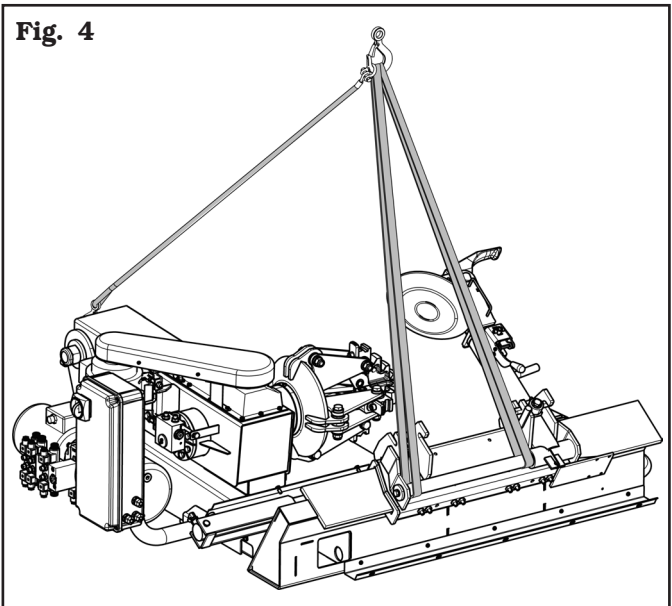
7.0 MOBILIZATION

If the machine has to be moved.

THE LIFTING EQUIPMENT MUST WITHSTAND A MINIMUM RATED LOAD EQUAL TO THE WEIGHT OF THE MACHINE (SEE PARAGRAPH TECHNICAL SPECIFICATIONS). DO NOT ALLOW THE LIFTED MACHINE TO SWING.

If the machine has to be moved from its normal work post, the movement must be conducted following the instructions listed below.

- Protect the exposed corners with suitable material (Pluribol/cardboard).
- Do not use metallic cables for lifting.
- Move the mandrel to completely lowered position and in the centre of the machine in order to ensure a correct load balancing.
- Move the tool carriage to limit switch towards the mandrel.
- Disconnect all machine power supply sources.
- Sling with three sufficiently long belts (300 cm at least) and with capacity load at least equal to machine weight (see **Fig. 4**).
- Lift and transport with suitable device with adequate dimensions.



8.0 WORKING ENVIRONMENT CONDITIONS

The machine must be operated under proper conditions as follows:

- temperature: 0° + 55° C
- relative humidity: 30 - 95% (dew-free)
- atmospheric pressure: 860 - 1060 hPa (mbar).

The use of the machine in ambient conditions other than those specified above is only allowed after prior agreement with and approval of the manufacturer.

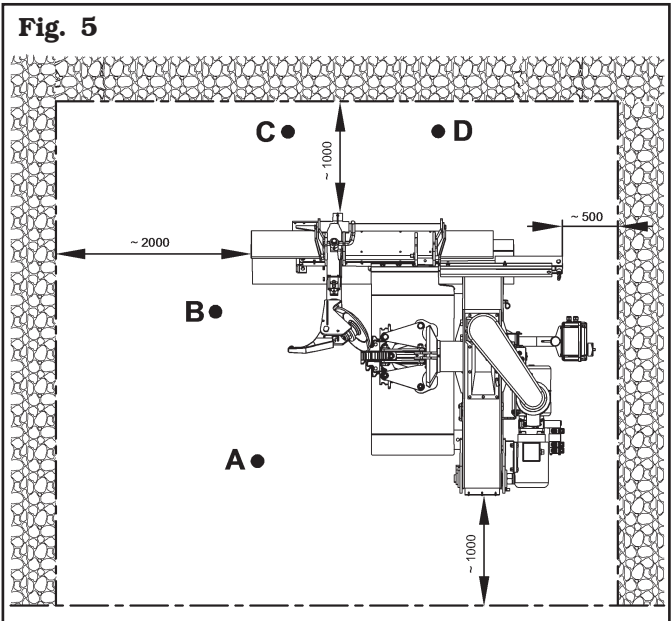
8.1 Working position

In **Fig. 5** it's possible to define working positions **A**, **B**, **C**, **D**, which will be referred to in the description of machine operative phases.

Positions **A** and **B** must be considered as main positions for tyre mounting and demounting and for wheel clamping on the mandrel, while positions **C** and **D** are the best positions to follow tyre bead breaking and demounting operations.

Working in these positions allows better precision and speed during operating phases as well as greater safety for the operator.

8.2 Installation space



INSTALL THE MACHINE INDOORS OR IN A ROOFED AREA. PLACE OF INSTALLATION MUST BE DRY, ADEQUATELY LIT AND IN COMPLIANCE WITH APPLICABLE SAFETY REGULATIONS.

The location of the machine requires a usable space as indicated in **Fig. 5**. The positioning of the machine must be according to the distances shown. From the control position the operator is able to observe all the machine and surrounding area. He must prevent unauthorized personnel or objects that could be dangerous from entering the area.

The machine must be fixed on a flat floor surface, preferably of cement or tiled. Avoid yielding or irregular surfaces.

The base floor must be able to support the loads transmitted during operation. This surface must have a capacity load of at least 500 kg/m².

The depth of the solid floor must be sufficient to guarantee that the anchoring bolts hold.

8.3 Lighting

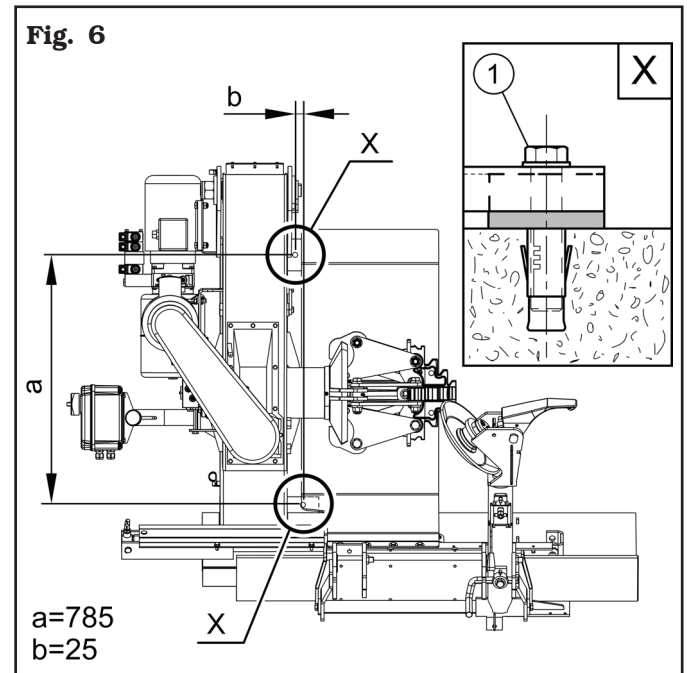
The machine does not require its own lighting for normal working operations. However, it must be placed in an adequately lit environment.

For correct lighting, use lamps having total power 800/1200 Watt as envisaged by UNI 10380.

9.0 MACHINE ASSEMBLY

9.1 Anchoring system

The packed machine is fixed to the support pallet through the holes prearranged on the frame. Such holes can be used also to fix the machine to the ground, through floor anchor small blocks (excluded from supply). Before carrying out the definitive fixing, check that all the anchor points are laid down flat and correctly in contact with the fixing surface itself. If not so, insert shimming profiles between the machine and the fixing lower surface, as indicated in **Fig. 6**.



- Execute 2 holes with 12 mm diameter on the floor by the holes on the bottom floor;
- insert the small blocks (excluded from supply) into the holes;
- fix the machine to the ground with 2 M12x120 mm screws (excluded from supply) (**Fig. 6 ref. 1**) (or with 2 12x80 mm stud bolts (excluded from supply)). Tighten the screws with an approximate tightening torque of 70 Nm.

9.2 Fixtures contained in the packing

The packing case contains also the fixtures box. Check that all the parts listed are there.

Code	Description	N.
VSG800A37	Mounting grease	1
VSG108A16	Brush	1
VSG108A2	Alloy rim protection	1
VSG108A3	Lever with head "C"	1

10.0 ELECTRICAL CONNECTIONS

EVEN THE TINIEST PROCEDURE OF AN ELECTRICAL NATURE MUST BE CARRIED OUT BY PROFESSIONALLY QUALIFIED STAFF.

BEFORE CONNECTING THE MACHINE MAKE SURE THAT:

- **THE MAIN POWER RATING CORRESPONDS TO THE MACHINE RATING AS SHOWN ON THE MACHINE PLATE;**
- **ALL MAIN POWER COMPONENTS ARE IN GOOD CONDITION;**
- **THE ELECTRICAL SYSTEM IS PROPERLY GROUNDED (GROUND WIRE MUST BE THE SAME CROSS-SECTION AREA AS THE LARGEST POWER SUPPLY CABLES OR GREATER);**
- **MAKE SURE THAT THE ELECTRICAL SYSTEM FEATURES A CUTOUT WITH DIFFERENTIAL PROTECTION SET AT 30 mA.**

As envisaged by the regulations in force, the machine is not equipped with a master circuit breaker, but simply has a plug-socket connection to the electrical mains. The machine is supplied with a cable. A plug corresponding to the following requirements must be connected to the cable:

MACHINE	VOLTAGE	PHASE	FREQUENCY	AMP
11EI	220V/380V	3ph	60Hz	25A/20A
11EIS	220V	1ph	60Hz	25A

On delivery, the machine is preset to operate at a voltage of 220V/380V - 60Hz three-phase (only for 11EI model) or with a monophasic voltage of 220V - 60Hz (only for 11EIS models).

FIT A TYPE-APPROVED (AS REPORTED BEFORE) PLUG TO THE MACHINE CABLE (THE GROUND WIRE IS YELLOW/GREEN AND MUST NEVER BE CONNECTED TO ONE OF THE TWO PHASE LEADS).

MAKE SURE THAT THE ELECTRICAL SYSTEM IS COMPATIBLE WITH THE RATED POWER ABSORPTION SPECIFIED IN THIS MANUAL AND APT TO ENSURE THAT VOLTAGE DROP UNDER FULL LOAD WILL NOT EXCEED 4% OF RATED VOLTAGE (10% UPON START-UP).

IN CASE OF A CHANCE SUPPLY FAILURE, AND/OR BEFORE ANY POWER SUPPLY CONNECTIONS, MOVE THE PEDALS TO THE NEUTRAL POSITION.

10.1 Oil check on oil-pressure power unit

THE OIL-PRESSURE POWER UNIT IS DELIVERED WITHOUT HYDRAULIC OIL, THEREFORE MAKE SURE THE TANK PROVIDED IS FILLED WITH AN APPROXIMATE AMOUNT OF OIL OF 4 LITRES, ALWAYS BEING CAREFUL NOT TO SPILL IT OUTSIDE THE TANK. USE HYDRAULIC OIL WITH A VISCOSITY DEGREE APPROPRIATE TO THE AVERAGE TEMPERATURES IN THE INSTALLATION COUNTRY AND IN PARTICULAR:

- **VISCOSITY 32 (FOR COUNTRIES WITH ROOM TEMPERATURE FROM 0 TO 30 DEGREES);**
- **VISCOSITY 46 (FOR COUNTRIES WITH ROOM TEMPERATURE ABOVE 30 DEGREES).**

10.2 Check of motor rotation direction

Once the last electrical connection has been terminated, power the machine with the main switch.

Make sure the motor of the hydraulic power unit rotates in the direction indicated by the arrow (**Fig. 7 ref. B**) visible on the electric motor cap.

If rotation should occur in the opposite direction, the machine must be immediately stopped and phase inversion must be executed inside the plug connection in order to reset the correct rotation direction.



FAILURE TO OBSERVE THE ABOVE INSTRUCTIONS WILL IMMEDIATELY INVALIDATE THE WARRANTY.

10.3 Electrical checks



BEFORE STARTING UP THE TYRE-CHANGER, BE SURE TO BECOME FAMILIAR WITH THE LOCATION AND OPERATION OF ALL CONTROLS AND CHECK THEIR PROPER OPERATION (SEE PAR. "CONTROLS").



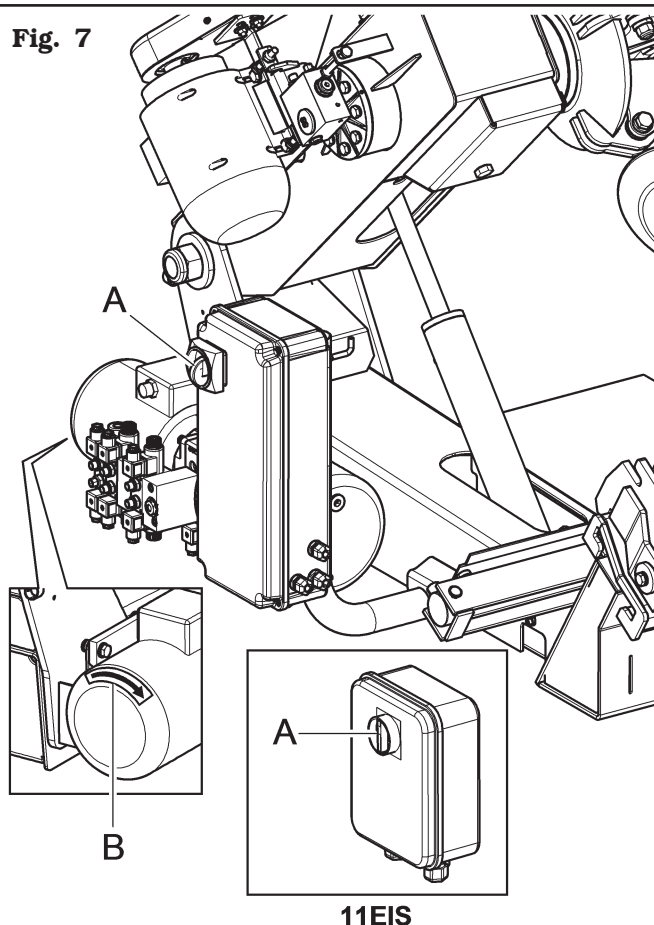
CARRY OUT A DAILY CHECK OF MAINTAINED-TYPE CONTROLS CORRECT FUNCTIONING, BEFORE STARTING MACHINE OPERATION.

Once the plug/socket connection has been made, turn on the machine using the master switch (**Fig. 7 ref. A**).



ONCE THE ASSEMBLY OPERATIONS HAVE BEEN ENDED, CHECK ALL MACHINE FUNCTIONS.

Fig. 7



KEY

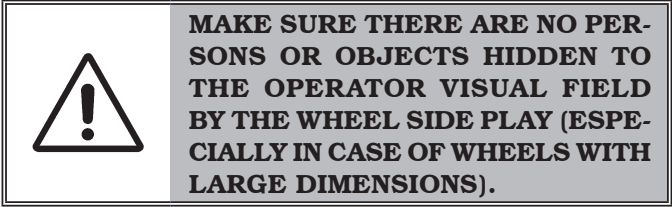
A – Main switch

B – Rotation direction of power unit motor

11.0 CONTROLS

11.1 Control device

The ground control unit (**Fig. 8**) can be moved according to the positioning necessities of the operator. The operator should place the control in a zone free from obstacles in order to see clearly and completely the operative zone.



The “lever **A**” has four maintained control operative positions:

- Lever rightwards or leftwards, operates respectively the tool holder carriage shifting rightwards or leftwards.
- Lever upwards or downwards: it operates respectively the rising and the lowering of the mandrel holding arm.

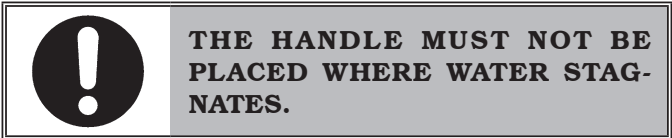
“Push button **B**” has a maintained control position, and once it is pressed, it operates the self-centring chuck opening.

“Push button **C**” has a maintained control position, and once it is pressed, it operates the self-centring chuck closing.

The “pedals **D**” operate the cw and ccw mandrel rotation.

The “push button **E**” operates the leftwards repositioning on the carriage.

The “push button **F**” operates the leftwards repositioning on the carriage.



12.0 USING THE MACHINE

12.1 Precaution measures during tyre removal and fitting



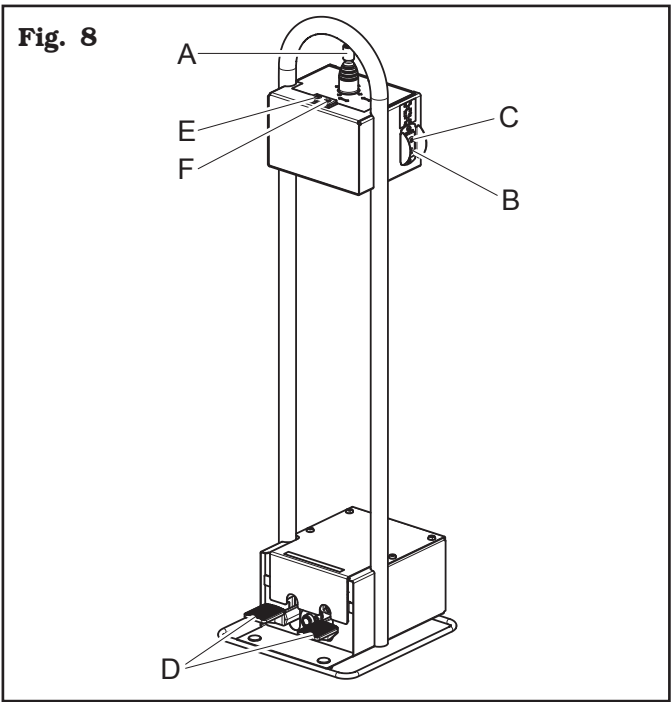
Before fitting a tyre, observe the following safety rules:

- always use clean, dry and in good condition rims and tyres; in particular, if necessary, clean the rims after all the balancing weights (as well as the adhesive weights on the inner side) have been removed, and make sure that:
 - neither the bead nor the tread of the tyre are damaged;
 - the rim does not produce dents and/or deformation (especially for alloy rims, dents can cause internal micro-fractures, that pass unobserved at visual inspection, and can compromise the solidity of the rim and constitute danger even during inflation);
- adequately lubricate the contact surface of rim and tyre bead, using specific tyre lubricants only;
- replace the inner tube valve with a new valve, if the tyre tube has a metal valve, replace the grommet;
- make sure that the tyre is the right size for the rim; on the contrary, never fit a tyre unless you are sure it is of the right size (the rated size of the rim and tyre is usually printed directly on each of them);
- do not use compressed air or water jets to clean the wheels on the machine.

12.2 Preliminary operations

In view of the tyre changer structure and of its intended use, the operator must work with wheels with large diameter (up to 1640 mm) and with remarkable weight (up to 1500 kg).

The utmost care while moving the wheels is recommended: make use of other operators, properly trained and with suitable clothes.



12.3 Preparing the wheel

- Remove the wheel balancing weights from both sides of the wheel.



REMOVE THE VALVE STEM AND ALLOW THE TYRE TO COMPLETELY DEFLATE.

- Establish from which side the tyre should be de-mounted, checking the position of the groove.
- Find the rim locking type.

12.4 Wheel clamping



FOR WHAT CONCERNS THE DIMENSIONS AND WEIGHT OF THE WHEEL TO BE LOCKED, MAKE USE OF A SECOND OPERATOR WHO MUST HOLD THE WHEEL INTO VERTICAL POSITION, IN ORDER TO ENSURE SAFE OPERATIVE CONDITIONS.



WHEN HANDLING WHEELS WEIGHING MORE THAN 500 KG A FORK-LIFT TRUCK OR A CRANE SHOULD BE USED.



MAKE SURE THAT RIM CLAMPING IS DONE PROPERLY AND THAT THE GRIP IS SAFE, TO PREVENT THE WHEEL FROM FALLING DURING MOUNTING OR REMOVAL OPERATIONS.



DO NOT CHANGE THE SET OPERATING PRESSURE VALUE BY MEANS OF THE MAXIMUM PRESSURE VALVES. THE MANUFACTURER SHALL NOT BE RESPONSIBLE FOR INJURY OR DAMAGE ARISING FROM UNAUTHORIZED CHANGES.

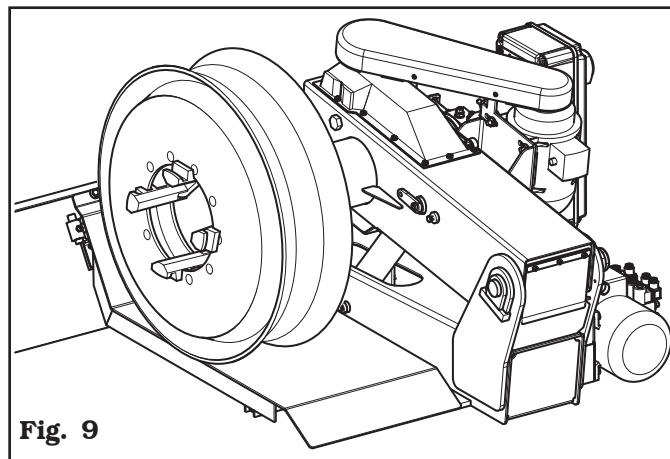


Fig. 9

Clamping on the central hole

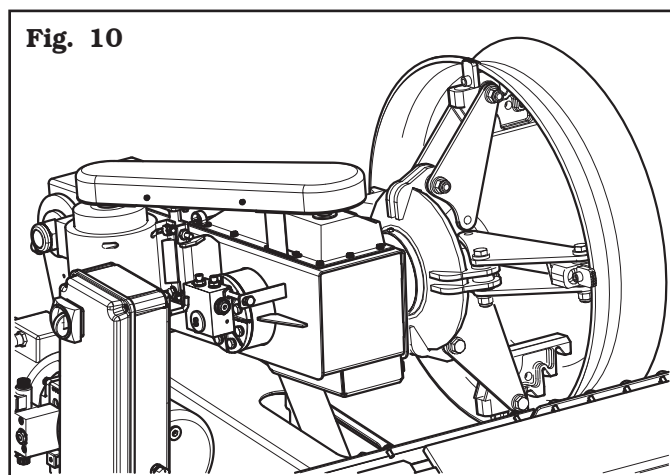


Fig. 10

Clamping on bead seat



OPENING/CLOSING MOVEMENT OF THE SELF-CENTRING MANDREL CAN GENERATE DANGER OF SQUASHING, CUTTING, COMpressing. DURING WHEEL LOCKING/UNLOCKING PHASE, AVOID THAT PARTS OF HUMAN BODY COME INTO CONTACT WITH MOVING PARTS OF THE MACHINE.

All wheels must be clamped from the inside.



CLAMPING ON THE CENTRAL FLANGE IS ALWAYS SAFEST.



FOR WHEELS WITH GROOVED RIMS SECURE THE WHEEL SO THAT THE GROOVE IS FACING OUTWARDS COMPARED TO THE MANDREL.

If it is not possible to clamp the rim in the hole of the disc, clamp on the bead seat close to the disc.



TO SECURE WHEELS WITH ALLOY RIMS ADDITIONAL PROTECTIVE JAWS ARE AVAILABLE. THEY ALLOW YOU TO WORK ON THE RIMS WITHOUT DAMAGING THEM. THE PROTECTIVE JAWS ARE FITTED ONTO THE MANDREL'S NORMAL JAWS BY MEANS OF A BAYONET CONNECTION.

To clamp the wheel proceed as follows:

- Manually move the tool holder arm to "off-work" position (**Fig. 12 ref. 1**);
- Move the movable footboard (**Fig. 1 ref. 15**) outside. Make the wheel rotate on the same footboard;
- Place the lock mandrel (**Fig. 1 ref. 5**) approximately in the centre of the wheel; move the footboard towards the mandrel and centre the wheel on it, in the most suitable position using the corresponding control levers;
- Adjust the opening of the self-centring unit through the corresponding control (**Fig. 8 ref. B**) according to the type of rim to be locked;
- Lock the rim with the lock mandrel (**Fig. 1 ref. 5**);
- Make sure the rim is always correctly locked and centred, and the wheel is lifted from the machine platform, in order to prevent the rim from slipping in the following operations.



KEEP ON OPERATING RIM CLAMPING CONTROL, UNTIL REACHING THE MAXIMUM OPERATING PRESSURE (150 BAR), WHICH CAN BE CHECKED THROUGH THE PRE-ARRANGED PRESSURE GAUGE.

To avoid damages or scratches on light alloy rims, the special jaws should be used.



AFTER COMPLETION OF TYRE MOUNT/DEMOUNT OPERATIONS DO NOT LEAVE THE WHEEL CLAMPED ON THE SELF-CENTRING CHUCK AND NEVER LEAVE IT UNATTENDED ANYWAY.

12.5 Functioning of tool holder arm

During the working phases, the tool holder arm can maintain two firm positions, that is:

- "Working" position;
- "Out of work" position.

In "working" position (**Fig. 11 ref. 1**) the tool holder arm is lowered towards the mandrel and from this position it executes the various tyre bead breaking, demounting and mounting operations.

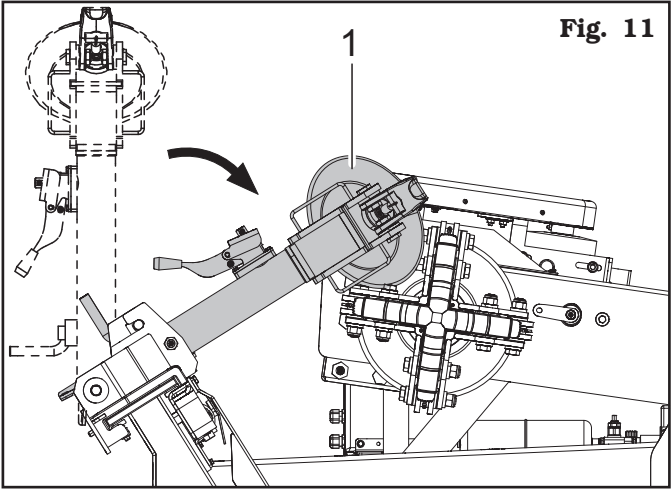


Fig. 11

In "out of work" position (**Fig. 12 ref. 1**): the tool holder arm is in vertical position and has to be brought in this position every time it is not in use and in order to be shifted from one tyre side to another, during the different working phases.

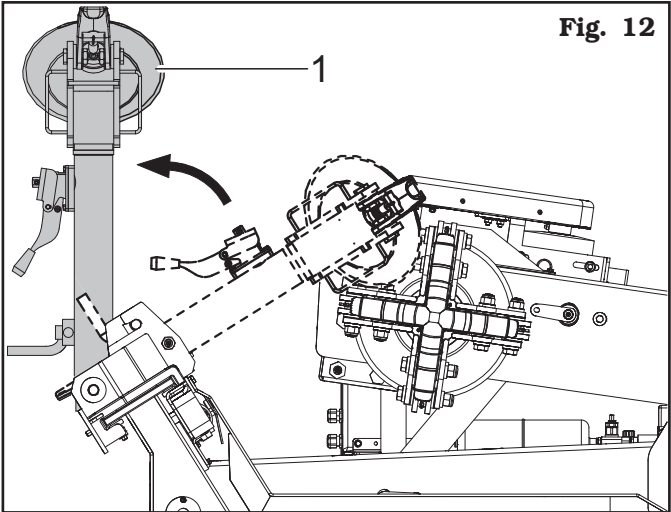


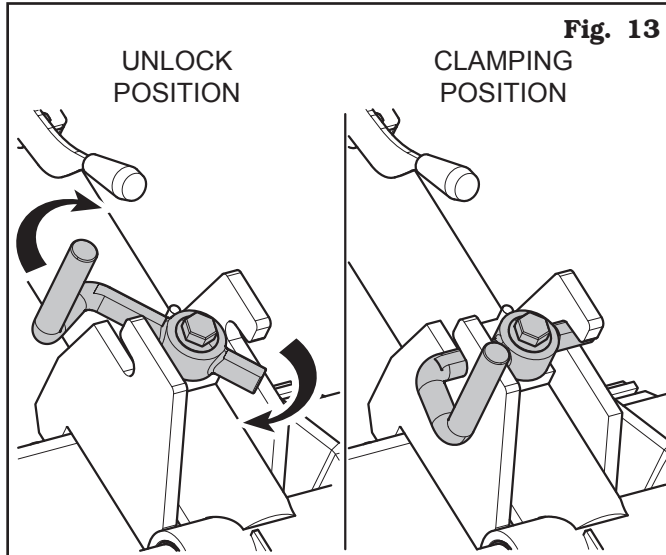
Fig. 12

The tool holder arm, shifts from "off-work" position to "working" position and vice versa manually.



IN WORKING POSITION, THE COUPLING LEVER (FIG. 1 REF. 8) MUST BE CORRECTLY HOOKED TO THE TOOL CARRIAGE CLAMPING PROFILES (SEE FIG. 13).

When the tool holder arm is in “off-work” position, it can be laterally shifted in manual mode in one of the two pre-set positions on the carriage, so that it can better positioned (according to the operations to be performed afterwards) before it reaches “working” position again.



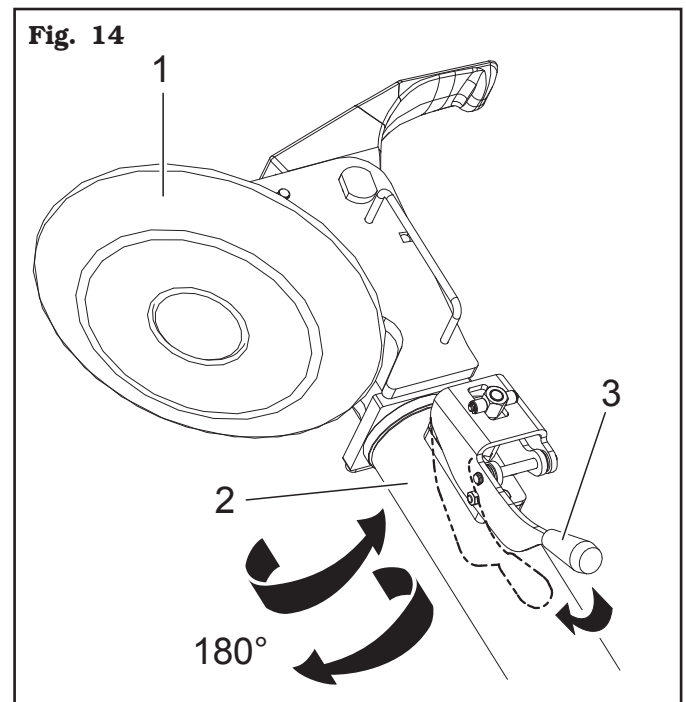
12.5.1 Tools rotation



**THE FOLLOWING OPERATIONS
MUST BE CARRIED OUT WITH
THE TOOLS HEAD IN “OFF-WORK”
POSITION.**

The machine is equipped with a Quick-fit tool, remarkably facilitating the tools unit rotation operations. Here follows the description of these operations.

In order to rotate the tool head (**Fig. 14 ref. 1**) just push the unlocking lever (**Fig. 14 ref. 3**) towards the tool arm (**Fig. 14 ref. 2**). When the new working position of the head is reached (**Fig. 14 ref. 1**) the lever (**Fig. 14 ref. 3**) automatically inserts locking its rotation.



12.6 Tubeless tyres

12.6.1 Bead breaking



NEVER PLACE ANY PART OF YOUR BODY BETWEEN THE TOOL UNIT AND THE TYRE.



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

- Lock the wheel on the mandrel as described in the previous paragraph.
- Remove all balancing weights from the rim. Extract the valve and let air out of tyre.
- Move to work position **C** (Fig. 5).
- Lower tool holder arm into "work" position (coupling lever introduced, see Fig. 13).



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

- Place as shown in Fig. 15 the beading disc (Fig. 15 ref. 1) by means of the relevant handle control; the outer profile of the rim (Fig. 15 ref. 2) must almost touch the beading disc.

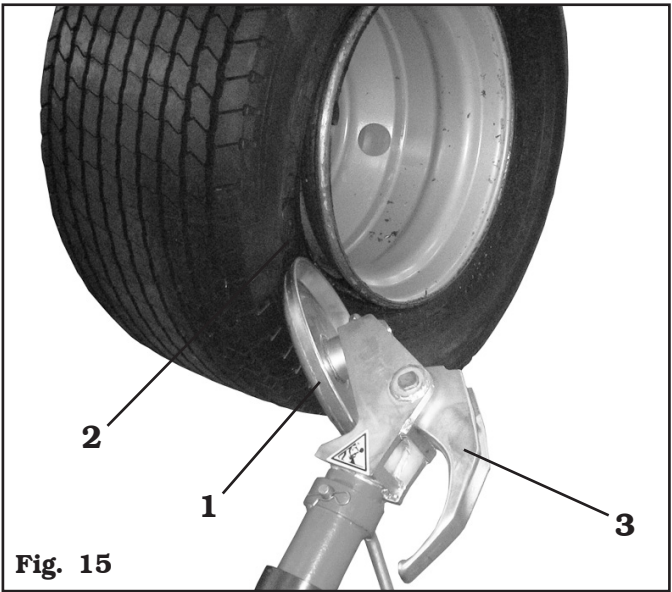


Fig. 15



THE BEADING DISC MUST NOT EXERT PRESSURE ON THE RIM BUT ON THE TYRE BEAD.

- Turn the mandrel counterclockwise and, at the same time, gradually move the tool carrier inwards to bead the tyre. Continue to turn the mandrel while generously lubricating the tyre rim and bead with a suitable lubricant. To avoid risks, lubricate the beads by turning clockwise if you are working on the outer side or counterclockwise if you are working on the inner side. The more the wheel adheres to the rim, the slower should the beading disc advance.



USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

- Once external beading has been carried out, unhook and lift the tool holder arm placing it in "off-work" position (Fig. 12 ref. 1); use the handle control to position the tool holder arm on the inner side of the wheel, then place it in work position (Fig. 11 ref. 1) and secure it with the special coupling lever.



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID CRUSHING HANDS.

- Carry out tool holder head 180° rotation according to the descriptions of the relevant paragraph, so that the beading disc (Fig. 16 ref. 1) is placed against rim edge (Fig. 16 ref. 2).
- Move to work position **D** (Fig. 5) and repeat the operations described in points **E**, **F** until the tyre has been completely beaded.

During all beading operations it is advisable to bend the hook tool (Fig. 15 and 16 ref. 3) to avoid obstacles during the operating phases.

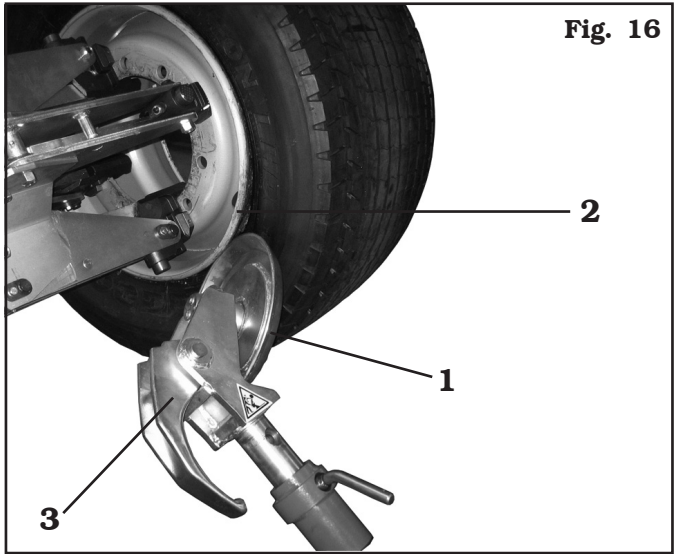


Fig. 16

12.6.2 Demounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

Tubeless tyres can be removed in two ways:

- a. If the wheel does not present particular problems, continuing beading operation will completely dislodge the beads from the rim. The inner bead, pushed by the disc, presses against the outer one till it has been completely removed (see **Fig. 17**).

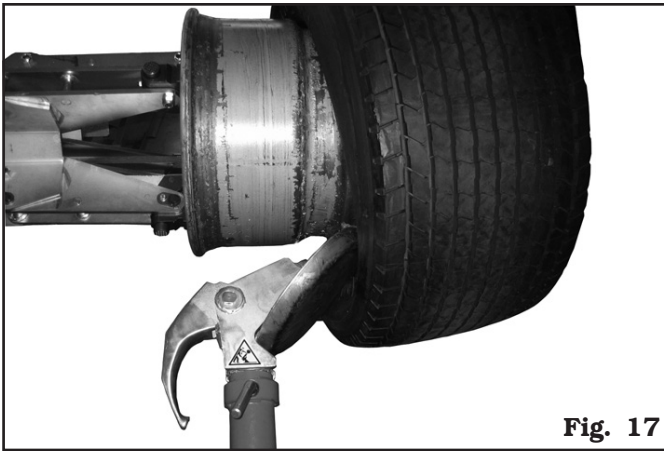


Fig. 17

- b. If the wheel is especially hard, it is not possible to carry out the procedure described in point A. A different procedure will be necessary: use the hook tool and follow this sequence of operations:

- Move to work position **C** (**Fig. 5**).
- Position the tool holder arm on the outer side of the wheel and bring forward the hook tool, inserting it between rim and bead until it is secured to the bead itself (see **Fig. 18**).

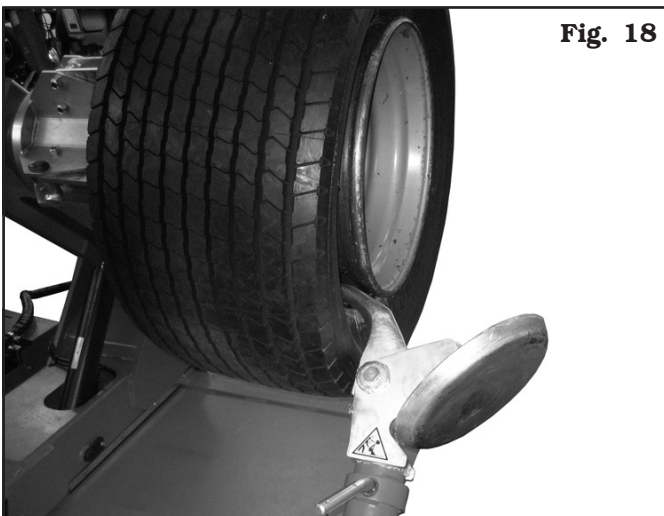


Fig. 18

- Move the rim away from the tool by about 4-5 cm to avoid possible unhooking of the bead from the same tool.
- Move to work position **A** (**Fig. 5**).
- Translate the tool outwards (**Fig. 19 ref. 2**) to allow easy insertion of lever (**Fig. 19 ref. 1**) between the rim and the bead; insert lever (**Fig. 19 ref. 1**) between the rim and the bead on the right-hand side of the tool (**Fig. 19 ref. 2**).

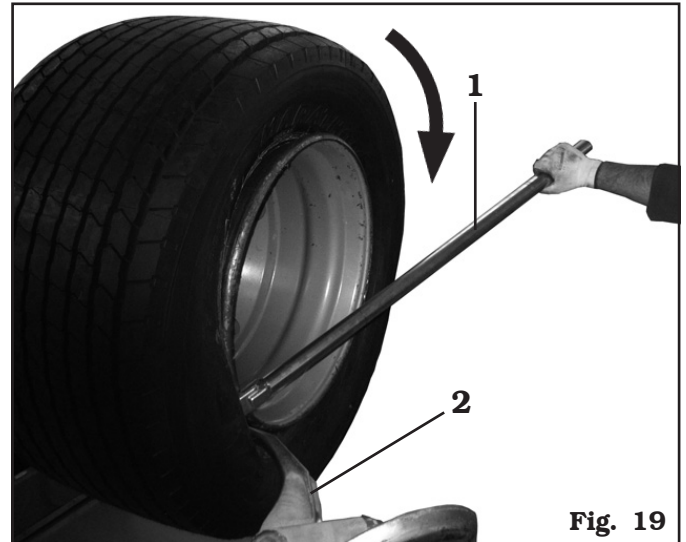


Fig. 19

- Keeping the lever pressed, lower the wheel until the edge of the rim is 5 mm distant from the hook tool.
- Turn the wheel clockwise keeping lever pressed (**Fig. 19 ref. 1**) until the bead has gone completely out.
- Once the external bead has been removed, move tool holder arm away from the wheel, unhook it and lift it bringing it in "off-work" position (**Fig. 12 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then place it in work position again (**Fig. 11 ref. 1**) and secure with the coupling lever provided.



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID CRUSHING HANDS.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

- Move to work position **D** (**Fig. 5**).
- Carry out the tools holder head 180° rotation in order to insert the hook tool (**Fig. 20 ref. 1**) between the rim edge and the tyre bead.

Fig. 20



- Move the rim away from the tool by about 4-5 cm to avoid possible unhooking of the bead from the same tool.
- Move to work position **B (Fig. 5)**.
- Translate the hook tool outwards to allow easy insertion of the lever between the rim and the bead on the tool left. Keeping the lever pressed, lower the wheel until the edge of the rim is 5 mm distant from the hook tool then turn the mandrel counterclockwise until the tyre has been completely removed.

	THE REMOVAL OF THE BEADS FROM THE RIM CAUSES THE TYRE TO FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.
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12.6.3 Mounting

	WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.
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	THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).
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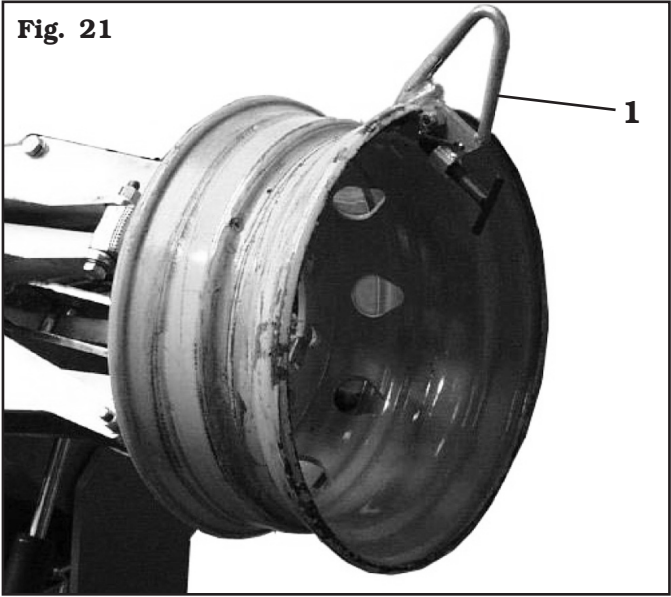
Tubeless tyre fitting is normally done with the disc tool; if the wheel is especially hard to fit, use the hook tool.

With beading disc
Proceed as follows:

- Secure the rim to the mandrel according to the procedure described in paragraph “WHEEL CLAMPING”.
- Adequately lubricate the tyre beads and the rim bead seat with a suitable lubricant using the provided brush.

	USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.
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- Mount clamp (optional) (**Fig. 21 ref. 1**) on the external edge of the rim in the highest point as shown in **Fig. 21**.

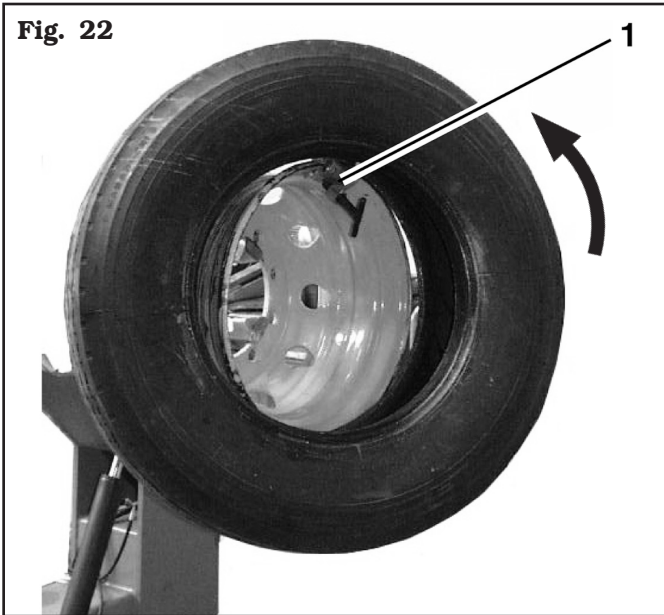




THE CLAMP MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

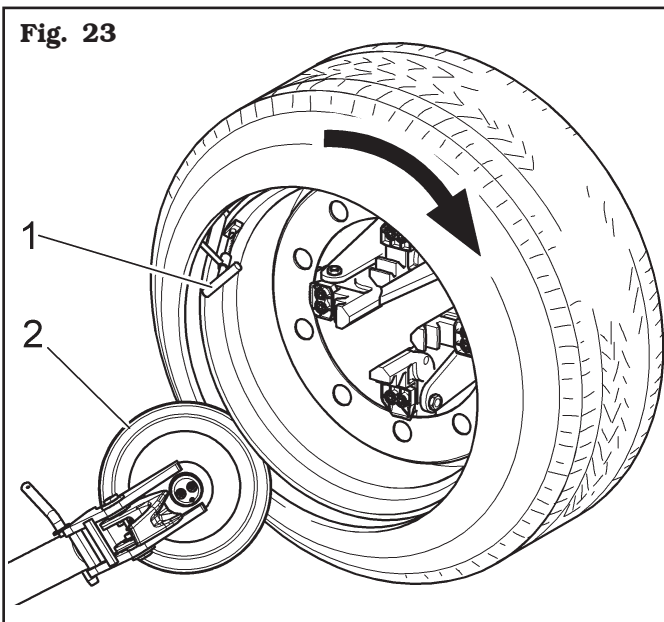
- Move to work position **B** (Fig. 5).
- Lower the mandrel arm completely. Roll the tyre on the platform and hook it to clamp (Fig. 22 ref. 1).
- Lift the mandrel arm with the tyre hooked and turn it counterclockwise by about 15-20 cm; the tyre will position itself sideways with respect to the rim (see Fig. 22).

Fig. 22



- Move to work position **C** (Fig. 5).
- Position beading disc (Fig. 23 ref. 2) so that it is at approximately 1.5 cm (1/2") from the edge of the rim. Fitting clamp (Fig. 23 ref. 1) is at 11 o'clock. Turn the mandrel until the clamp reaches the lowest point (6 o'clock).

Fig. 23



- Move the beading disc away from the wheel.
- Remove the clamp and fit it in the same position (6 o'clock) outside the second bead.
- Turn the mandrel 90° clockwise until the clamp is at 9 o'clock.
- Move the beading disc forward until it is inside the edge of the rim by about 1-2 cm, making sure it is approximately 5 mm from the profile. Start clockwise rotation making sure that, after a 90° turn, the second bead begins sliding in the rim groove.
- Once insertion is completed, move the tool away from the wheel, turn it over into "out of work" position and remove the clamp.
- Lower the mandrel until the wheel rests on the footboard.
- Move to work position **A** (Fig. 5).
- Close the mandrel jaws completely, making sure the wheel is held up to avoid dropping.



MAKE SURE THAT THE WHEEL'S HOLD IS SECURE TO AVOID IT FALLING DURING REMOVAL. FOR HEAVY AND/OR VERY LARGE WHEELS USE AN ADEQUATE LIFTING DEVICE.

- Translate the movable footboard to release the wheel from the same mandrel. With especially soft tyres, simultaneously insert both beads on the jaw so that bead insertion in the tyre is done only once; this single operation is ideal for saving time.

With hook tool

Proceed as follows:

- Secure the rim to the mandrel according to the procedure described in paragraph "WHEEL CLAMPING".
- Adequately lubricate the tyre beads and the rim bead seat with a suitable lubricant using the provided brush.



USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

- Mount the clamp (Fig. 21 ref. 1) on the external edge of the rim in the highest point.



THE CLAMP MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

- Move to work position **B (Fig. 5)**.
- Lower the mandrel arm completely. Roll the tyre on the platform and hook it to clamp (**Fig. 22 ref. 1**).
- Lift the mandrel arm with the tyre hooked and turn it counterclockwise by about 15-20 cm; the tyre will position itself sideways with respect to the rim (see **Fig. 22**).
- Place the tool holder arm in “off-work” position (**Fig. 12 ref. 1**); translate it to the inner side of the tyre and hook it again into work position (**Fig. 11 ref. 1**).
- Carry out the tools head 180° rotation until the hook tool is moved onto the tyre side (see **Fig. 24**).

Fig. 24



- Move to work position **D (Fig. 5)**.
- Move the tool forward until the reference notch matches the external edge of the rim coincide at about 5 mm from the rim itself.
- Move to work position **C (Fig. 5)**.
- From the external side of the wheel, check the exact position of the tool and, if necessary, correct it. Then, turn the mandrel clockwise until the clamp reaches the lowest point (6 o'clock). The first bead should now be inserted in the rim.
- Remove clamp.
- Move to work position **D (Fig. 5)**.
- Extract the tool from the tyre.
- Place the tool holder arm in “off-work” position (**Fig. 12 ref. 1**); translate it to the outer side of the tyre and hook it again into “work” position (**Fig. 11 ref. 1**).
- Carry out the tools head 180° rotation until the hook tool is moved onto the tyre side (see **Fig. 18**).

- Mount clamp in the lowest point (6 o'clock) outside the second bead.
- Move to work position **C (Fig. 5)**.
- Turn the mandrel about 90° clockwise until clamp is at 9 o'clock.
- Move the tool forward until the axis of the reference notch matches that of the external edge of the rim at about 5 mm from the rim itself (**Fig. 18**). Begin clockwise rotation making sure that, after a 90° turn, the second bead begins to slide in the rim groove. Turn the mandrel until the clamp reaches the lowest point (6 o'clock). The second bead should now be inserted in the rim.
- Move the tool away from the wheel, turn it over into “out of work” position and remove the clamp.
- Lower the mandrel until the wheel rests on the footboard.
- Move to work position **A (Fig. 5)**.
- Close the mandrel jaws completely, making sure the wheel is held up to avoid dropping.



MAKE SURE THAT THE WHEEL'S HOLD IS SECURE TO AVOID IT FALLING DURING REMOVAL. FOR HEAVY AND/OR VERY LARGE WHEELS USE AN ADEQUATE LIFTING DEVICE.

- Translate the movable footboard to release the wheel from the same mandrel.

12.7 Tyres with inner tube

12.7.1 Bead breaking



REMOVE THE LOCK NUT OF THE INNER TUBE VALVE TO ALLOW ITS EXTRACTION DURING TYRE REMOVAL PHASES; REMOVE THE NUT WHEN DEFLATING THE TYRE.

The beading procedure is the same one described for tubeless tyres.



WHEN BEADING WHEELS WITH INNER TUBES, INTERRUPT THE FORWARD MOVEMENT OF THE BEADING DISC AS SOON AS THE BEADS HAVE BEEN DISLODGED TO AVOID DAMAGE TO THE INNER TUBE OR TO THE VALVE.

12.7.2 Demounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

- Tilt up tool holder arm, unhook it and lift it placing it in “out of work” position (**Fig. 12 ref. 1**); use the handle control to position the tool holder arm on the outer side of the wheel then place it in “working” position (**Fig. 11 ref. 1**) and secure with the coupling lever provided (**Fig. 1 ref. 8**).



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID CRUSHING HANDS.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

- Carry out the tools holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during mandrel rotation.
- Move the rim away from the tool by about 4-5 cm to avoid possible unhooking of the bead from the same tool.
- Translate the hook tool outwards until the reference notch matches the external edge of the rim.
- Move to work position **A** (**Fig. 5**).
- Insert lever (**Fig. 25 ref. 1**) between the rim and the bead on the right-hand side of the tool.

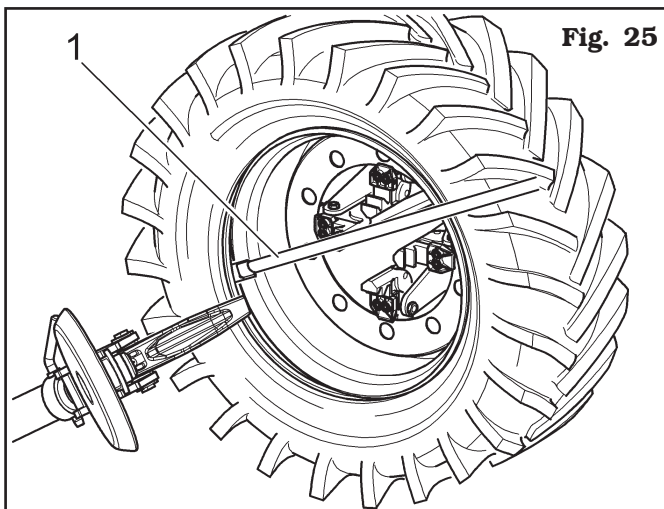


Fig. 25

- Keeping the lever pressed, lower the wheel until the edge of the rim is approximately 5 mm distant from the hook tool.
- Turn the wheel clockwise keeping lever pressed until the bead has gone completely out.
- Move away the tool holder arm in “out of work” position (**Fig. 12 ref. 1**); lower the mandrel until the tyre rests on the movable footboard; exert a certain pressure on it so that when the movable footboard is moved outwards slightly, this will create enough space to extract the inner tube.
- Extract the inner tube and lift the wheel again.
- Move to work position **D** (**Fig. 5**).
- Tilt up tool holder arm, unhook it and lift it placing it in “off-work” position (**Fig. 12 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then place it in work “position” (**Fig. 11 ref. 1**) and secure with the coupling lever provided (**Fig. 1 ref. 8**).
- Carry out the tools holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during mandrel rotation.
- Move the rim away from the tool by about 4-5 cm to avoid possible unhooking of the bead from the same tool.
- Move to work position **A** (**Fig. 5**).
- Translate the hook tool outwards until the reference notch is 3 cm inside the rim.
- Insert the lever (**Fig. 26 ref. 1**) between rim (**Fig. 26 ref. 2**) and bead (**Fig. 26 ref. 3**) on the tool right.

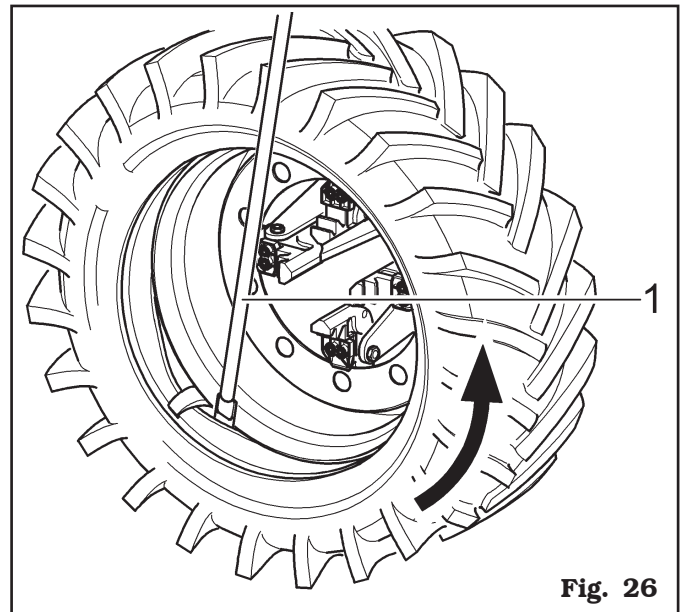


Fig. 26

- Keeping the lever pressed, lower the wheel until the edge of the rim is approximately 5 mm distant from the hook tool then turn the mandrel counterclockwise keeping the lever (**Fig. 26 ref. 1**) pressed until the tyre has been completely dislodged from the rim.



THE REMOVAL OF THE BEADS FROM THE RIM CAUSES THE TYRE TO FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.



WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.

12.7.3 Mounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

- Secure the rim to the mandrel according to the procedure described in paragraph "WHEEL CLAMPING".
- Adequately lubricate the tyre beads and the rim bead seat with a suitable lubricant using the provided brush.



USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

- Mount clamp (**Fig. 21 ref. 1**) on the external edge of the rim in the highest point as shown in **Fig. 21**.



THE CLAMP MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

- Move to work position **B** (**Fig. 5**).
- Position the tyre on the footboard and lower the mandrel (make sure the clamp is in the highest point) to hook the first tyre bead (internal bead).

- Lift the mandrel arm with the tyre hooked and turn it counterclockwise by about 15-20 cm; the tyre will position itself sideways with respect to the rim.
- Tilt up tool holder arm, unhook it and lift it placing it in "off-work" position (**Fig. 12 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then place it in work position (**Fig. 11 ref. 1**) and secure with the coupling lever provided.



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID CRUSHING HANDS.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

- Carry out the tools holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during mandrel rotation.
- Move to work position **D** (**Fig. 5**).
- Move the tool forward until the axis of the reference notch matches that of the external edge of the rim at about 5 mm from the rim itself (see **Fig. 27**).

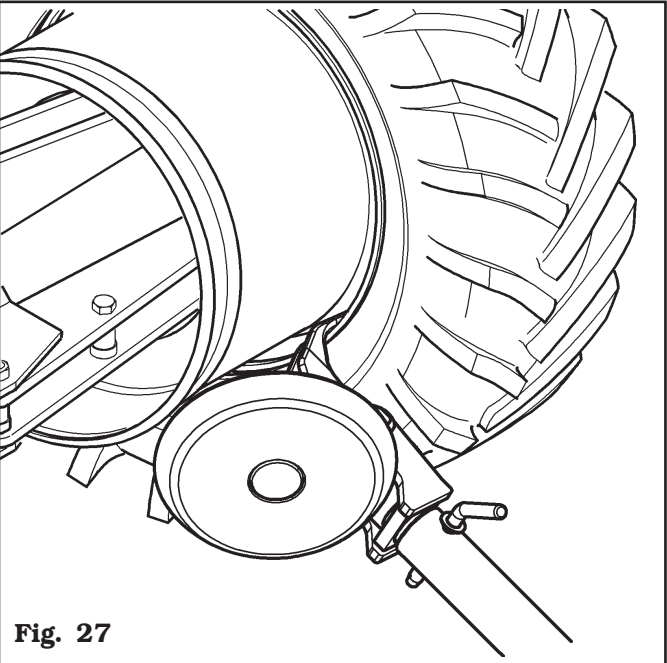


Fig. 27

- Move to work position **C** (**Fig. 5**).
- From the external side of the wheel, check the exact position of the tool and, if necessary, correct it, then, turn the mandrel clockwise until the clamp reaches the lowest point (6 o'clock). The first bead should now be inserted in the rim, then remove clamp.

- Move to work position **D** (**Fig. 5**).
- Extract the tool hook from the tyre.
- Place the tool holder arm in “out of work” position (**Fig. 12 ref. 1**) and translate it to the outer side of the tyre.
- Carry out the tools holder head 180° rotation, according to the descriptions in the relevant paragraph.
- Move to work position **B** (**Fig. 5**).
- Turn the mandrel to position the hole to insert the valve downward (6 o'clock).
- Position mobile platform (**Fig. 1 ref. 15**) directly above the wheel and lower the mandrel until the wheel rests on the platform. Translate the movable footboard outwards to create enough space between the tyre edge and the rim to insert the inner tube.



THE VALVE HOLE COULD BE IN AN ASYMMETRIC POSITION WITH RESPECT TO THE CENTRE OF THE RIM. IN THIS CASE IT IS NECESSARY TO POSITION AND INTRODUCE THE INNER TUBE AS SHOWN IN FIGURE 28.

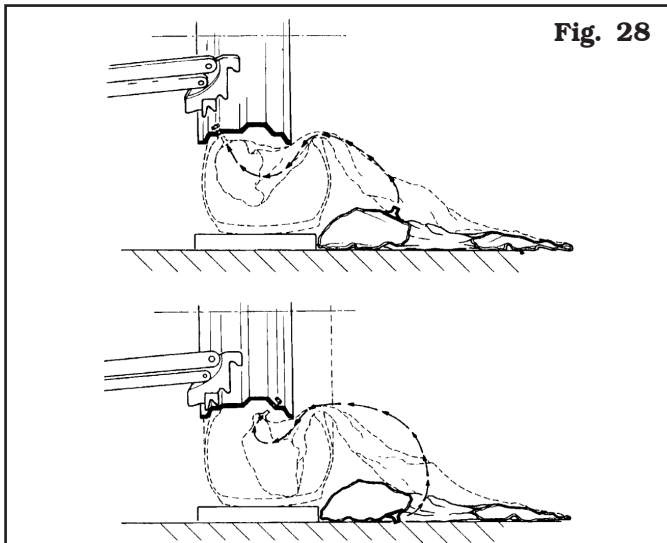


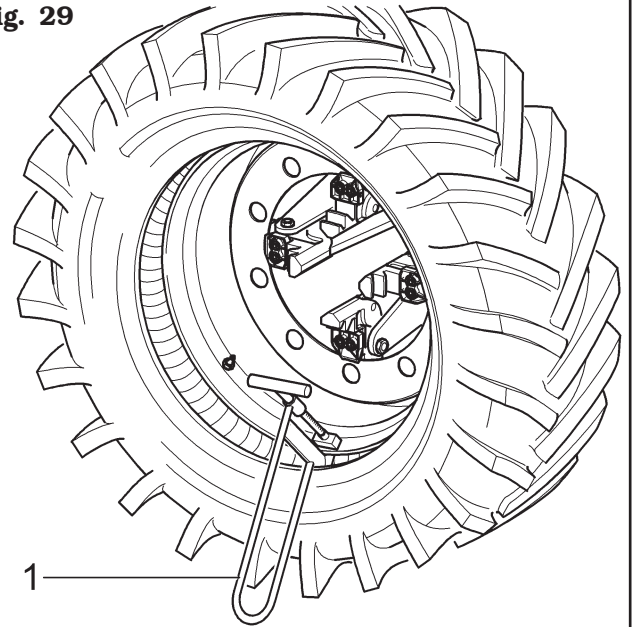
Fig. 28

Introduce the valve in the hole and fix it with the provided ring nut. Introduce the inner tube in the central groove of the rim (to make this operation easier, it is advisable to simultaneously turn the mandrel clockwise).

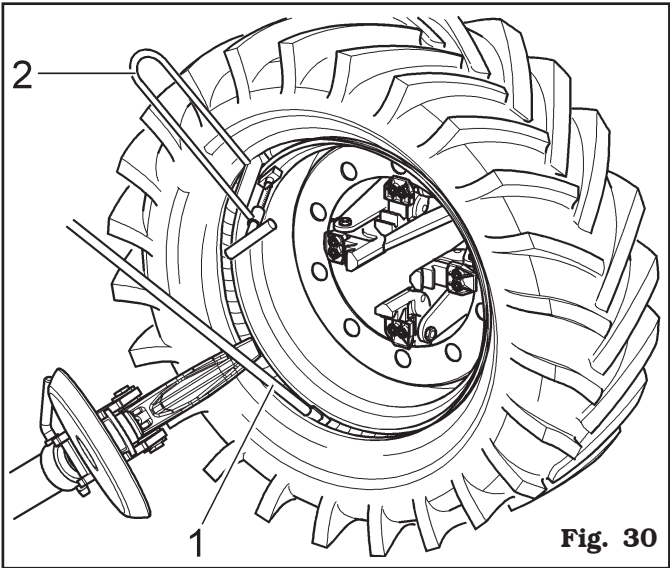
- Turn the mandrel and position the valve downwards (6 o'clock).
- To avoid damaging the inner tube, slightly inflate it when inserting the second bead.
- To avoid damaging the valve when fitting the second bead, remove the fixing ring nut and mount an extension on the same valve.
- Move to work position **C** (**Fig. 5**).

- Lift the mandrel and mount the clamp (**Fig. 29 ref. 1**) on the rim outside the second bead at about 20 cm from the inflating valve on the right.
- Turn the mandrel clockwise until clamp (**Fig. 29 ref. 1**) is positioned at 9 o'clock.

Fig. 29



- Place the tool holder arm in “working” position (**Fig. 11 ref. 1**) on the outer side of the tyre.
- Place the hook tool in work position and bring the tool holder arm forward until the axis of the reference notch matches that of the outer edge of the rim at a distance of 5 mm.
- Turn the mandrel clockwise until lever (**Fig. 30 ref. 1**) is introduced in the housing obtained on the hook tool.
- Turn the mandrel with lever (**Fig. 30 ref. 1**) hooked until complete insertion of the tyre outer bead.
- Remove lever (**Fig. 30 ref. 1**), clamp (**Fig. 30 ref. 2**) and extract the hook tool by turning the mandrel counterclockwise and translating it outwards.



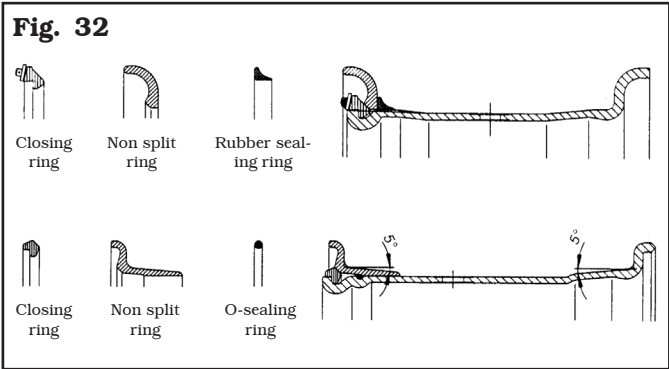
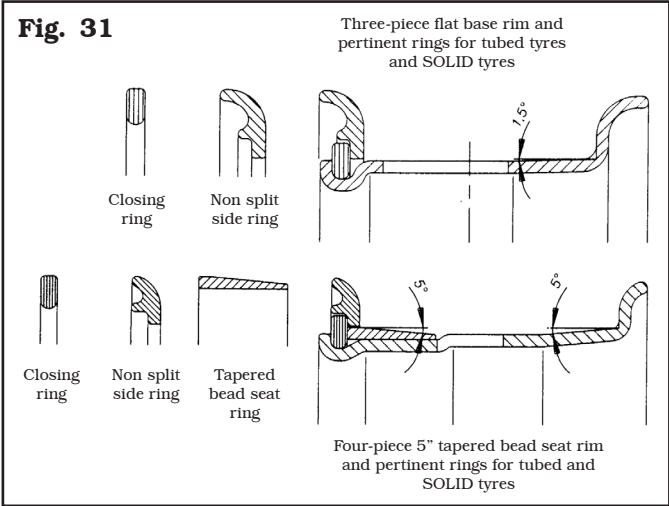
- Tilt up tool holder arm placing it in “off-work” position (**Fig. 12 ref. 1**) after it has been unlocked.
- Position mobile platform (**Fig. 1 ref. 15**) directly under the wheel and lower the mandrel until the wheel is resting on the platform.
- Move to work position **B** (**Fig. 5**).
- Check the state of the tyre valve and centre it, if necessary, in the rim hole by slightly turning the mandrel; fix the valve with the supplied ring nut after having removed the protective extension.
- Close the mandrel jaws completely, making sure the wheel is held up to avoid dropping.

MAKE SURE THAT THE WHEEL'S HOLD IS SECURE TO AVOID IT FALLING DURING REMOVAL. FOR HEAVY AND/OR VERY LARGE WHEELS USE AN ADEQUATE LIFTING DEVICE.

- Translate the movable footboard to release the wheel from the same mandrel.

12.8 Wheels with bead wire

As an example, **Fig. 31** and **32** illustrate sections and compositions of types of wheels with bead wire currently being sold.



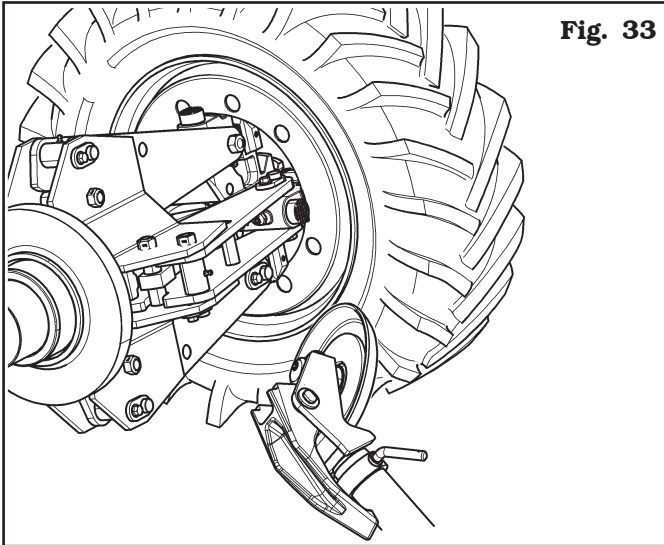
12.8.1 Beading and demounting

NEVER STAND IN FRONT OF THE WHEEL WHILE THE INFLATION RING IS BEING EXTRACTED FROM THE BEAD WIRE, SINCE IT MAY BE EJECTED VIOLENTLY, CAUSING SERIOUS INJURIES OR WOUNDS.

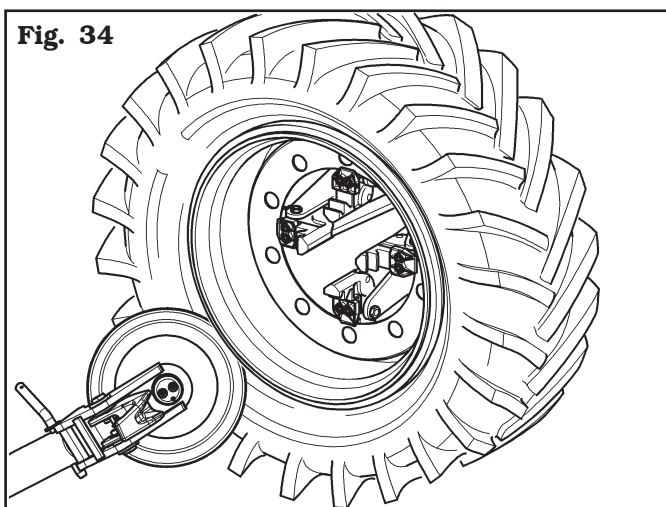
THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

- Mount the wheel on the mandrel as described in “WHEEL CLAMPING” and make sure it is deflated.
- Move to work position **D** (**Fig. 5**).
- Place the tool arm in “working position ”(**Fig. 11 ref. 1**) in the tyre inner side, and make sure it is locked by the provided coupling lever (**Fig. 1 ref. 8**).

- Position the beading disc on rim edge (see **Fig. 33**).

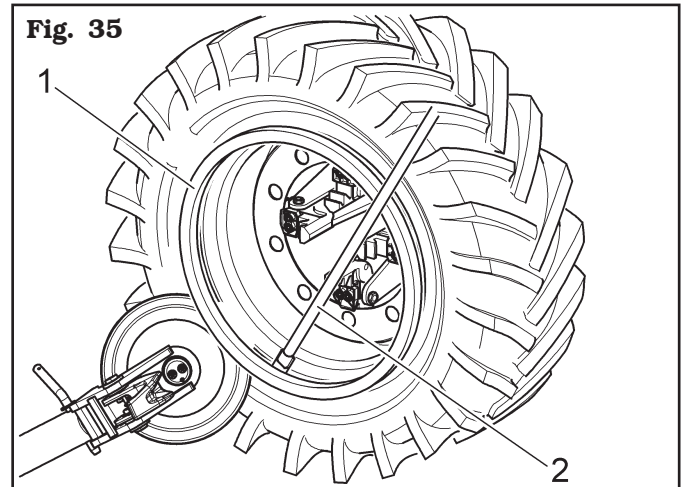


- Turn the mandrel and smear the entire bead seat of the rim with lubricant. While doing this, jerk the beading disc forward until the first bead is removed (as these wheels feature inner tubes, carry out the operation carefully, paying special attention to when the bead dislodges, trying to stop disc advancement immediately to avoid compromising the integrity of the inner tube and valve).
- Place the tools holder arm in “off- work” position (**Fig. 12 ref. 1**); operate the handle control in order to position the tools holder arm on the wheel outer side, then place it in “working position” (**Fig. 11 ref. 1**) again and lock it with the coupling lever provided.
- Carry out tool holder head 180° rotation according to the description of the relevant paragraph, in order to let the beading disc come into contact with the tyre outer side (see **Fig. 34**).



- Turn the mandrel and smear the entire bead seat of the rim with lubricant.
- While doing this, jerk the beading disc forward until bead is removed.

- Repeat the operation, making the beading disc move forward (see **Fig. 35**) until the stop ring is released (**Fig. 35 ref. 1**). It will be then extracted through lever (**Fig. 35 ref. 2**).



- Remove the bead wire.
- Remove the O-Ring, when featured.
- Tilt up tool holder arm placing it in “off-work” position (**Fig. 12 ref. 1**) after it has been unlocked.
- Lower the mandrel until the wheel rests on the footboard.
- Move to work position **B** (**Fig. 5**).
- Translate the mobile footboard outwards until the tyre is completely dislodged from the rim (in case of tyres with inner tube, make sure that the valve hasn't been damaged during removal).



THE REMOVAL OF THE BEADS FROM THE RIM CAUSES THE TYRE TO FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.



WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID CRUSHING HANDS.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

12.8.2 Mounting

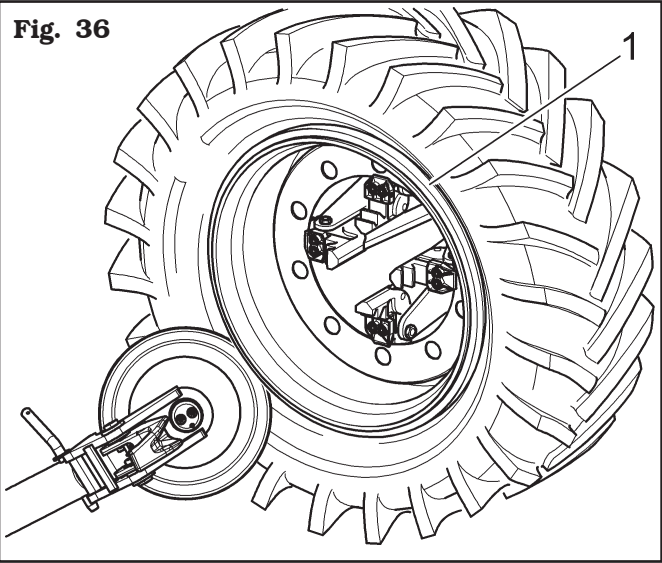


THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAXIMUM OPERATING VALUE (150 BAR).

- Place the tools holder arm in off-work position (**Fig. 12 ref. 1**); if it has been removed, fix the rim to the mandrel as described in “WHEEL CLAMPING” paragraph. If the wheel features an inner tube, position the rim with the valve slot facing downwards (at 6 o'clock).
- Lubricate the entire bead seat of the rim and the tyre beads.
- Move to work position **B** (**Fig. 5**).
- Position mobile platform (**Fig. 1 ref. 15**) so as to allow the upward motion of the tyre (if the wheel features an inner tube, position the rim with the valve slot facing downwards at 6 o'clock).
- Place the mandrel in order to centre the rim on the tyre.
- Operate the movable footboard forward translation in order to insert the rim in the tyre (in case of air tube tyres, make the valve re-enter not to damage it). Move forward until the rim is completely inserted in the tyre.
- Insert the bead wire on the rim with the stop ring fitted (if the rim and bead wire feature fixing slits, they must be in phase with each other).
- Move to work position **C** (**Fig. 5**).
- Place the tool holder arm on the external side then lower it into “working” position (**Fig. 11 ref. 1**) with the beading disc facing the wheel. If the outer edge ring is not sufficiently fitted on the rim, position the mandrel until the bead wire is near the beading disc. Move the beading disc forward and then turn the mandrel until the housing of the O-Ring (if featured) is found.
- Lubricated the O-Ring and place it in its housing.
- Move to work position **B** (**Fig. 5**).

- Position the bead wire (**Fig. 36 ref. 1**) on the rim, fit the stop ring with the help of the beading disc as shown in **Fig. 36**.

Fig. 36



- Tilt up tool holder arm placing it in “off-work” position (**Fig. 12 ref. 1**) after it has been unlocked.
- Position mobile platform (**Fig. 1 ref. 15**) directly under the wheel and lower the mandrel until the wheel is resting on the platform.
- Close the mandrel jaws completely and translate the footboard outwards until the rim has been completely removed, making sure the wheel is held up to avoid dropping.



CLOSING THE MANDREL CAUSES THE WHEEL TO FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.

13.0 ROUTINE MAINTENANCE



BEFORE CARRYING OUT ANY ROUTINE MAINTENANCE OR ADJUSTMENT PROCEDURE, DISCONNECT THE MACHINE FROM THE ELECTRICITY SUPPLY USING THE SOCKET/PLUG COMBINATION AND CHECK THAT ALL MOBILE PARTS ARE AT A STANDSTILL.



BEFORE EXECUTING ANY MAINTENANCE OPERATION, MAKE SURE THERE ARE NO WHEELS LOCKED ONTO THE MANDREL.



BEFORE REMOVING HYDRAULIC CIRCUIT UNIONS OR PIPES, MAKE SURE THAT THERE ARE NO PRESSURISED FLUIDS PRESENT. PRESSURISED OIL SPILLS MAY CAUSE SERIOUS WOUNDS OR INJURIES.



BEFORE CARRYING OUT ANY MAINTENANCE WORK ON THE HYDRAULIC CIRCUIT, SET THE MACHINE IN THE REST CONDITION.

To guarantee the efficiency and correct functioning of the machine, it is essential to carry out daily or weekly cleaning and weekly routine maintenance, as described below.

Cleaning and routine maintenance must be conducted by authorized personnel and according to the instructions given below:

- Disconnect the mains power supply before starting any cleaning or routine maintenance operations.
- Remove deposits of tyre powder and other waste materials with a vacuum cleaner.
- **NEVER BLOW WITH COMPRESSED AIR.**
- Periodically (preferably once a month) make a complete check on the controls, ensuring that they provide the specified actions.
- Every 100 working hours lubricate the tool carriage sliding guides.
- Periodically (preferably once a month), grease all moving parts of the machine (see **Fig. 37**).

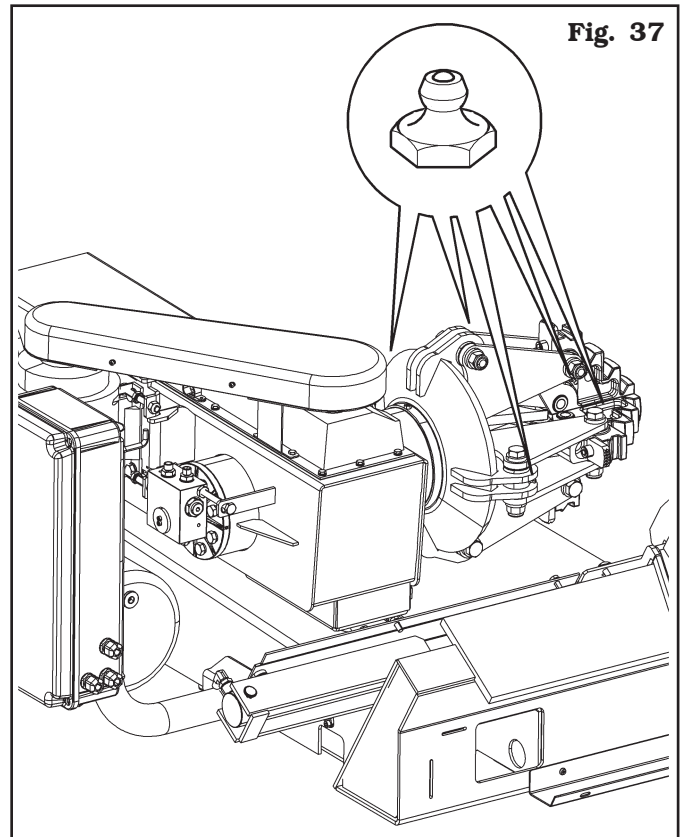


Fig. 37

- Check periodically the oil level of the oil-pressure unit and, in case, carry out the filling up with hydraulic oil having a viscosity degree suitable for the average temperatures of the country where the machine is installed and in particular:

- viscosity 32 (for countries with room temperature from 0 to 30 degrees);
- viscosity 46 (for countries with room temperature above 30 degrees).

At least once a year it is advisable to proceed anyway to the complete replacement of the hydraulic oil of the same oil-pressure unit.



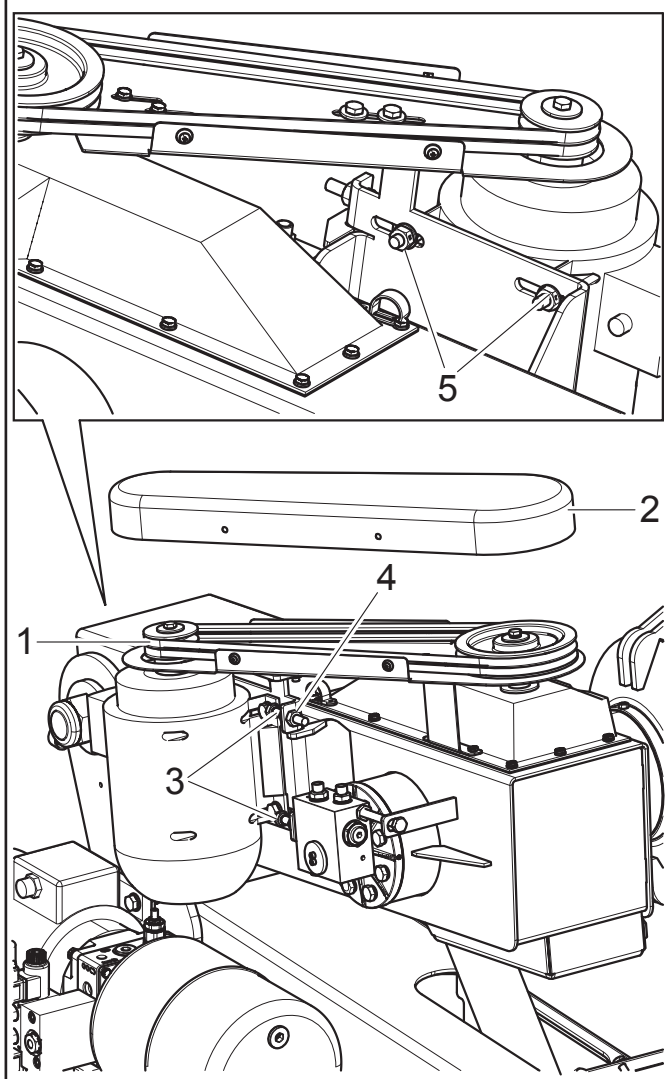
CARRY OUT THIS CONTROL WITH THE MACHINE COMPLETELY CLOSED (WITH HYDRAULIC PISTONS IN).

- Periodically (about every 100 hours), check the oil level of the reduction gear and eventually reset the level.
- Check operation of the safety devices every week.
- Periodically (every 50 working hours approximately), carry out the (inner and outer) guides of the tool carriage.

A. Check belt tensioning (Fig. 38 ref. 1):

- Remove upper guard (Fig. 38 ref. 2) by unscrewing the provided fixing screws;
- stretch the belt (Fig. 38 ref. 1) using the screws (Fig. 38 ref. 3) after the nuts (Fig. 38 ref. 4-5); have been slackened;
- tighten the fixing nuts (Fig. 38 ref. 5) after the adjustment operations, then assemble the protection guard (Fig. 38 ref. 2) again.

Fig. 38



B. Adjust the play of slide (Fig. 39 ref. 1) by means of the adjustment screws (Fig. 39 ref. 3) of the sliding blocks (Fig. 39 ref. 2).

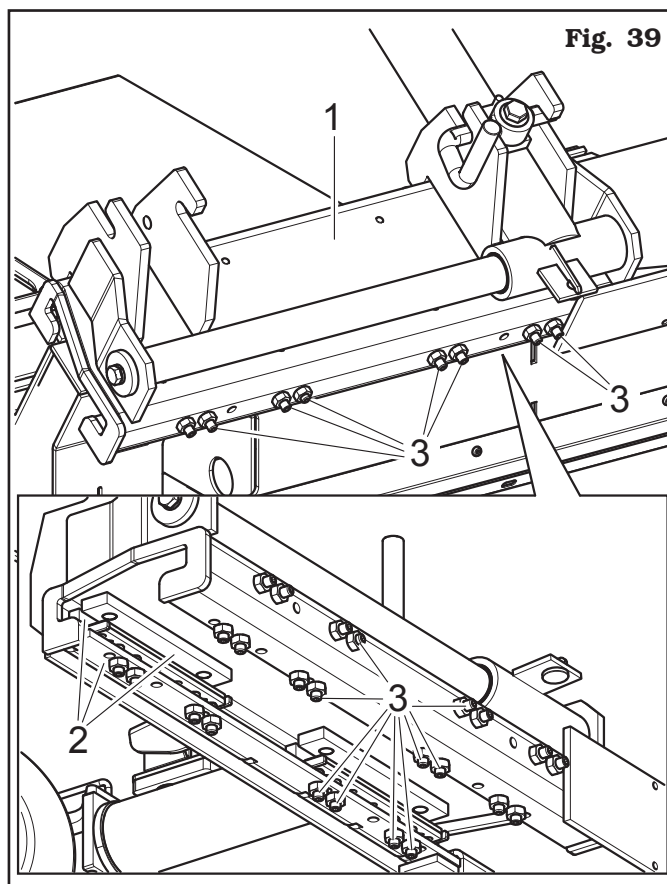


Fig. 39



**ANY DAMAGE TO THE MACHINE
DEVICES RESULTING FROM THE
USE OF LUBRICANTS OTHER
THAN THOSE RECOMMENDED
IN THIS MANUAL WILL RELEASE
THE MANUFACTURER FROM ANY
LIABILITY!!**



**ANY EXTRAORDINARY MAINTENANCE
OPERATION MUST ONLY
BE CARRIED OUT BY PROFES-
SIONALLY QUALIFIED STAFF.**



**OPERATION TO BE CARRIED OUT
ONLY IN CASE THE CARRIAGE
MOVES IN A NON-LINEAR WAY
(TRIGGER ACTION).**

14.0 TROUBLESHOOTING TABLE

Possible troubles which might occur to the tyre-changer are listed below. The manufacturer disclaims all responsibility for damages to people, animals or objects due to improper operation by non-unauthorised personnel. In case of trouble, call Technical Service Department for instructions on how to service and/or adjust the machine in full safety to avoid any risk of damage to people, animals or objects.

In an emergency and before maintenance on tyre-changer, set the main switch to "0" and lock it in this position.



CONTACT AUTHORIZED TECHNICAL SERVICE
do not try and service alone

Problem	Possible cause	Remedy
Pump motor does not work but wheel holder mandrel motor works perfectly.	a) Hydraulic control unit damaged.	a) Call Technical Service Dept. 
When main switch is turned on, wheel holder mandrel does not turn whereas the pump motor works.	a) Gearbox change-over switch damaged.	a) Call Technical Service Dept. 
Power drop during wheel holder mandrel rotation.	a) Timing belt too loose.	a) Tension up the belt.
No pressure in the hydraulic system.	a) Pump damaged.	a) Replace pump. 
The mandrel opening pressure does not go down.	a) Pressure limiting valve jammed	a) Download mandrel (remove wheel), completely undo adjusting handle. Perform many opening and closing cycles until jam release. 
The machine does not start.	a) No electricity supply. b) Overload cutouts not set. c) Transformer fuse blown.	a) Connect the electricity supply. b) Set the overload cutouts. c) Change the fuse.
Fluid leaks from union or pipeline.	a) Union not tightened correctly. b) Pipeline cracked.	a) Tighten the union. b) Call the after-sales service. 
A control device is remaining on.	a) The switch has broken. b) A solenoid valve has jammed.	a) Call the after-sales service. b) Call the after-sales service. 
The self-centring chuck cylinder is losing pressure.	a) The directional control valve is leaking. b) The gaskets are worn.	a) Call the after-sales service. b) Call the after-sales service. 
The motor stops during operation.	a) Overload cutout tripped.	Open the electrical panel and reset the overload cutout tripped.

Problem	Possible cause	Remedy
When a control device is operated the machine does not move at all.	a) Solenoid valve not receiving power. b) Solenoid valve jammed. c) Transformer fuse blown. d) Control unit not set correctly.	a) Call the after-sales service. b) Call the after-sales service. c) Change the fuse. d) Call the after-sales service.
No pressure in hydraulic circuit.	a) Power unit motor turning in wrong direction. b) Power unit pump has failed. c) No oil in power unit tank.	a) Restore correct rotation direction by changing socket connection. b) Call the after-sales service. c) Fill power unit tank with oil
Machine operates in jerks.	a) Not enough fluid in power unit tank. b) Control unit switch has failed.	a) Top up with oil. b) Call the after-sales service.

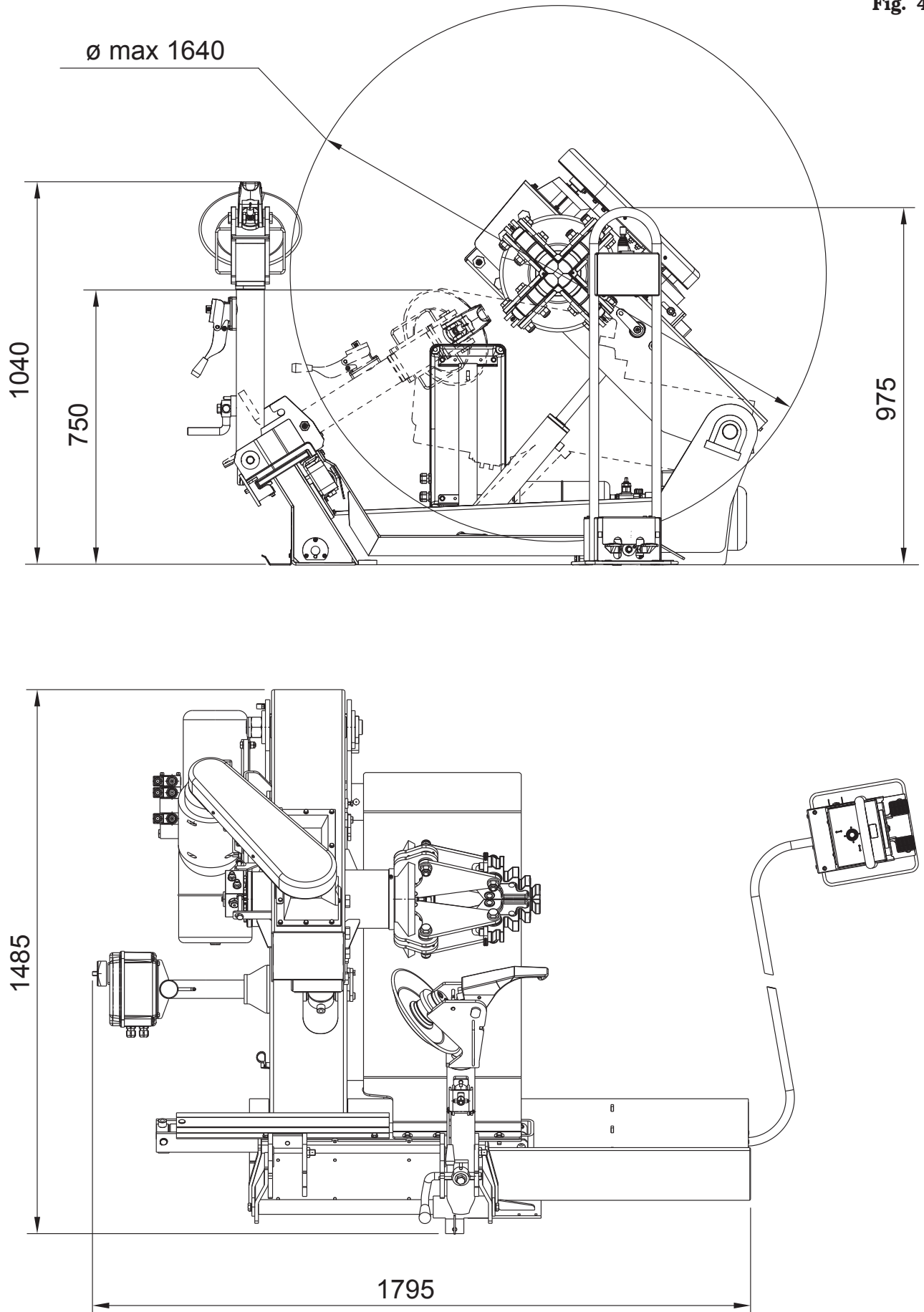
15.0 TECHNICAL DATA

15.1 Technical data

Electric supply (only for 11EI model):	three-phase 220/380V - 60Hz
Electric supply (only for 11EIS models):	monophasic 220V - 60Hz
Mandrel motor (only for 11EI model):	power 2,2 kW three-phase power supply
Mandrel motor (only for 11EIS models):	power 1,5 kW monophasic power supply
Mandrel rotation maximum speed:	8 rpm
Wheel maximum diameter:	1640 mm / 64"
Wheel maximum width:	925 mm / 36.4"
Wheel maximum weight:	1500 Kg
Self-centring unit locking	11"- 27"
Minimum locking hole:	90 mm
Power unit motor (only for 11EI model):	power 2,2 kW three-phase power supply
Power unit motor (only for 11EIS models):	power 1,5 kW monophasic power supply
Operating pressure:	150 bar
Weight:	445 Kg
Noise level:	<80 dB (A)

15.2 Dimensions

Fig. 40



16.0 STORING

If storing for long periods (6 months or longer) disconnect the main power supply and take measures to protect the machine from dust build-up. Lubricate parts that could be damaged from drying out. When putting the machine back into operation replace the rubber pads and the mounting tool. Moreover, carry out a verification of machine perfect functioning.

17.0 SCRAPPING

When the decision is taken not to make further use of the machine, it is advisable to make it inoperative by removing the connection pressure hoses. The machine is to be considered as special waste and should be dismantled into homogeneous parts. Dispose of it in accordance with current legislation.

Instructions for the correct management of waste from electric and electronic equipment (WEEE) according to the Italian legislative decree 49/14 and subsequent amendments.

In order to inform the users on the correct way to dispose the product (as required by the article 26, paragraph 1 of the Italian legislative decree 49/14 and subsequent amendments), we communicate what follows: the meaning of the crossed dustbin symbol reported on the equipment indicates that the product must not be thrown among the undifferentiated rubbish (that is to say together with the "mixed urban waste"), but it has to be managed separately, to let the WEEE go through special operations for their reuse or treatment, in order to remove and dispose safely the waste that could be dangerous for the environment and to extract and recycle the raw materials to be reused.

18.0 REGISTRATION PLATE DATA

MODEL			
SERIAL N°	YEAR	CE	

The validity of the Conformity Declaration enclosed to this manual is also extended to products and/or devices the machine model object of the Conformity Declaration can be equipped with.

Said plate must always be kept clean from grease residues or filth generally.

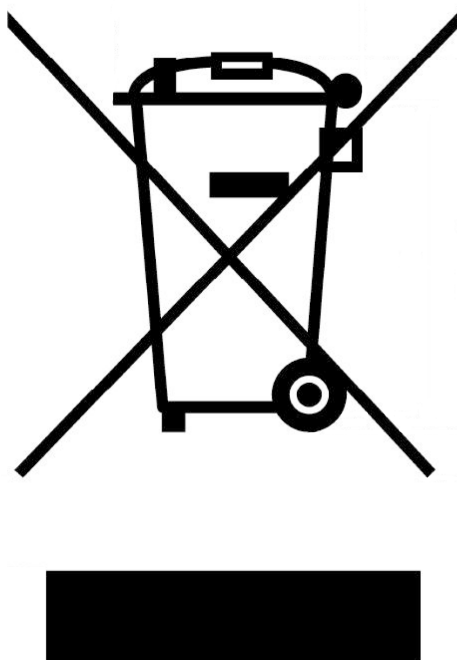
	ATTENTION: TAMPERING WITH, CARVING, CHANGING ANYHOW OR EVEN REMOVING MACHINE IDENTIFICATION PLATE IS ABSOLUTELY FORBIDDEN; DO NOT COVER IT WITH TEMPORARY PANELS, ETC., SINCE IT MUST ALWAYS BE VISIBLE.

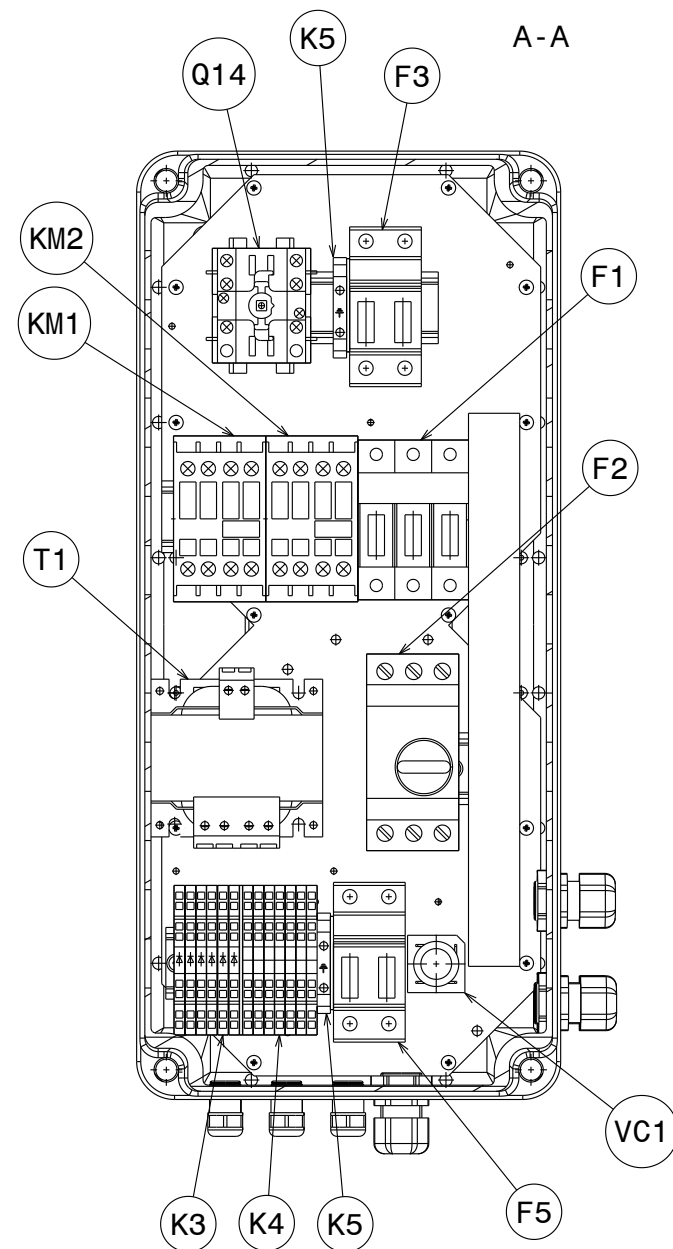
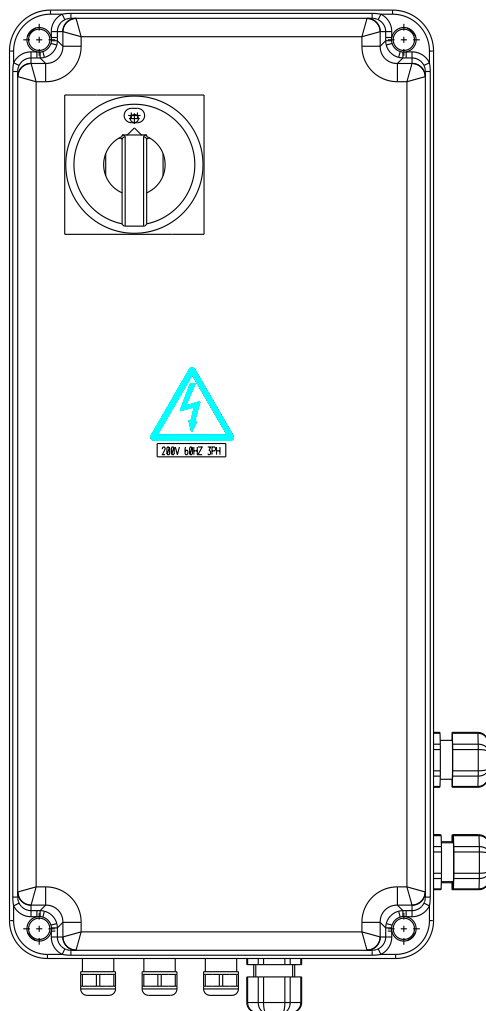
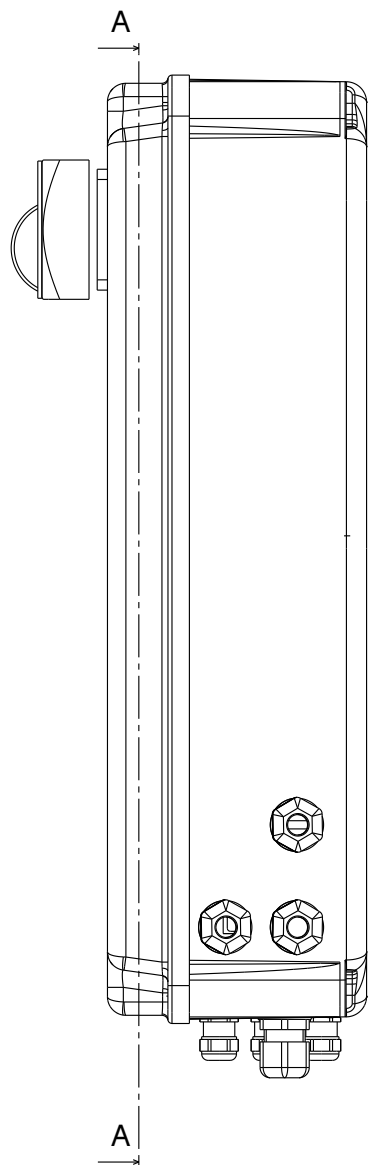
WARNING: Should the plate be accidentally damaged (removed from the machine, damaged or even partially illegible) inform immediately the manufacturer.

19.0 FUNCTIONAL DIAGRAMS

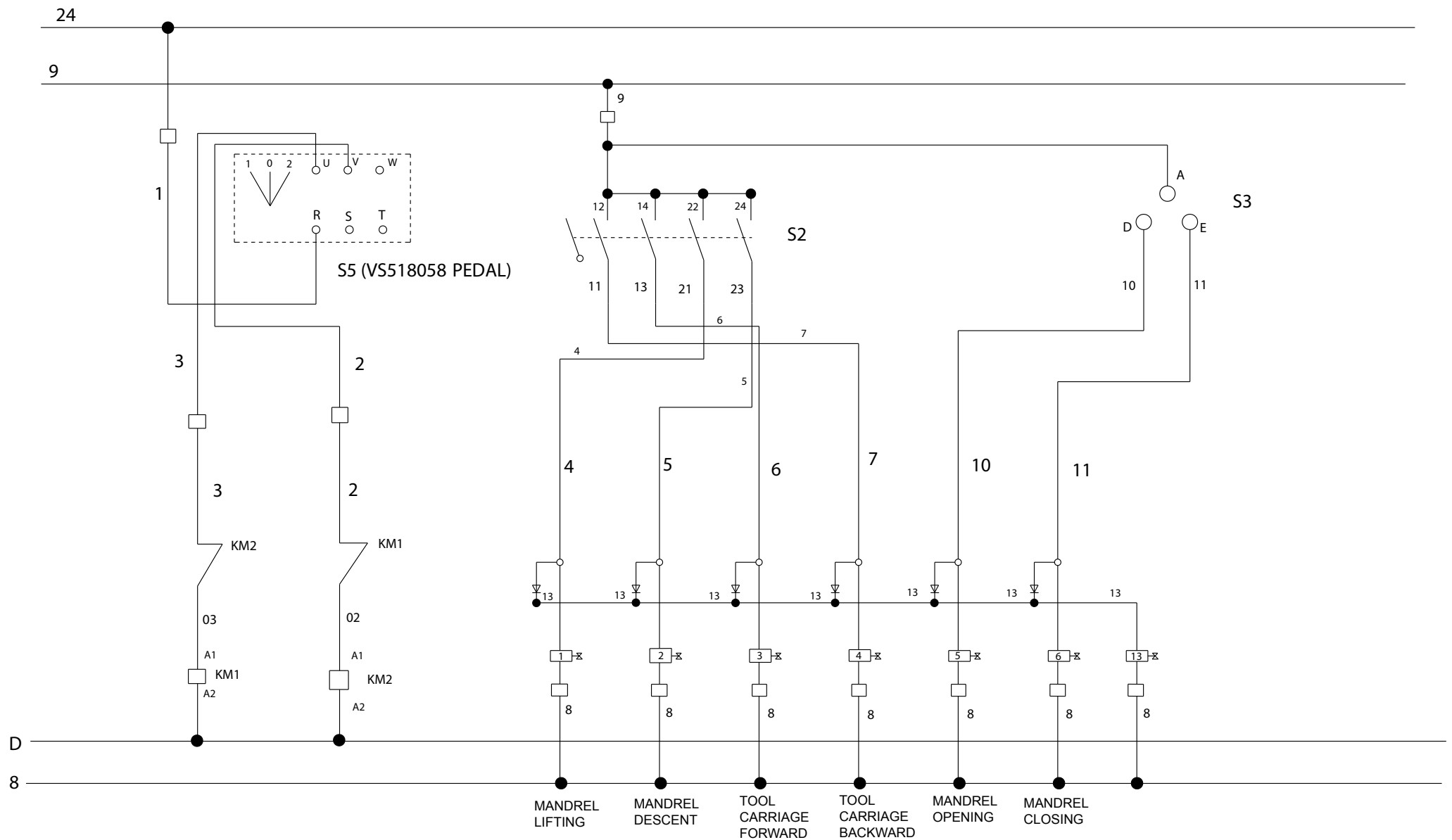
Here follows a list of the machine functional diagrams.

Fig. 41

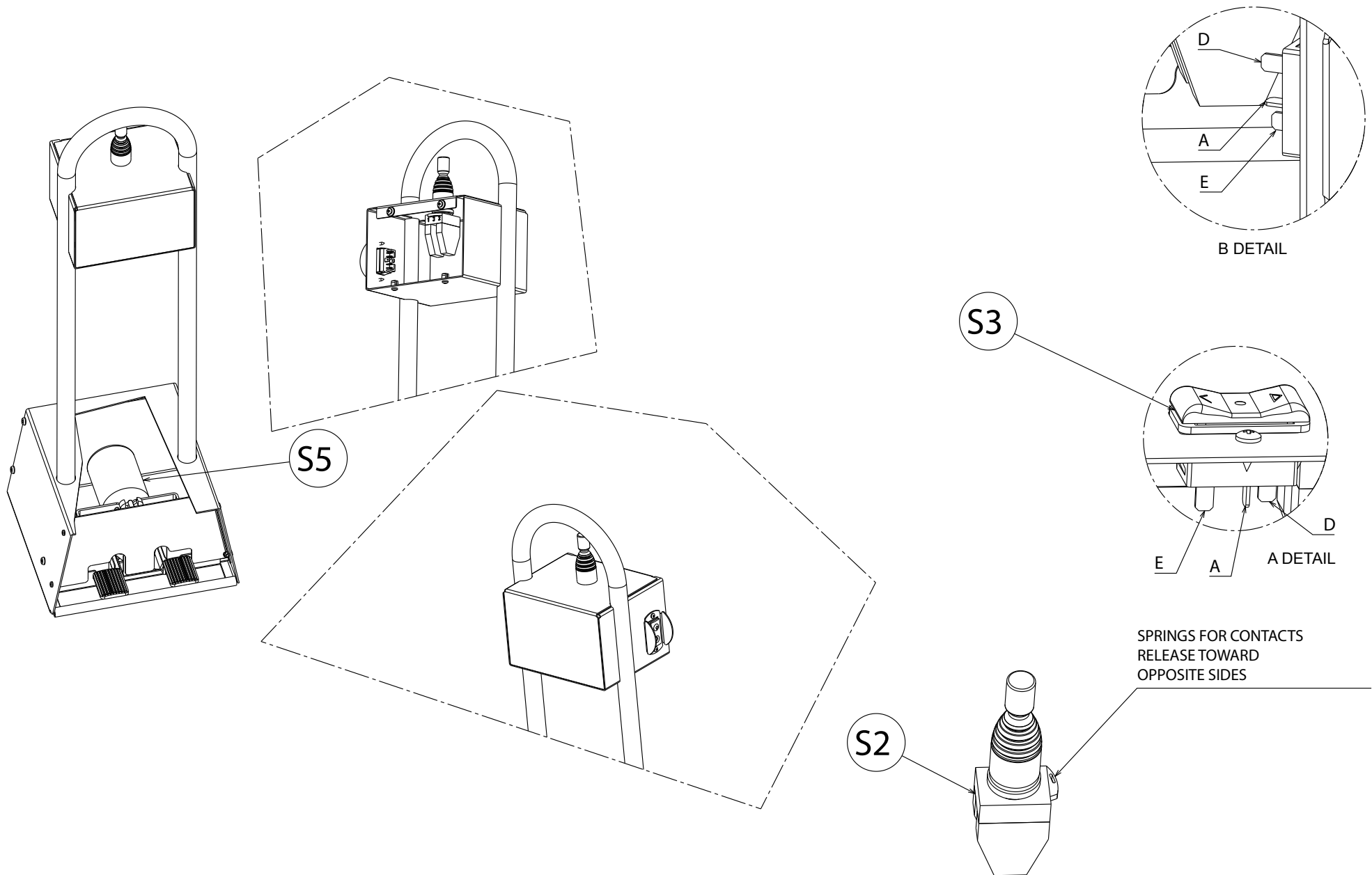




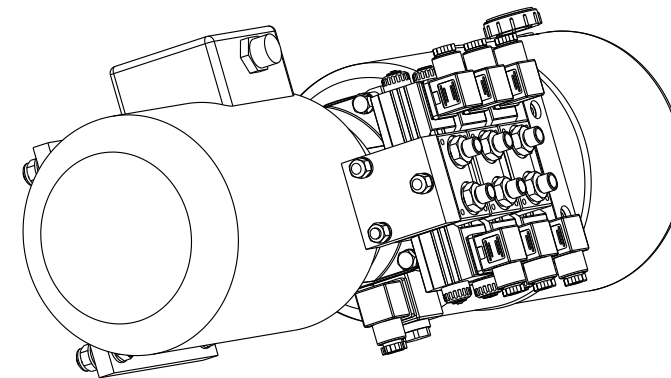
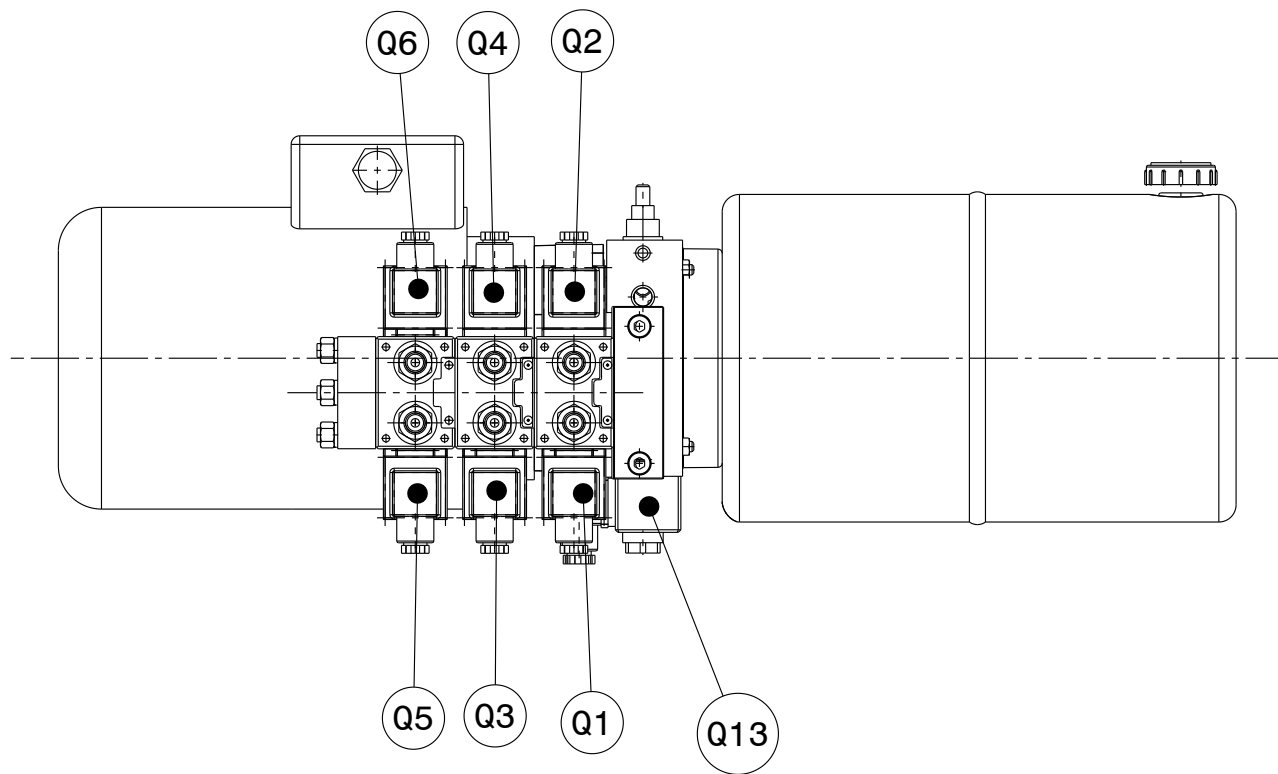
	LIST OF COMPONENTS LISTE DES PIÈCES DÉTACHÉES - LISTA DE PIEZAS		ELECTRICAL SCHEME 1/6 SCHEMA ELECTRIQUE 1/6 ESQUEMA ELECTRICO 1/6 (11EI)	Page 36 of 45
	Table N°A - Rev. 2	VS750505630		11EI - 11EIS



LIST OF COMPONENTS LISTE DES PIÉCES DÉTACHÉES - LISTA DE PIEZAS		ELECTRICAL SCHEME 3/6 SCHEMA ELECTRIQUE 3/6 ESQUEMA ELECTRICO 3/6 (11EI)	Page 38 of 45
Table N°A - Rev. 2	VS750505630		11EI - 11EIS



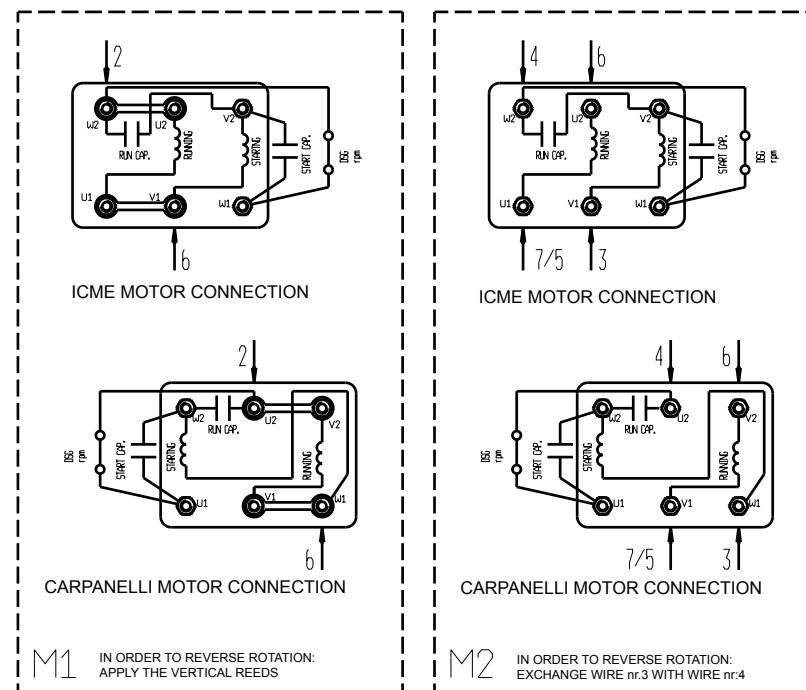
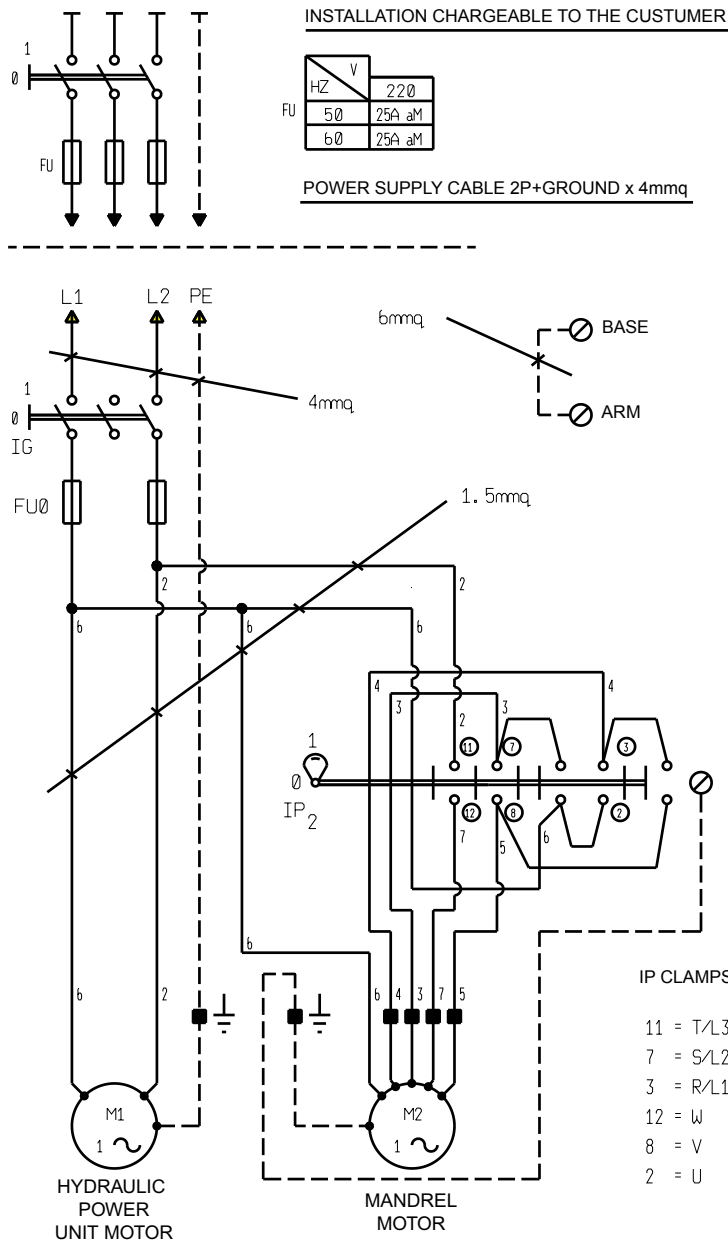
LIST OF COMPONENTS LISTE DES PIÈCES DÉTACHÉES - LISTA DE PIEZAS		ELECTRICAL SCHEME 4/6 SCHEMA ELECTRIQUE 4/6 ESQUEMA ELECTRICO 4/6 (11EI)	Page 39 of 45
Table N°A - Rev. 2	VS750505630		11EI - 11EIS



	LIST OF COMPONENTSE LISTE DES PIECES DETACHEES - LISTA DE PIEZAS		ELECTRICAL SCHEME 5/6 SCHEMA ELECTRIQUE 5/6 ESQUEMA ELECTRICO 5/6 (11EI)	Page 40 of 45
	Table N°A - Rev. 2	VS750505630		11EI - 11EIS

REFERENCE	DESCRIPTION	TECHNICAL SPECIFICATIONS	ABBREVIATION ON CATALOGUE	QUANTITY	DOCUMENT
F1	FUSE HOLDER	10,3x38 32A 690V 3 POLES SECTIONABLE	VS515025	1	2.7
	FUSE	10,3x38 20A 500V aM DELAYED	VS507045	3	
F2	TRIPOLAR AUTOMATIC SWITCH	9-14A ART.GV2 ME16 SCHNEIDER	VS518278	1	2.7
				1	2.7
F3	FUSE HOLDER	10,3x38 32A 690V 2 POLES SECTIONABLE	VS515027	1	2.7
	FUSE	10,3X38 2A 500V RAPID	VS507019	2	
Q1,Q2,Q3,Q4, Q5,Q6,Q13				7	
F5	FUSE HOLDER	10,3x38 32A 690V 2 POLES SECTIONABLE	VS515027	1	2.7
	FUSE	10,3X38 2A 500V RAPID	VS507019	1	
	FUSE	GL 10,3X38 4A 500V RAPID	VS507097	1	
K3	CLAMP 2.5mmq C/DIODO 1N4007		VS510218	6	2.7
K4	SPRING CLAMP 2 PIAN.1.5mmq		VS510217	7	2.7
K5	CLAMP G/V 4mmq ART.TEO.4 CABUR T0430		VS510150	2	2.7
VC1	RECTIFIER BRIDGE VC1	-	VS51296200	1	2.7
	CONDENSER C1-C2		VS51296300	1	2.7
	4G4 ART.221204 UL CSA CABLE		VS502164	1	
	CHUCK UNIT MOTOR CABLE ASSEMBLY		VS750565121	1	
	HYDR.POWER UNIT MOTOR CABLE ASSEMBLY	-	VS750565131	1	
	HANDLE CABLE ASSEMBLY		VS750565141	1	
	Q1-Q2-Q3-Q4-Q5-Q6-Q13 SOLENOID VALVE CABLE ASSEMBLY		VS750516151 VS750516161 VS750516171 VS750516181 VS750516191 VS750516201 VS750516211	1 1 1 1 1 1 1	
S2	HANDLE	4 POS.+CENTRAL TEMPORARY Ø22	VS517157AS	1	5.7
				1	
S3	PUSHBUTTON	-	VS517300	1	5.7
		-			
S5	TRIPOLAR INVERTER		VS518272	1	5.7
		-		1	
T1	TRANSFORMER	100 VA 50/60 Hz PRI: 0/400V SEC: 0/24V 0/26V	VS528085	1	2.7
-	-	-	-	-	-
M1	HYDRAULIC POWER UNIT MOTOR	1,5KW 400V 50HZ 4/6,9A 1400rpm	VS900004670	1	3.7
M2	CHUCK MOTOR	1,35/1,85KW 400V 50Hz 4/5.3A 1400/2800rpm		1	3.7

	LIST OF COMPONENTSE LISTE DES PIECES DETACHEES - LISTA DE PIEZAS		ELECTRICAL SCHEME 6/6 SCHEMA ELECTRIQUE 6/6 ESQUEMA ELECTRICO 6/6 (11EI)	Page 41 of 45
	Table N°A - Rev. 2	VS750505630		11EI - 11EIS



LIST OF COMPONENTS
LISTE DES PIECES DETACHEES - LISTA DE PIEZAS

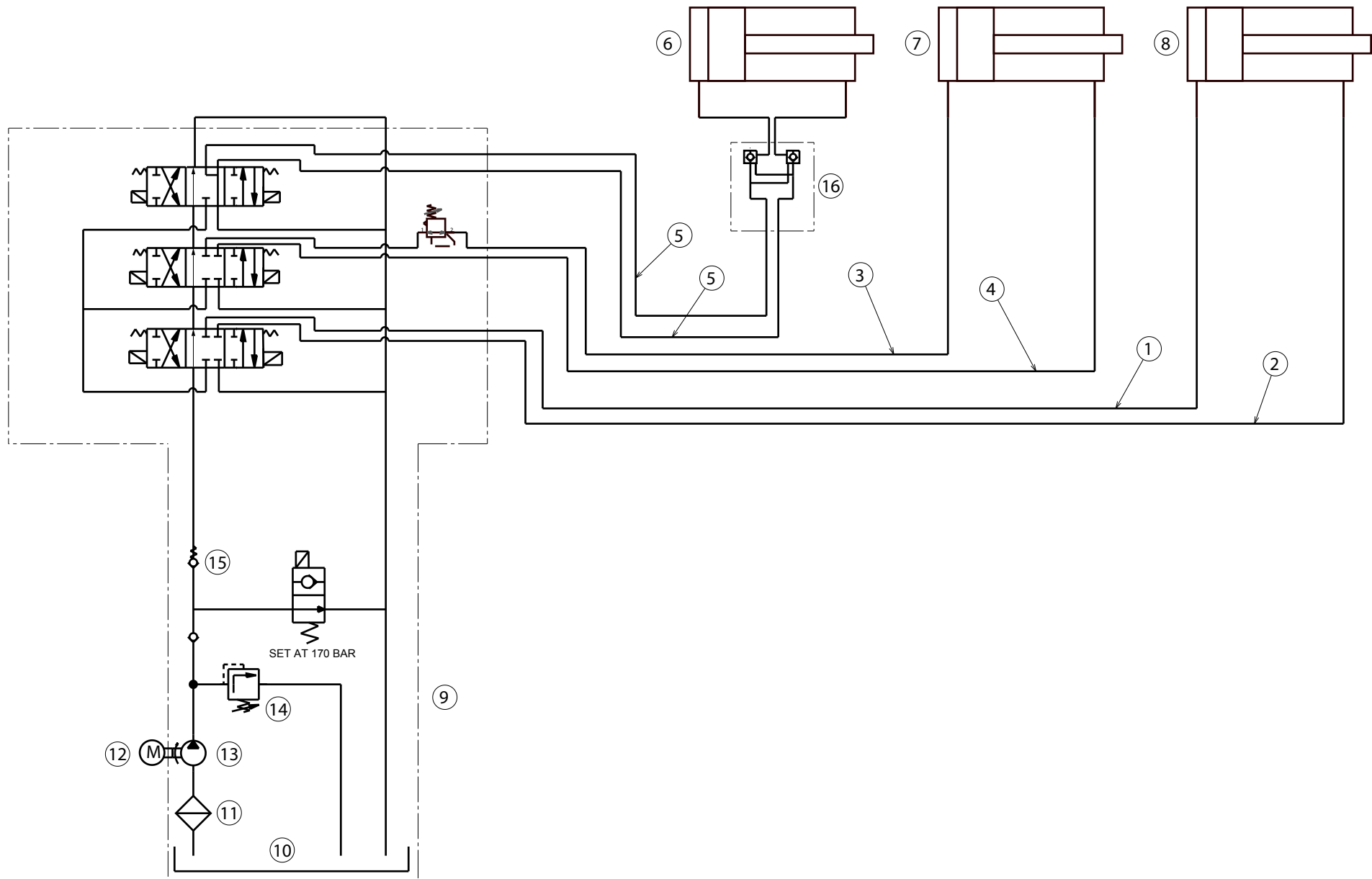
Table N°B - Rev. 1

VS146605521

ELECTRICAL SCHEME 1/2
SCHEMA ELECTRIQUE 1/2
ESQUEMA ELECTRICO 1/2
(11EIS)

Page 42 of 45

11EI - 11EIS



**LIST OF COMPONENTS
LISTE DES PIÈCES DÉTACHÉES - LISTA DE PIEZAS**

Table N°C - Rev. 1

VS750505041

HYDRAULIC SCHEME 1/2
SCHEMA HYDRAULIQUE 1/2
ESQUEMA OLEODINAMICO 1/2

Page 44 of 45

11EI - 11EIS

7505-M001-5

