Användarmanual Sice S560 Monteringsmaskin

Däckmonteringsmaskin för hjul till lastbil, buss, traktor, entreprenad- och skogsmaskiner.

Vi reserverar oss för eventuella tryckfel och ändringar av produktmodeller. 2018

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Säkerhetsföreskrifter

Sice S560 monteringsmaskin har konstruerats speciellt för demontering och montering av däck till lastbil, bussar, traktorer och entreprenadmaskiner, med fälgar från 14 "till 46" (56 "med PA förlängning) och en maximal diameter på 2600 mm. All annan användning är olämplig och därför inte godkänd.

Tillverkaren är inte ansvarig för personskador eller skador på saker som orsakats av felaktig användning av denna maskin. Håll den här handboken nära maskinen och konsultera den vid behov under arbetet.

Operatörerna som arbetar med denna maskin måste vara kvalificerade och behöriga. För att kunna anses kvalificerad måste en operatör förstå de skriftliga instruktionerna från tillverkaren, utbildas och vara bekant med reglerna för arbetarskydd. Operatörerna får inte vara påverkade av droger eller alkohol.

Det är dock viktigt att:
- Veta hur man läser och förstår beskrivningarna.

- Känn prestanda och egenskaper hos den här maskinen.

- Håll obehöriga personer borta från operationszonen.

- Se till att installationen har gjorts i enlighet med gällande normer.

- Se till att alla operatörer är tillräckligt utbildade, att de vet hur man använder utrustningen på ett korrekt och säkert sätt och att det finns tillräcklig tillsyn.

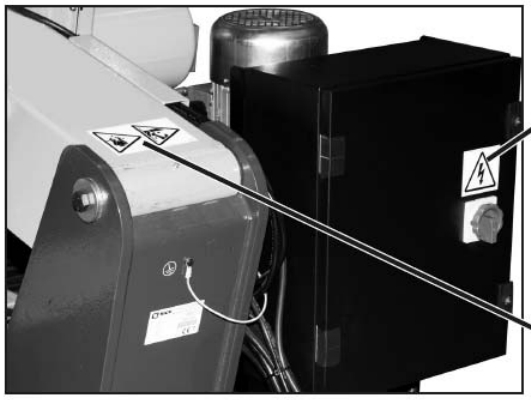
- Rör aldrig elektroniken i maskinen eller strömförsörjningen om inte strömmen har stängts av.

- Läs noga igenom denna bruksanvisning och lär dig hur du använder maskinen korrekt och säkert.

- Håll alltid den här handboken på en lättillgänglig plats och konsultera den vid behov.

VARNING!
Otillåtna modifikationer eller felaktig användning av denna maskin friskriver tillverkaren och leverantören helt från ansvaret för skador eller olyckor som kan uppstå. I synnerhet innebär borttagning eller manipulering av säkerhetsanordningarna en överträdelse av arbetssäkerhetens föreskrifter.

Varningsidentifikation



Code 4-402353

Varning : Risk för elektriskta stötar

Code 4-402638

Klämrisk på fötter vid rotation av chucken

Klämrisk på händer vid rotation av chucken eller i chuckens klor

Code 4-402636

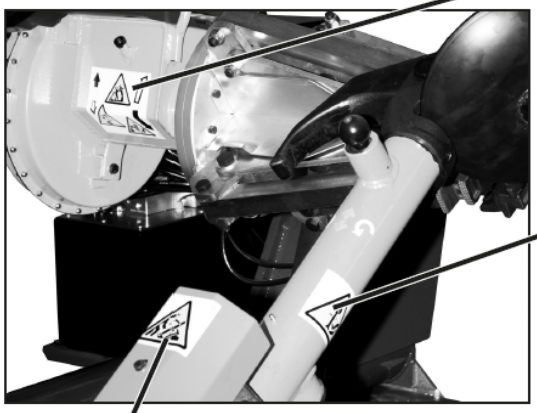
Klämrisk vid nedfällning av verktygsarm mot maskinen eller armens släde.

Lämna aldrig arbetsplatsen med hjul monterat i maskinen

Code 4-402635

Klämrisk vid mellan chuck och verktygsarm

Risk för fallande hjul



Code 4-402926

Klämrisk vid verktygsarm

Code 4-402637

Tänk på verktygsarmens rörelseväg vid tiltning

Installation & Säkerhet

Maskinen måste stå på plant underlag och bultas fast i golvet innan användning. Maskinen ska kopplas i ett jordat och avsäkrat uttag, av en kvalificerad elektriker.

Ställ inte maskinen där det råder extrem temperatur eller fukt, och skydda den från väder och vind. Explosiva, korrosiva och/eller giftiga material får inte förvaras i samma lokal.

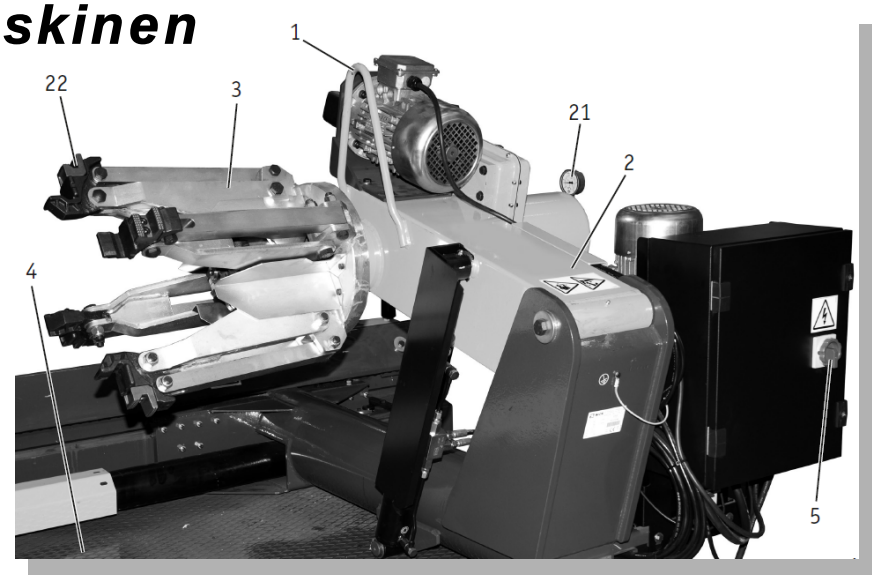
Från sin placering måste användaren kunna se hela maskinen och området däromkring, och ingen utomstående person befinna sig och inga föremål som kan utgöra en risk får finnas där.

Ingen form av förändring eller manipulation av maskinen får ske, såvida den ej är godkänd av tillverkaren. Tillverkaren avsäger sig allt ansvar för ev. skador och olyckor som kan inträffa med anledning av sådan förändringar eller manipulationer. Det är absolut förbjudet att ta bort eller manipulera med maskinens säkerhetsanordningar. Om så ändå sker kan allvarlig skada eller olycka inträffa.

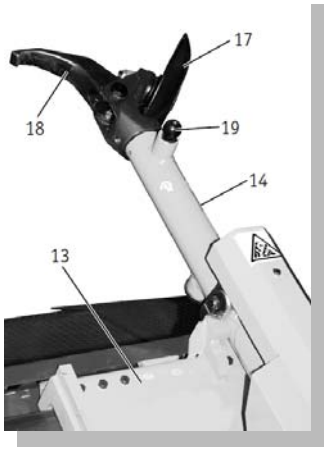
Följande arbetsmiljöförhållanden är tillämpliga:
Relativ fuktighet: från 30-95% utan kondensation; Temperatur: från 0-55 ° C.

Läs i den medföljande engelska manualen för att utföra en korrekt installation.

Översikt Maskinen

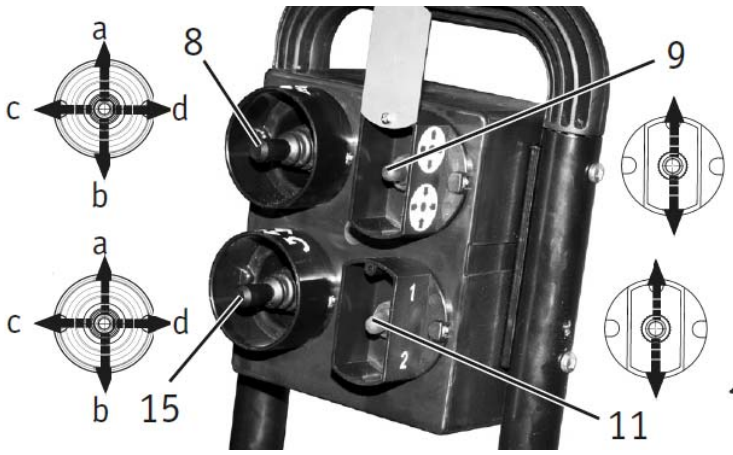


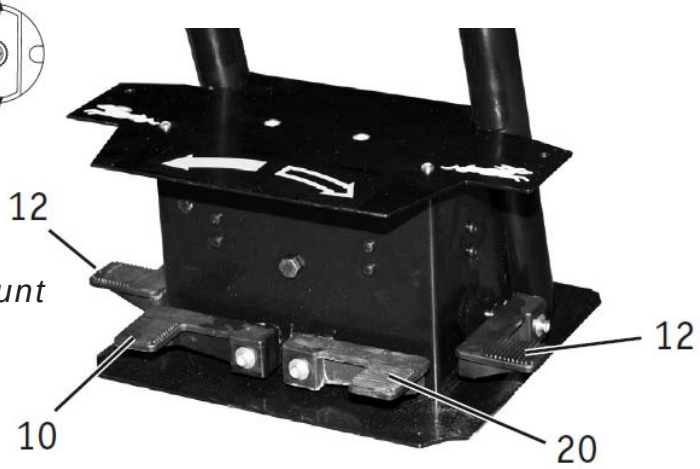
1. *Lyftögla*
2. *Chuckhållar arm*
3. *Chuck*
4. *Skjutbord / plattform*
5. *Huvudströmbrytare*
21. *Hydraul manometer*
22. *Klo*



13. *Släde verktygsarm*
14. *Verktygsarm*
17. *Klinchlossartallrik*
18. *Monteringskrok / Verktyg*
19. *Verktygs vändnings / losstagnings sprint*

Översikt Kontrollpanel





Manöverkontrollen gör det möjligt för operatören att arbeta på flera platser runt maskinen. På manöverkontrollen finns följande kontroller :

Den övre styrspaken (8), *som i läge a lyfter chuckarmen och i position b sänker det; i läge c flyttas chucken höger och verktygshållaren arm åt vänster samtidigt (så de kommer närmare varandra) och i läge d flyttar chucken och verktygshållarmen åt höger (så de kommer längre ifrån varandra).*

Nedre joystick (15) *dras uppåt a, fäller den verktygshållarmen uppåt till ett "icke-arbetande" läge; när dras nedåt b, fälls armen till "arbetsläge". När den dras åt vänster c, vrids den verktygshuvudet 180° moturs och när den dras åt höger d, vrids den huvudverktyget i motsatt riktning och tillbaka till startpositionen.*

Chuck-brytaren (9) *när den rör sig uppåt, öppnas armarna på den självcentrerande chucken (LOCKING), och när den flyttas ner, stängs armarna i den självcentrerande chucken (UN-LOCKING).*

Rotationspedalen medurs (20): *Tryck för att vrida chucken medsols.*

Rotationspedalen moturs (10): *Tryck för att vrida chucken moturs.*

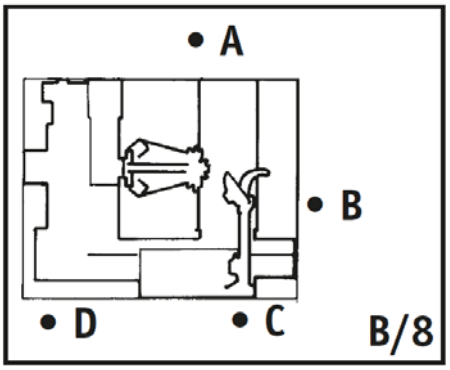
Den andra hastighetsomkopplaren (11), *om den används tillsammans med en av pedalerna (10 eller 20) gör att chucken kan roteras med dubbel hastighet.*

Andra hastighetspedalerna (Haren, 12) *tillåter hastigheten av chucken och verktygshållarm (c och d på den övre joysticken) och chuckens öppnings- och stängningsrörelser som ska utföras med dubbel hastighet. OBS! Alla kontroller är mycket känsliga och små rörelser på maskinen ska göras med precision.*

På S560-monteringsmaskinen finns sprinten (nr19 på föregående sida,) som tillåter att byta ut huvudverktyget (till exempel för montering av tillbehör RTB slanglös).

Montera Däck

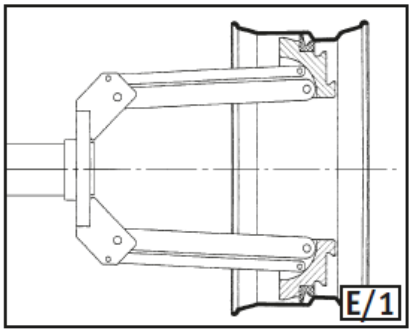
VARNING!
Vid låsning av hjulet, se till att klämmorna är ordentligt placerade på fälgen, för att förhindra att fälgen kan falla ur maskinen.

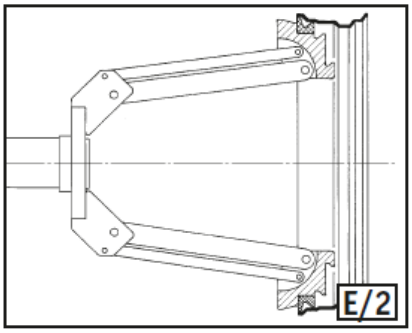


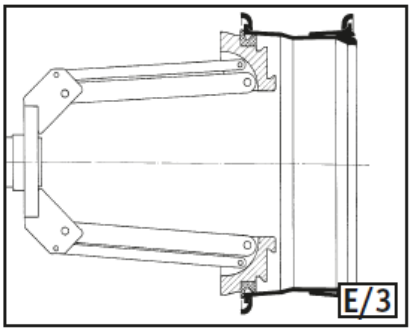
1) Ta den mobila styrenheten till arbetsplats B.
2) Drag verktygshållarmen till upprätt läge.
3) Flytta den övre joysticken och flytta plattformen åt vänster och därigenom skapa tillräckligt med utrymme för att hjulet ska kunna monteras på chucken. Håll hjulet i vertikalt läge.

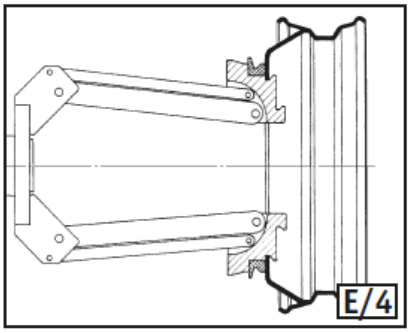
FARA!
Denna operation kan vara extremt farlig. Gör det manuellt bara om du är säker du kan hålla hjulet balanserat. För stora och tunga däck är det tillräckligt lyftanordning måste användas.

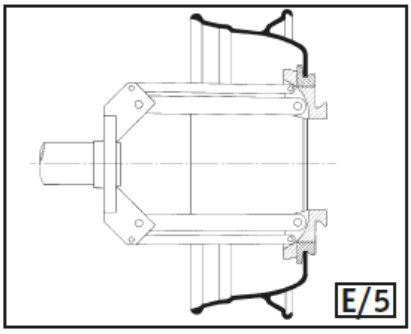
4) Forstätt arbetet vid manöverkontrollen och lyft eller sänk chucken till jämnhöjd med centrum på fälgen.
5) Med klämmorna i stängt läge, flytta chucken in i centrum fälgen, och sedan öppna chucken med switchen för att därigenom låsa fälgen invändigt och i den lämpligaste positionen att väljas enligt till typ av fälg, som förklaras i figurerna E / 1-E / 2-E / 3-E / 4-E / 5-E / 6.

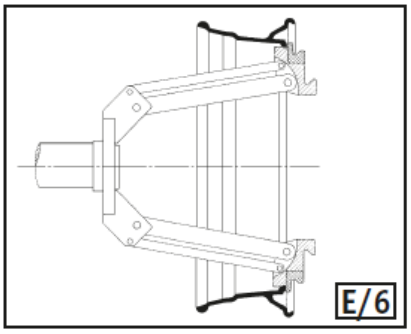












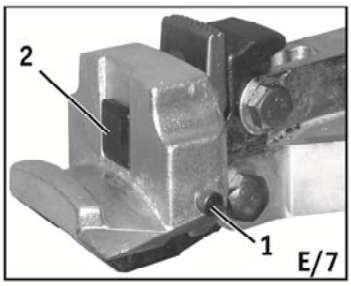
Kom ihåg att den säkraste låsningen är alltid på den inre flänsen.

OBSERVERA För fälgar med kanal, klämma hjulet så att Kanalen ligger nära fälgens utsida (fig. E / 1).

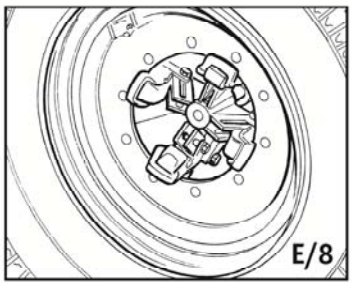
FARA!
Lämna aldrig arbetsområdet med hjulet fastspänd i maskinen och upplyft från golvet!

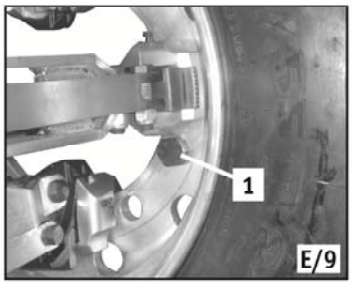
LIGHT-ALLOY RIM LOCKING

The **GL** clamps - especially designed for operating on light alloy rims without damaging them - is available upon request. The GL clamps are to be inserted (bayonet-like mounting) into the clamp support of the self-centering chuck **(see fig. E/7)**.
Tighten screw **1, Fig. E/7** by hand to lock the GL clamp.
The clamps are supplied with three different types of plastic insert (**2, Fig. E/7**), which must be used to suit the thickness of the rim flange.
Lock the rim as illustrated in **fig. E/8**.
The specially-made PL alloy-rim pliers are also available.



E/7


E/8



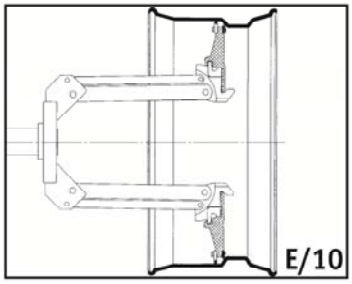
E/9

CAUTION:
The spindle may "slip" during the various operating phases when the rims are locked on the central hole (especially with alloy wheels where GL clamps are used). This can be avoided by fitting a bolt into one of the wheel fixing holes (**1, Fig. E/9**) and locking it in place with the relative nut.
As the bolt is turned, it will rest on the clamp, carrying the rim with it and preventing this from slipping.

CLAMP EXTENSIONS

For rims with diameters over 46" without central hole flange, the wheel can be clamped with the **PA** extensions (optional).

Insert the clamp extension into the clamp support of the self-centering chuck arm (bayonet mounting) and lock it with the wing nut (**see fig. E/10**).


E/10

12.2 TUBELESS AND SUPERSINGLE WHEELS

BEAD BREAKING

1) Lock the wheel on the self-centering chuck, as previously described, and ensure that the tyre is deflated.

2) Take the mobile control unit to work position C.

3) Lower the tool-holder arm (**14, fig. F**) into is working position and allow it to lock.

DANGER!
Always check to be certain that the arm is corrected hooked to the carriage.

4) Operating from the mobile control centre, manoeuvre the wheel until the outside of the rim skims the bead-breaker disk (**fig. F**).

DANGER!
The bead breaker disk must NOT be pressed against the rim but against the tyre bead.

5) Rotate the wheel and at the same time, advance the bead-breaker plate with small forward movements following the profile of the rim, with the plate.

6) Continue until the first bead is fully detached.

F

To facilitate this operation, lubricate the bead and the edge of the rim with tyre lubricant whilst the wheel is rotated.

CAUTION!
To avoid all risk, lubricate the beads turning the wheel CLOCKWISE if you are working on the outside plane and ANTICLOCKWISE if working on the inside plane.

N.B.: Remember that the stronger the tyre's adherence to the rim, the slower must be the disk's penetration.

7) Bring the tool carrier arm (**14, Fig. F**) back from the edge of the rim. Release the hook, raise the arm to its non-working position, shift it and rehook it in its second work position (**Fig. G**).

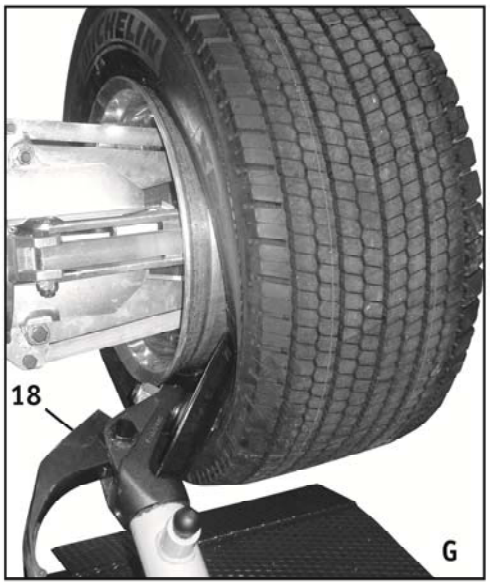
DANGER!
Do not hold your hands on the tool when you bring it back to its work position.
Your hand(s) could be trapped between the tool and the wheel.

8) Turn the tool 180°.

9) Take the mobile control unit to work position D.

10) Repeat the operation previously described until the second bead is completely broken.

N.B.: During the bead breaking, the claw (**18, fig.G**) can be lowered so that it is out of the way.



DEMOUNTING

Tubeless tyres can be demounted in two ways:

a) If the tyre is not difficult to demount, once the beads have been loosened, use the bead disk to push against the inside plane of the tyre until both beads come off the rim (**See Fig. H**).

b) With SUPERSINGLE or very hard tyres the procedure described above cannot be used. The hook tool will have to be used as follows:

1) Transfer the tool carrier arm to the outside plane of the tyre.

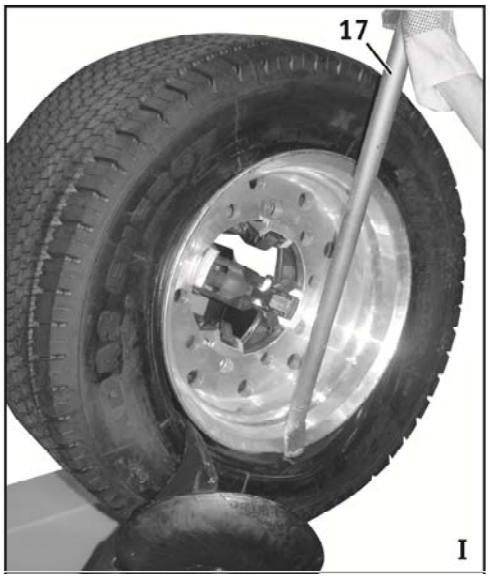
2) Take the mobile control unit to work position C.

3) Rotate the wheel and at the same time move the hook tool forward inserting it between rim and bead until it is anchored to the bead (**See Fig. I**).

4) Move the rim 4-5 cm from the tool taking care that it does not unhook from the bead.

5) Move the hook tool towards the outside until the red reference dot is by the outside edge of the rim.

6) Take the mobile control unit to position B.
7) Insert lever **LA** (**17, Fig. I**) between rim and bead at the right of the tool.



8) Press down on the lever and lower the wheel to bring the edge of the rim about 5 cm from the hooked tool.

9) Turn the wheel anticlockwise pressing down on lever **LA** until the bead is completely off.

10) Move the tool carrier arm to its non-working position and then move it to the inside plane of the wheel.

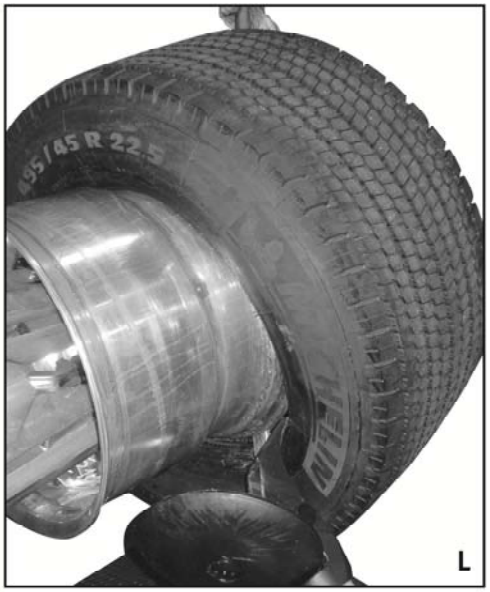
11) Take the mobile control unit to work position D.

12) Turn the hook tool 180° and insert it between rim and bead (**see Fig. L**). Move it until the bead is by the edge of the rim (best to do this with the wheel turning).

13) Move the rim about 4-5 cm from the tool making sure the hook does not detach from the rim.

14) Take the mobile control unit to work position B.

15) Move the hook tool so that its red reference dot is about 3 cm inside the rim.



16) Insert lever LA (**17, Fig. I**) between rim and bead at the right of the tool.

17) Press down on the lever and lower the wheel to bring the edge of the rim about 5 mm from the hooked tool. Turn the wheel anticlockwise pressing down on lever LA until the tyre comes completely off the rim.

DANGER!
When the beads come off the rim, the tyre will fall.
Check to make sure there are no by-standers in the work area.

MOUNTING

Tubeless tyres can be mounted using either the bead breaker disk or the hook tool.
If the tyre is not problematic, use the bead loosener disk.
If the tyre is very rigid, the hook tool must be used.

TYRE MOUNTING WITH THE DISK

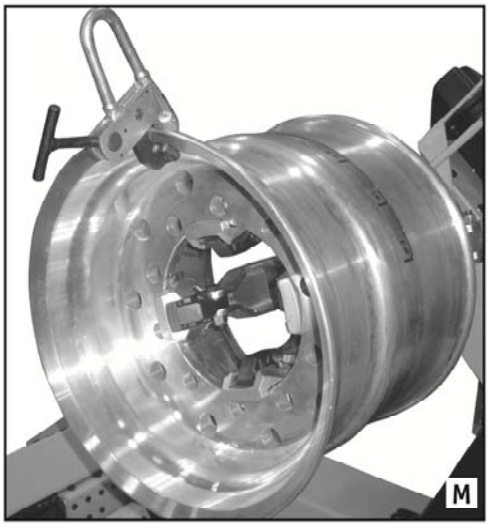
Follow these steps:

1) If the rim has been removed from the spindle, put it back on the spindle as described in the section on "CLAMPING THE WHEEL".

2) Lubricate both beads and the rim with tyre manufacturer recommended lubricant.

3) Attach the PC clip to the outside edge of the rim at the highest point.

CAUTION: Use clip **PL** with the special plastic guards for alloy rims (**See Fig. M**).



CAUTION!
Make sure the clip is firmly attached to the rim.

4) Take the mobile control unit to work position B.

Montera Däck

5) Position the tyre on the platform.

6) Turn the spindle until the clip reaches the 6 o'clock position.

7) Lower the spindle so that the clip can "enter" into the tyre, then move forward until the rim touches the actual tyre itself (**see Fig. M/2**).

8) Turn the spindle clockwise while moving forwards, so that the clip takes up the tyre bead.
Turn until the clip reaches the 11 o'clock position.

9) Lift the rim with the tyre connected.
The tyre will position obliquely to the rim (**see Fig. M/3**).

10) Take the mobile control unit to work position C.

11) Position the bead loosener disk against the second bead of the tyre and turn the spindle until the clip is at the low point (at 6 o'clock).

12) Move the disk away from the wheel.

13) Remove the clip and replace it at 6 o'clock outside the second bead (**See Fig. N**).

14) Turn the spindle clockwise 90° to bring the clip to 9 o'clock.

15) Move the disk forward until it is about 1-2 cm inside the edge of the rim (**See Fig. N/2**).
Begin to turn the spindle clockwise checking to make sure that, with a 90° turn, the second bead begins to slip into the centre well.

16) When the bead is fully mounted, move the tool away from the wheel, tip it to its non-working position and remove the clip.

17) Lower the spindle until the wheel rests on the platform.

18) Take the mobile control unit to work position B.

19) Close the arms of the spindle completely.
Support the wheel to prevent it falling off.

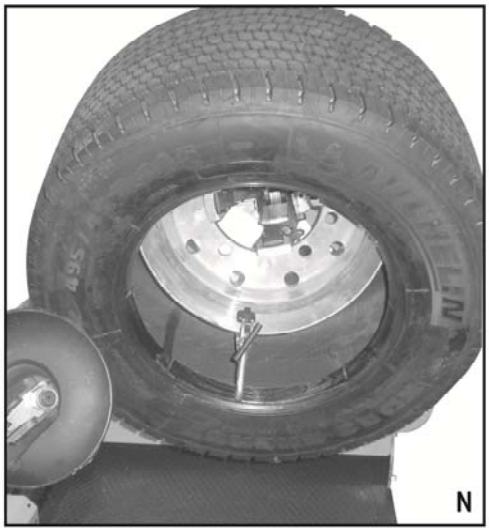
DANGER!
This operation can be extremely dangerous.
Do it manually only if you are certain you can keep the wheel balanced.
For large and heavy tyres an adequate lifting device must be used.

20) Translate the turntable to disengage the wheel.

21) Remove the wheel.


M/2


M/3


N

NB: If the tyre permits it, the operation described above can be speeded up by mounting both beads at the same time:
- Follow the steps described under points 1÷7 described above but instead of attaching the clip to just the first bead (refer to point 8) clip it to both.
- Lift the rim with the tyre hooked to it and turn it anticlockwise 15-20 cm (clip at 10 o'clock).
- Follow the steps described in points 15 ÷ 21 above.

Montera Däck

MOUNTING WITH THE HOOKED TOOL

1) Follow the steps described in points 1÷9 for mounting with the disk.

2) Move the tool carrier arm to its non-working position. Move it to the inside plane of the tyre and rehook it at this position.

3) Check to make sure the hook tool is positioned on the wheel side.
If not turn it 180°.

4) Take the mobile control unit to work position D.

5) Move the tool forward until the red reference dot is lined up with the outside edge of the rim and about 5 mm from it (**See Fig. 0**).

6) Take the mobile control unit to work position C.

7) Move to the outside of the wheel and check the exact position of the took visually and adjust it as needed.
Then turn the spindle **clockwise** until the clip is at the bottom (6 o'clock).
The first bead will be on the rim.

8) Remove the clip.

9) Take the mobile control unit to work position D.

10) Remove the tool from the tyre.

11) Move the tool carrier arm to its non-working position.
Move it to the outside plane of the tyre and rehook it in this position.

12) Turn the tool 180°.

13) Attach the clip at the bottom (6 o'clock) outside the second bead (**See Fig. N**).

14) Take the mobile control unit to work position C.

15) Turn the spindle **clockwise** to about 90° (clip at 9 o'clock).

16) Bring the tool forward until the red reference dot is lined up with the outside edge of the rim and about 5 mm from it (**See Fig. 0/2**).
Begin to turn the spindle **clockwise** and check if, after about 90° of rotation the second bead has started to slip into the centre well.
Continue turning until the clip is at the bottom (6 o'clock).
The second bead will now be mounted on the rim.

17) Follow the steps described in points 16÷21 for mounting with the disk since this will ensure that the wheel is removed correctly from the machine.

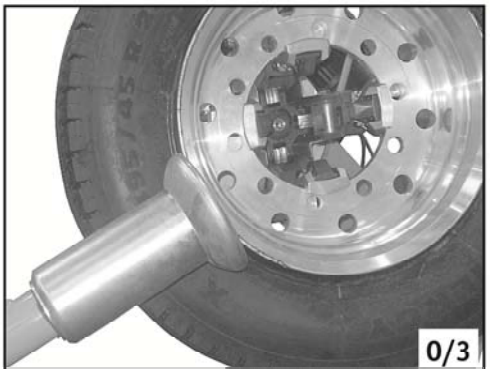
TUBELESS ROLLER

The optional TUBELESS ROLLER RTB (**see Fig. 0/3**) is available on request.
During the various operating phases, this accessory substitutes the bead loosener disk and allows the operator to work in a better way, especially with wide tyres (Supersingle type).


N/2


0


0/2


0/3

12.3 TUBED WHEELS

BEAD BREAKING

WARNING: Unscrew the bush which fixes the valve when deflating the tyre so that the valve, coming in the inside of the rim, is not an obstacle during bead breaking.
Follow all the steps described previously for bead breaking tubeless tyres.
With tubed tyres, however, stop disk movement as soon as the bead has loosened to avoid damaging the tube inflation valve.

DEMOUNTING

1) Take the mobile control unit to work position C.

2) Tip the tool carrier arm (**14, Fig. D**) to its non-working position.
Move it to the outside plane of the wheel and rehook it in this position.

3) Rotate the wheel and at the same time move the hook tool (**18, Fig. D**) forward inserting it between rim and bead until it is anchored to the tool.

4) Move the rim 4-5 cm from the tool taking care that it does not unhook from the bead.

5) Move the hook tool towards the outside until the red reference dot is by the outside edge of the rim.

6) Take the mobile control unit to work position B.

7) Insert lever **LA** (**see Fig. P**) between rim and bead at the right of the tool.

8) Press down on the lever and lower the wheel to bring the edge of the rim about 5 mm from the hooked tool.

9) Turn the wheel anticlockwise pressing down on lever **LA** until the bead is completely off.

10) Move the tool carrier arm to its non-working position.
Lower the spindle until the tyre is pressed down against the platform .
Move the spindle leftwards to provide sufficient space to remove the inner tube.

11) Remove the inner tube and lift the wheel back up.

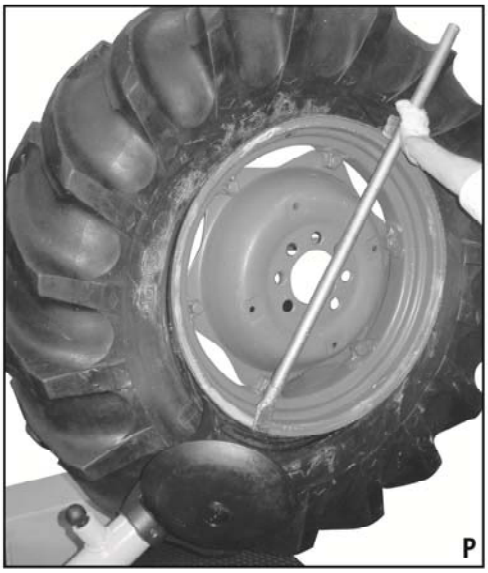
12) Take the mobile control unit to work position D.

13) Move the tool carrier arm to the inside plane of the tyre, turn the hook tool 180° and lower the arm to its work position.
Insert it between rim and bead and move it until the bead is by the from edge of the rim (best to do this with the wheel turning).

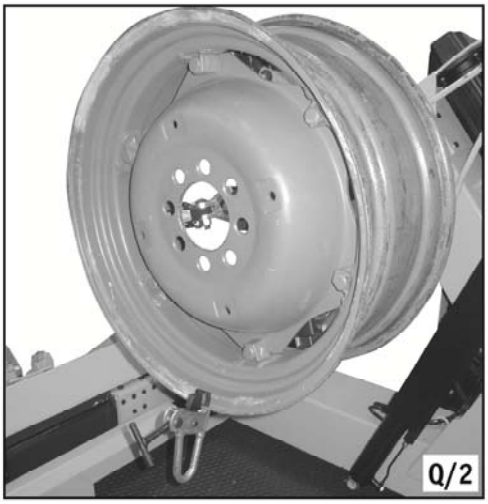
14) Move the rim about 4-5 cm from the tool making sure the hook does not detach from the rim.

15) Take the mobile control unit to work position B.

16) Move the hook tool so that its red reference dot is about 3 cm inside the rim.
17) Insert lever **LA** between rim and bead at the right of the tool (**See Fig. Q**).


P


Q


Q/2

18) Press down on the lever and lower the wheel to bring the edge of the rim about 5 cm from the hooked tool.
Turn the wheel anticlockwise pressing down on lever LA until the tyre comes completely off the rim.

DANGER!
When the beads come off the rim, the wheel will fall. Check to make sure there are no by-standers in the work area.

MOUNTING

1) If the rim has been removed from the spindle, put it back on the spindle as described in the section on "CLAMPING THE WHEEL".

2) Lubricate both beads and the rim with tyre manufacturer recommended lubricant.

3) Attach the PC clip to the outside edge of the rim at the highest point.

CAUTION!
Make sure the clip is firmly attached to the rim.

4) Take the mobile control unit to work position B.

5) Position the tyre on the platform.

6) Turn the spindle until the clip reaches the 6 o'clock position (**See Fig. Q/2**).

7) Lower the spindle so that the clip can "enter" into the tyre, then move forward until the rim touches the actual tyre itself (**see Fig. Q/3**).

8) Turn the spindle clockwise while moving forwards, so that the clip takes up the tyre bead.
Turn until the clip reaches the 11 o'clock position.

9) Lift the rim with the tyre connected.
The tyre will position obliquely to the rim (**see Fig. Q/4**).

10) Move the tool carrier arm to its non-working position.
Move it to the inside plane of the tyre and rehook it in this position.

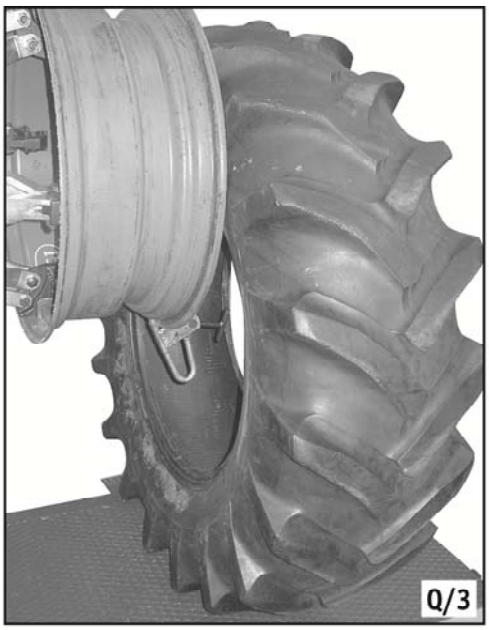
11) Check to make sure the hook tool is positioned on the wheel side.
If not, turn it 180°.

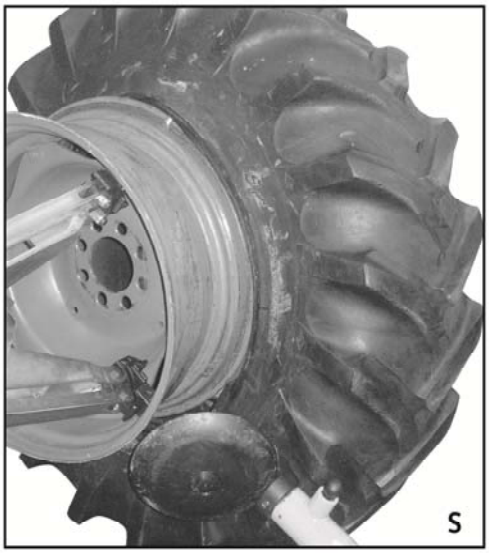
12) Take the mobile control unit to work position D.

13) Move the tool forward until the red reference dot is lined up with the outside edge of the rim and about 5 mm from it (**See Fig. S**).

14) Take the mobile control unit to work position C.

15) Move to the outside of the wheel and check the exact position of the hook visually and adjust it as needed.
Then turn the spindle **clockwise** until the clip is at the bottom (6 o'clock).





Montera Däck

The first bead will be on the rim.
Remove the clip.

16) Take the mobile control unit to work position D.

17) Remove the tool from the tyre.

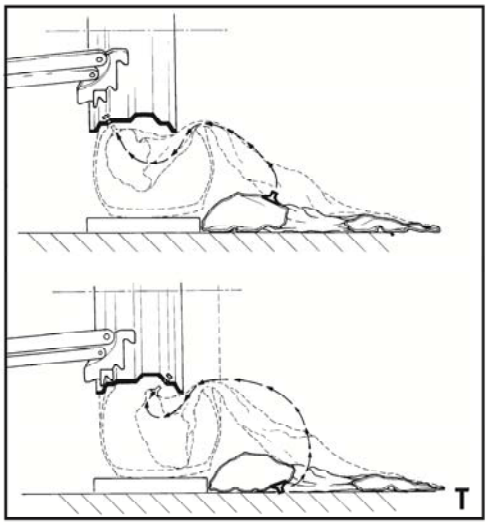
18) Move the tool carrier arm to its non-working position.
Move it to the outside plane of the tyre.

19) Turn the tool 180°.

20) Take the mobile control unit to work position B.

21) Turn the spindle until the valve hole is at the bottom (6 o'clock).

22) Lower the spindle until the tyre is pressed down against the platform.
Move the spindle leftwards to provide sufficient space to insert the inner tube.
NB: The valve hole may be asymmetrical to the centre of the rim.
In this case position and insert the inner tube as shown in Fig. T.
Insert the valve through the hole and fix it with its locking ring.


T

23) Place the inner tube in the centre well of the rim.
NB: to facilitate this, turn the spindle clockwise.

24) Turn the spindle until the valve is at the bottom (6 o'clock).

25) Inflate the inner tube a little (until it has no folds) so as not to pinch it while mounting the second bead.

26) Attach an extension to the valve and then remove the locking ring.
NB: The purpose of this operation is to allow the valve to be loose so that it is not ripped out during second bead mounting.


U

27) Take the mobile control unit to work position C.

28) Lift the wheel again and attach the PC clip outside the second bead about 20 cm to the right of the valve (**See Fig. U**).

29) Turn the spindle **clockwise** until the clip is at 9 o'clock.

30) Move the tool carrier arm (**14, Fig. D**) to its working position.

31) Bring the tool forward until the red reference dot is lined up with the outside edge of the rim and about 5 mm from it.

32) Turn the spindle a little clockwise until you can insert the bead guide lever into its seating on the hook tool (**See Fig. V**).


V

33) Pull back on this lever which will guide the bead into centre well.
Continue to turn the spindle until the tyre is completely mounted on the rim.

34) Remove the PC clip. Remove the hook tool by turning the spindle anticlockwise and moving it towards the outside.

35) Tip the tool carrier arm to its non-working position.

36) Lower the spindle until the wheel rests on the platform.

37) Take the mobile control unit to work position B.

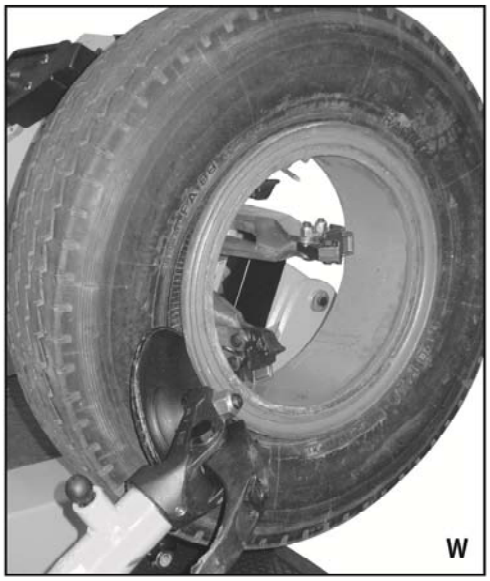
38) When the wheel is resting on the platform, check to make sure the valve is perfectly centered with its hole. If it is not, turn the spindle slightly to adjust the position. Fix the valve with its locking ring and remove the extension.

39) Close the arms of the spindle completely. Support the wheel to prevent it falling off.

DANGER:
This operation can be extremely dangerous.
Do it manually only if you are certain you can keep the wheel balanced.
For large and heavy tyres an adequate lifting device must be used.

40) Translate the turntable to disengage the wheel.

41) Remove the wheel.


W

12.4 WHEELS WITH 3-PIECE SPLIT RINGS

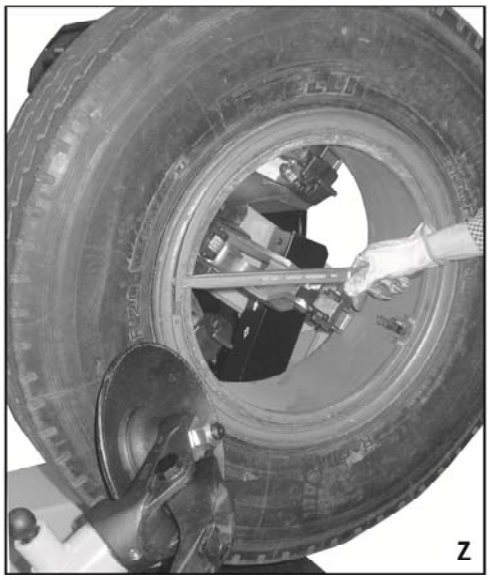
BEAD BREAKING AND DEMOUNTING

1) Clamp the wheel on the spindle as described previously and check to make sure it has been deflated.

2) Take the mobile control unit to work position C.

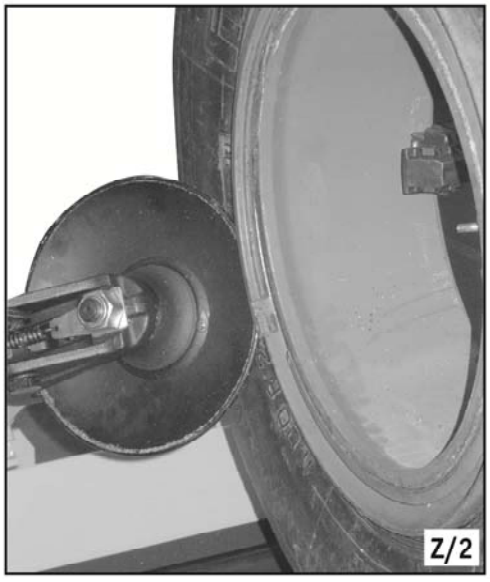
3) Lower the tool carrier arm (**14, Fig. D**) to its work position until it is locked in position by its hook.

4) Position the bead loosener disk level with the rim (**See Fig. W**).


Z

5) Turn the spindle and at the same time move the disk forward a bit at a time following the contour of the rim until the first bead is completely free.
NB: lubricate while doing this.
CAUTION! If the tyre has an inner tube, work very carefully and be prepared to stop the disk immediately once the bead has been broken so as not to damage the valve and the inner tube.

6) Turn the wheel until the opening of the spring ring reaches the 9 o'clock position (**see Fig. Z**).
Set the bead loosener disk against the ring.
Insert lever LC into the relative housing so as to raise the free side of the ring (**see Fig. Z**).


Z/2

7) Turn the spindle in the anti-clockwise direction so as to fit the bead loosener disk under the ring **(see Fig. Z/2)**, which can then be removed.
CAUTION: Hold the ring with the hands (in the 12 o'clock position) as the spindle is turned to prevent it from accidentally dropping.

8) Remove the split-ring.

9) Move the tool carrier arm back from the edge of the rim.
Release the hook and tip the arm to its non-working position.
Move the tool carrier arm to the inside plane of the wheel.

10) Turn the tool head 180°.
Lower the arm to its working position.

11) Turn the spindle and at the same time bring the bead loosener disk up against the tyre following the contour of the split-ring until the second bead has been broken.
NB: Lubricate during this process.
Continue to move the disk forward until about half the tyre has demounted from the rim (**See Fig. K**).


K

12) Move the tool carrier arm to its non-working position.

13) Lower the spindle until the wheel is resting on the platform.

14) Take the mobile control unit to work position B.

15) Translate the turntable inward until the tyre comes out of the rim completely, taking care not to damage the valve.

MOUNTING

1) Move the tool carrier arm to its non-working position.
If the rim has been removed from the spindle, put it back on the spindle as described in the section on "CLAMPING THE WHEEL".
NB: If the tyre is tubed, position the rim with the valve slot at the bottom (6 o'clock).

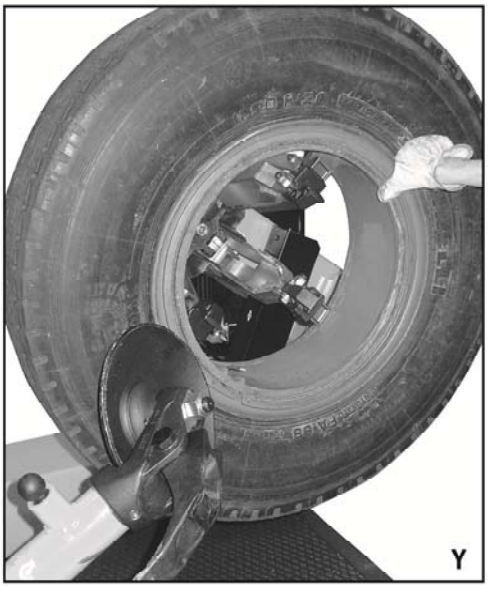
2) Lubricate both beads and the rim with tyre manufacturer recommended lubricant.

3) Take the mobile control unit to work position B.

4) Translate the turntable inward to create the space necessary for lifting the tyre on the platform.
NB: If the tyre is tubed, position the rim with the valve slot at the bottom (6 o'clock).

5) Lower or raise the spindle to centre the rim and the tyre.

6) Translate the turntable outward so the rim can be inserted in the tyre.
CAUTION! If the tyre is tubed push the valve inside so as not to damage it.
Move forward with the platform until rim is completely in the tyre.


Y

7) Bring the tool carrier arm to the outside plane and lower it to its work position with the disk towards the wheel.
NB: If the tyre is not inserted sufficiently on the rim, move the spindle until the tyre bead is by the disk. Bring the disk forward (with the spindle turning) until it is completely inserted.

8) Put the split-ring on the rim and then install the locking ring with the help of the disk as shown in **Fig. Y.**

9) Move the tool carrier arm to its non-working position.

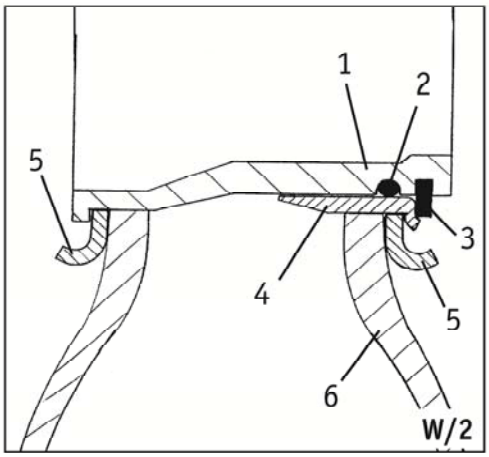
10) Lower the turntable until the wheel touches the platform.

11) Close the arms of the spindle completely.
Support the wheel to prevent it falling off.

DANGER!
This operation can be extremely dangerous.
Do it manually only if you are certain you can keep the wheel balanced.
For large and heavy tyres an adequate lifting device must be used.

12) Translate the turntable moving the wheel away from it.

13) Remove the wheel.



W/2

12.5 WHEELS WITH 5-PIECE SPLIT RINGS

KEY(FIG. W/2)

1 – Rim
2 – Seal
3 – Spring ring
4 – Ring with taper housing
5 – External ring
6 – Tyre


W/3

BEAD BREAKING AND DEMOUNTING

1) Clamp the wheel on the spindle as described previously and make sure it is deflated.

2) Take the mobile control unit to work position C.

3) Lower the tool carrier arm (**14, Fig. D**) to its work position until its hook has clicked into position on the bar.

4) Using the joystick, position the wheel so that the bead loosener disk just touches the outer edge of the ring with taper housing (**see Fig. W/3**).

5) Turn the spindle while moving forward until the ring with taper housing detaches from the rim. Take care to prevent the seal from being damaged.

6) Remove the seal.

7) Turn the wheel until the opening of the spring ring reaches the 9 o'clock position (**see Fig. Z/3**).
Position the bead loosener disk against the ring.
Insert lever LC into the relative housing so as to lift the free side of the ring (**see Fig. Z/3**).

8) Turn the spindle in the anti-clockwise direction so as to fit the bead loosener disk under the ring (**see Fig. Z/4**), which can then be removed.


Z/3

CAUTION: Hold the ring with the hands (in the 12 o'clock position) as the spindle is turned to prevent it from accidentally dropping.

9) Move the tool carrier arm (**14, Fig. D**) back from the edge of the rim.
Tilt the arm to its non-working position.
Move the tool carrier arm to the inside plane of the wheel.

10) Turn the tool head 180°.
Lower the arm to its working position.

11) Take the mobile control unit to work position D.

12) Turn the spindle and at the same time bring the bead loosener disk up against the tyre between the rim and bead.
Wait until the bead begins to detach before advancing with the disk until the ring with taper housing is about 5 cm beyond the outer edge of the rim.
NB: Lubricate during this process.

13) Tip the tool carrier arm to its non-work position.

14) Take the mobile control unit to work position B.

15) Lower the spindle until the wheel is resting on the platform.

16) Translate the turntable inward until the tyre (with the ring with taper housing attached) is removed from the rim.

17) Remove the rim from the spindle.

18) Position the tyre on the platform with the ring with taper housing pointing towards the spindle.

19) Lock the ring with taper housing on the spindle as described for LOCKING THE WHEEL.

DANGER!
The tyre is not attached to the split ring completely safely.
Any strain on it during positioning or clamping operations could cause it to detach and fall.

20) Take the mobile control unit to work position D.

21) Lift the wheel.

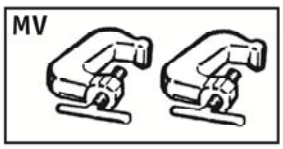
22) Move the tool carrier arm back to its work position.

23) Position the spindle so that the bead breaker disk is lined up with the bead.

24) Turn the spindle while advancing with the bead loosener disk until the tyre completely detaches from the ring with taper housing.

DANGER!
When the beads come off the rim, the wheel will fall.
Check to make sure there are no by-standers in the work area.

BEAD BREAKING AND DEMOUNTING (with use of MV clamps)



The **PAIR OF MV CLAMPS** (available on request), allows the bead wire to be fixed to the rim and the bead to be loosened at the same time.

Proceed as described below:

1) Carry out the operations described in points 1, 2, 3 of the previous section.

2) Lock the 2 clamps (**see Fig. Z/5**) on the wheel (at 180° from each other).

3) Position the bead loosener disk between the bead and outer ring (**see Fig. Z/6**). Turn the spindle while lowering it so that the bead loosener disk fits between the bead and rim edge. Wait until the bead begins to detach before advancing with the disk until the bead has been completely loosened.
NB: Lubricate thoroughly during this operation.

4) Remove the pair of MV clamps.

5) Move the bead loosener disk above the outer edge of the ring with taper housing and move inwards until the seal has been bared.

6) Remove the seal.

7) Remove the spring ring as described in points 7 and 8 of the previous section.

8) Position the bead loosener disk under the edge of the ring with taper housing and move outwards a few centimeters (**see Fig. Z/7**).
Do not pull out the ring too much as it could drop.

9) Overturn the tool-carrier arm so that it is no longer in the work position.

10) Lower the spindle until the tyre rests on the platform.
The rim must be as centered as possible on the tyre.

11) Remove the ring with taper housing and the outer ring at the same time.

12) Overturn the tool-carrier arm so that it is no longer in the work position.

13) Move with the mobile control unit to work position B.

14) Lift the wheel and position the bead loosener disk between the tyre bead and outer ring.

15) Turn the spindle while lowering it so as to fit the bead loosener disk between the bead and rim edge.
Wait until the bead begins to detach, then advance with the disk until the outer bead is on a level with the outer edge of the rim.
NB: Lubricate thoroughly during this operation.

16) Move the tool carrier arm so that it is no longer in the work position, then move the wheel outwards until there is sufficient travel for the next rim removal operation.

17) Lower the spindle until the tyre rests on the platform.
The rim must be as centered as possible on the tyre.

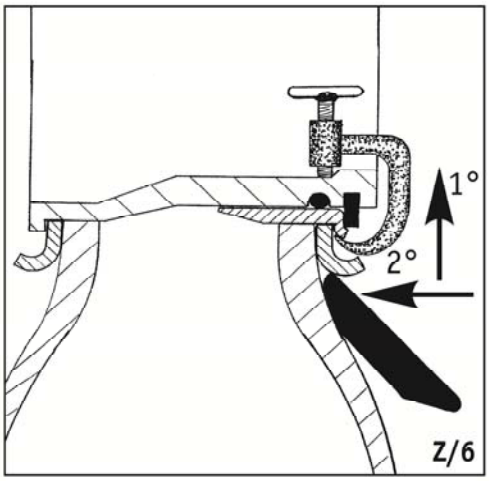
18) Translate the turntable inward until the rim is removed from the tyre.

MOUNTING

1) Move the tool carrier arm to its non-working position.
If the rim has been removed from the spindle, put it back on the spindle as described in the section on "CLAMPING THE WHEEL".

2) Lubricate both beads and the rim with tyre manufacturer recommended lubricant.
3) Fit the inner side ring on the rim (**see Fig. Z/8**).


Z/5



Z/6


Z/7

Montera Däck

4) Take the mobile control unit to work position B.

5) Move the tyre on the platform.

6) Lower or raise the spindle to centre the rim and the tyre (**see Fig. Z/8**).

7) Translate the turntable outward so the rim can be inserted in the tyre.
Move forward until it is completely inserted.

8) Fit the ring with taper housing on the rim (with the outer side ring assembled).
NB: If the ring with taper housing has grooves for fasteners, these must be "in phase" with each other.

9) Take the mobile control unit to work position C.

10) Move the tool carrier arm to the outside in its work position with the bead breaker disk turned towards the wheel.
NB: If the ring with taper housing has not fitted into the rim to a sufficient extent, move the spindle until the bead wire is on a level with the bear loosener disk.
Bring the disk forward (with the spindle turning) until you "uncover" the O-ring seating (**see Fig. Z/9**).

11) Lubricate the O-ring and insert it into its housing.

12) Take the mobile control unit to work position B.

13) Position the locking ring on the rim with the help of the disk as shown in **Fig. Y/2**.

14) Move the tool carrier arm to its non-working position.

15) Lower the turntable until the wheel touches the platform.

16) Close the arms of the spindle completely.
Support the wheel to prevent it falling off.

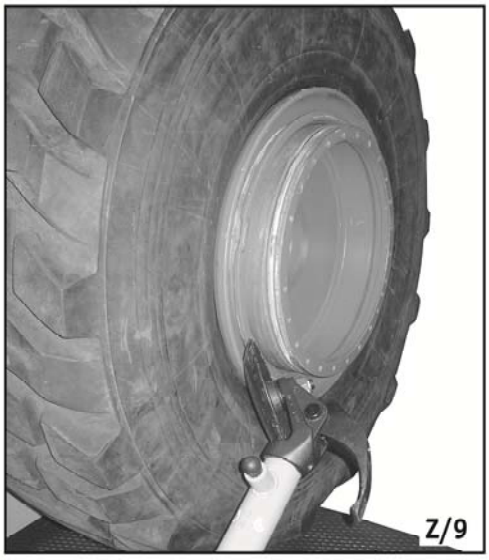
DANGER!
This operation can be extremely dangerous.
Do it manually only if you are certain you can keep the wheel balanced.
For large and heavy tyres an adequate lifting device must be used.

17) Translate the turntable moving the wheel away from it.

18) Remove the wheel.

DANGER!!
Do not inflate the tyre with the wheel mounted on the spindle.
Tyre inflation is dangerous and should only be done by removing the wheel from the spindle and placing it inside a safety cage.


Z/8


Z/9


Y/2

Identifikationsplåten

Tillverkarens identifikationsplåt är fastsatt på baksidan av maskinen.
Den ger följande information:

1- Tillverkarens namn och adress
2- Modell
3– Serienummer
4– Antal strömfaser
5– Spänningskrav
6- Frekvens
7– Betygsdragning
8– Strömförbrukning
9- Max. Hydrauliskt tryck
10– Maskinvikt
11– Årsmodell

Tekniska data S560

Pump motor	***3,3 - 4,4 kW***
Rotations motor	***1,9 - 2,5 kW***
Hanterar fälgar från—till	***14” - 46” (56” with PA)***
Max. hjul diameter	***2600 mm (103”)***
Max. hjulbredd	***1500 mm (59,6”)***
Max. hjulvikt	***1700 kg***
Kapacitet cylinder hjullyft	***2500 kg***
Vikt med std. utrustning	***1410 kg***
Akustisk ljudnivå vid arbete	***LpA < 70 dB(A)***

Serviceunderhåll

Serviceunderhåll, smörjning och oljebyten specificeras i den engelska manualen.
Kontakta BOAB Hjuldelar AB på tel. 0530-133 33 för bokning av service.

Brand

Varning!
Om maskinen fattar eld släck endast med pulver eller kolsyra (CO2)

Skrotning av maskinen

När maskinens arbetsliv är över och det inte längre kan användas, måste det göras oanvändbart genom att koppla loss det från alla strömkällor. Denna utrustning betraktas som specialavfall och bör därför delas upp i likformiga delar och bortskaffas i överensstämmelse med gällande lagar och förordningar. Om förpackningen är förorenande eller ej biologiskt nedbrytbar, leverera dem till lämpliga hanteringsstationer.

MILJÖINFORMATION *Denna produkt kan innehålla ämnen som kan vara farliga för miljön eller för människors hälsa om det inte kasseras på rätt sätt. Vi ger dig därför följande information för att förhindra utsläpp av dessa ämnen och för att förbättra användningen av naturresurser. Elektrisk och elektronisk utrustning ska aldrig bortskaffas i vanligt kommunalt avfall, men måste insamlas separat för deras korrekta behandling. Symbolen för korsad bin, placerad på produkten och på den här sidan, påminner dig om att du måste kassera ordentligt produkt i slutet av sitt liv. På så sätt är det möjligt att förhindra att en icke specifik behandling av ämnena i dessa produkter eller deras felaktig användning eller felaktig användning av deras delar kan vara farligt för miljön eller för människors hälsa. Dessutom bidrar detta till att återvinna, återvinna och återanvända många av de material som används i dessa produkter. För detta ändamål har elproducenter och distributörer av el och elektronik byggt upp lämpliga insamlings- och behandlingssystem för dessa Produkter. Vid slutet av livet kontaktar din produkt din distributör för att få information om samlingsarrangemangen. När du köper den här nya produkten kommer din återförsäljare också att informera dig om möjligheten att utan kostnad returnera en annan livslängdsutrustning som länge som det är av likvärdig typ och har uppfyllt samma funktioner som den medföljande utrustningen. En bortskaffande av produkten, som skiljer sig från vad som beskrivs ovan, kommer att vara ansvarig för de påföljder som föreskrivs i de nationella bestämmelserna i landet där produkten bortskaffas. Vi rekommenderar även att du vidtar fler åtgärder för miljöskydd: återvinning av produktens interna och externa förpackning och Kassera ordentligt använda batterier (om de finns i produkten). Med din hjälp är det möjligt att minska mängden naturresurser som används för att producera elektrisk och elektronisk utrustning för att minimera användningen av deponier för bortskaffande av produkterna och för att förbättra livskvaliteten genom att förebygga potentiellt farliga ämnen släpps ut i miljön.*

Maskintillbehör

RC Radiostyrning	*88770780*

GL Kloskydd Alufälg	*88800051*
GL4 Kloskydd Alufälg	*88800057*

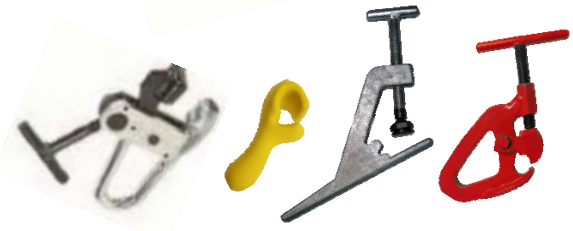
SPI Plastskydd till GL/GL4	*8-11400200*

SPIG Plastskydd till maskinens original stålklo	*8-12100172*

ACL Fälgskyddsring 19,5”	*8-12100009*
ACL Fälgskyddsring 22,5”	*8-12100010*

PE Plattorms förlängare	*4-401432*

RTB Pressrulle för Buss & Lv	*2309148*



PC Klinchlåstång	*88815602*
PL Klinchlåstång Alufälg	*88815594*
Snabblåstång Lv	*66614970*
Klinchlåstång Skogsfälg	*88815600*
Klinchlåstång GKN	*88815599*

DP12 Klinchpressverktyg	*88880012*