

ATLAS PLATINUM

PTC 500

Use and maintenance instruction manual



Original Instructions

English/Italian/French/Deutch

PTC500

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Il presente manuale costituisce parte integrante del prodotto.
Prima di utilizzare lo smontagomme, leggere attentamente le avvertenze e le istruzioni contenute nel presente libretto in quanto forniscono importanti indicazioni riguardanti la sicurezza d'uso e la manutenzione.

*This manual is an integral part of the product.
Before using the tyre changer, read carefully the warnings and instructions contained in this manual since they provide important information on operating safety and maintenance.*

Le présent manuel fait partie intégrante du produit.
Avant d'utiliser le démonte-pneus, lire attentivement les instructions et les remarques du présent manuel car elles fournissent des indications importantes sur la sécurité d'utilisation et l'entretien.

Dieses Handbuch ist Bestandteil des Produktes.
Bevor Sie das Reifenmontiergerät zum ersten Mal benutzen, lesen Sie bitte aufmerksam die darin enthaltenen Anweisungen, denn sie enthalten wichtige Hinweise zur Betriebssicherheit und Wartung.



Conservare con cura questo manuale per ogni ulteriore consultazione

Keep this manual for further reference.

Conserver très soigneusement ce manuel pour le consulter si nécessaire.

Bewahren Sie dieses Handbuch sorgfältig auf, damit Sie es jederzeit wieder konsultieren können!

FAC SIMILE			
Type	Nr. XX14YYZZZZZ		
Volt	Amp	Kw	
Ph	Hz	Year	
Net Weight kg:			
Air supply: 8-10 bar (115-145 PSI)			

1. DESCRIZIONE DELLA MACCHINA - DESCRIPTION OF THE MACHINE

- | | | | |
|----|--|----|---|
| A) | Platorello con Smartlock | A) | Center clamping post+Smartlock |
| B) | Utensile Lever No Lever | B) | Lever no Lever mounting head |
| C) | Kit Gun | C) | Inflating gun |
| D) | Braccio operante | D) | Operating arm |
| E) | Palo orizzontale | E) | Horizontal arm |
| F) | Palo verticale | F) | Vertical arm |
| G) | Premitallone ausiliario destro | G) | Pneumatic bead pressing system |
| H) | Stallonatore | H) | Bead breaker |
| I) | Appoggi ruota | I) | Wheel support |
| L) | Premitallone ausiliario sinistro | L) | Rotating pneumatic pressing system |
| M) | Pedale comando stallonatore | M) | Bead breaker control pedal |
| N) | Comando utensile leverless | N) | Leverless control |
| O) | Pedale comando invertitore | O) | Reverser control pedal |
| P) | Pedale sollevatore | P) | Wheel Lifter pedal |
| Q) | Pedale di gonfiaggio | Q) | Inflating pedal |
| R) | Selettore manuale Lever No Lever | R) | Lever No Lever handle control |
| S) | Bloccaggio addizionale braccio orizzontale | S) | Additional horizontal arm locking plate |

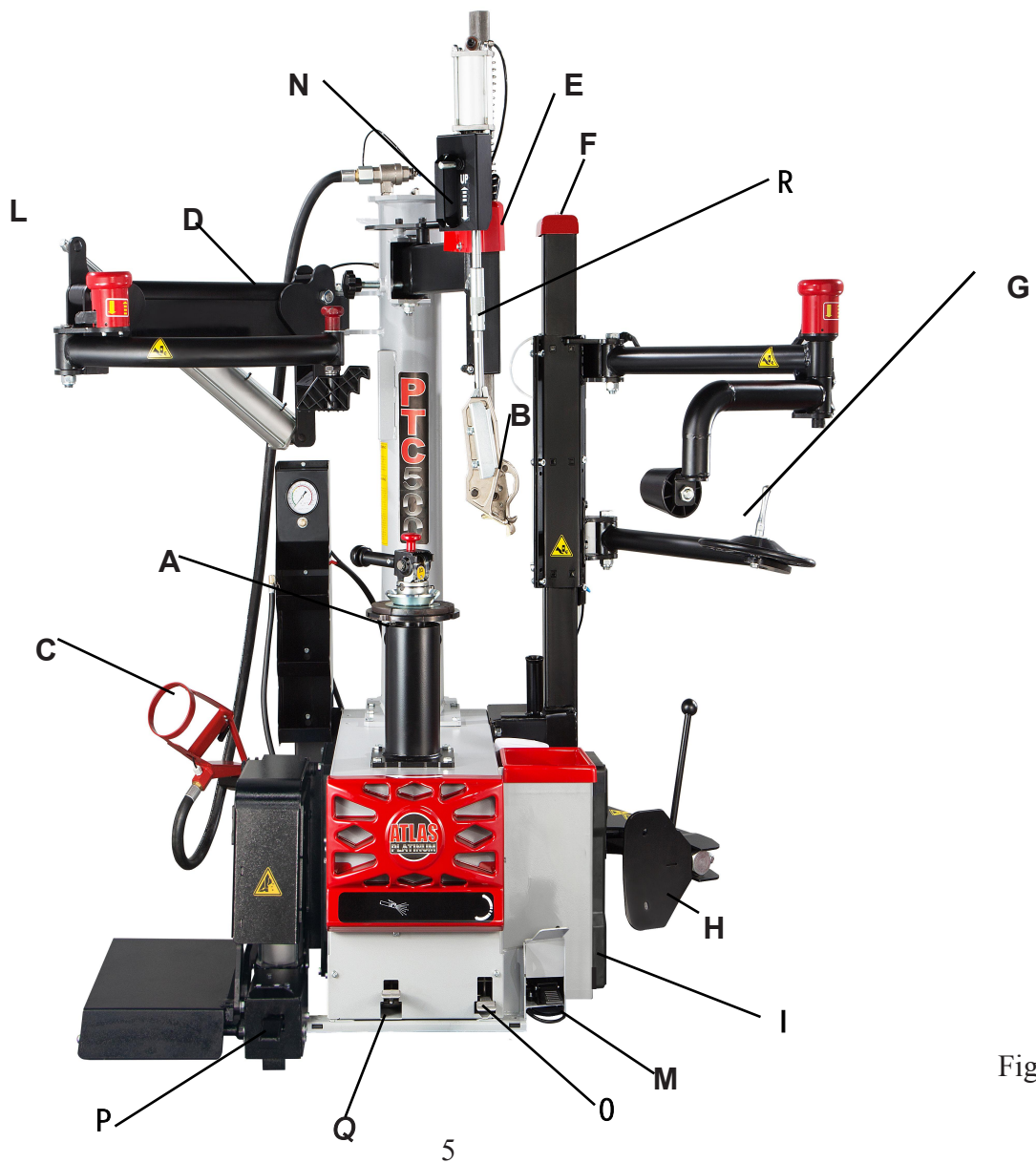


Fig. 1/ Abb. 1

DANGER-WARNING READ!

FAILURE TO FOLLOW ALL WARNINGS AND INSTRUCTIONS MAY LEAD TO SERIOUS PERSONAL INJURY OR DEATH TO OPERATOR OR BYSTANDER. DO NOT OPERATE THIS MACHINE UNTIL YOU READ AND UNDERSTAND ALL THESE WARNINGS AND THE OPERATING MANUAL.

DANGER-WARNING READ!

TIRE FAILURE UNDER PRESSURE IS HAZARDOUS. THIS TIRE CHANGER IS NOT INTENDED TO BE A SAFETY DEVICE FOR RESTRAINING EXPLODING TIRES, TUBES, RIMS, OR DEAD-SEATING EQUIPMENT. INSPECT TIRE AND RIM CAREFULLY FOR WEAR OR DEFECTS BEFORE MOUNTING. ALWAYS USE APPROVED TIRE BEAD LUBRICANT. INFLATE TIRE WITH SHORT BURSTS OF AIR, CHECKING PRESSURE FREQUENTLY NEVER EXCEED 40 P.S.I. WHILE SEATING BEADS. ONCE SEATED, NEVER EXCEED TIRE MANUFACTURER'S RECOMMENDED AIR PRESSURE. TIRES CAN BURST, ESPECIALLY IF INFLATED BEYOND THESE LIMITS. AT ALL PRESSURE LEVELS WHEN INFLATING THROUGH VALVE STEM KEEP HANDS AND ENTIRE BODY BACK FROM INFLATING TIRE. AN EXPLODING TIRE, RIM, OR DEAD SEATING EQUIPMENT MAY PROPEL UPWARD AND OUTWARD WITH SUFFICIENT ENERGY TO CAUSE SERIOUS INJURY OR DEATH TO OPERATOR OR BYSTANDER.

Cod. 3035727



Cod. 3005416



Cod. 3025916

Cod. 3002468



Cod. 3005410



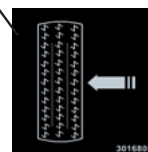
Cod. 3000048



Cod. 3005414



Cod. 3044184



Cod. 3016802

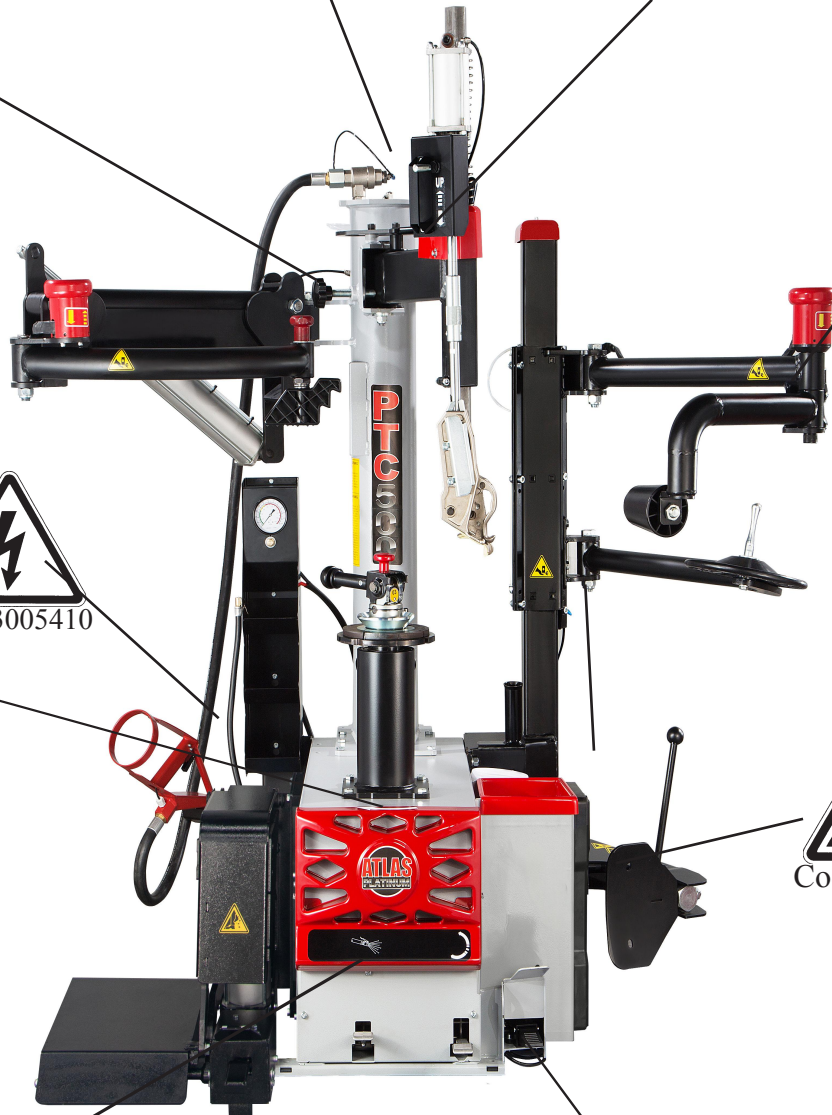


Fig. 2

2. GENERALITÀ

2.1 DESTINAZIONE D'USO.

- Lo smontagomme semi-automatico è stato progettato e realizzato esclusivamente per lo smontaggio e il montaggio dei pneumatici dai/sui cerchi con dimensioni da 14" a 26" e diametro max. 1200 mm.



Qualsiasi altro uso è da considerarsi improprio e quindi irragionevole

- E' vietato utilizzare la macchina per: raddrizzare cerchi stallonare pneumatici ancora gonfi o sporchi, rimuovere cerchietti ruota
- In particolare **IL COSTRUTTORE** non può essere considerata responsabile per eventuali danni causati da usi non esplicitati in questo manuale e quindi impropri, erronei ed irragionevoli.

2. GENERAL

2.1 INTENDED USE

- *The semi-automatic tyre changer has been designed and manufactured exclusively for removing and mounting tyres from/onto rims from 14" to 26" and a maximum diameter of 1200 mm.*



Any other use is to be considered incorrect and unreasonable.

- *It is forbidden to use the machine for straightening rims, breaking beads of still inflated or dirty tyres, removing bead wires.*
- *In particular **The Manufacturer** cannot be held responsible for any damage caused through the use of this tyre changer for purposes other than those specified in this manual, and therefore inappropriate, incorrect and unreasonable.*

2. GENERALITES

2.1 DESTINATION

- Le démonte-pneus semi-automatique a été projeté et réalisé exclusivement pour le démontage et le montage des pneus des/sur les jantes avec dimensions de 14" à 26" et diamètre max de 1200 mm.



Toute autre utilisation doit être considérée impropre et donc irraisonnée.

- *Il est interdit d'utiliser la machine pour: redresser les jantes, décoller de pneus encore gonflés ou sales, enlever les tringles du talon.*
- **Le constructeur** ne peut pas être considérée responsable de dommages éventuels causés par des utilisations qui ne sont pas expliquées dans ce manuel et par conséquent impropres et incorrectes.

2. ALLGEMEINES

2.1 VERWENDUNGSZWECK

Das halbautomatische Reifenmontiergerät wurde ausschließlich zum Ab- und Neumontieren von Reifen von/auf Felgen geschaffen von 14" bis 26" und einem Durchmesser bis zu 1200 mm,.



Jede anderweitige Verwendung ist unsachgemäß und deshalb unzulässig !

Die Maschine zum Felgenrichten oder zum Wulstabdrücken von noch aufgepumpten oder schmutzigen Reifen NICHT benutzen. Es ist auch verboten, die Maschine zum Entfernen von Wulstkerne zu benutzen.

Der Hersteller haftet daher nicht, wenn durch Verwendungen, die in diesem Handbuch nicht vorgesehen und deshalb unsachgemäß, falsch und unzulässig sind, Schäden entstehen.

INTRODUZIONE

Vi ringraziamo per aver acquistato un prodotto della Nostra linea di smontagomme semi-automatici. La macchina è realizzata attraverso l'applicazione dei migliori principi in rispetto al concetto di qualità.



Per un corretto funzionamento e per una lunga durata sarà sufficiente osservare le semplici istruzioni contenute nel presente manuale che dovrà essere letto e compreso nel modo più completo in ogni sua parte.

ANAGRAFICA DELLO SMONTAGOMME

Una completa descrizione del "Modello dello Smontagomme" e il "N.ro di Matricola" faciliterà il servizio della Nostra assistenza e la spedizione di parti di ricambio. Per maggiore chiarezza e comodità ricordiamo i dati del Vostro smontagomme nel riquadro sottostante. Qualora vi fossero delle discordanze fra i dati riportati nel presente manuale e quelli sulla targhetta applicata allo smontagomme, faranno fede quelli sulla targhetta.

2.2 NORME GENERALI DI SICUREZZA.



L'uso dello smontagomme è consentito solo ed esclusivamente a personale esperto, appositamente addestrato ed autorizzato.

- Ogni e qualsiasi manomissione o modifica dell'apparecchiatura non preventivamente autorizzate dal costruttore sollevano quest'ultimo da ogni responsabilità per danni derivati o riferibili agli atti suddetti.
- La rimozione o manomissione dei dispositivi di sicurezza comporta la decadenza immediata della garanzia e la violazione delle Norme Europee per la Sicurezza.
- Lo smontagomme è corredato di decalcomanie di istruzione ed avvertenze progettate e realizzate per durare nel tempo. Qualora venissero danneggiate o distrutte, l'utente deve richiederle subito al costruttore utilizzando i codici di pag.8

2.2 NORMES GENERALES DE SECURITE



L'utilisation du démonte-pneus est permise exclusivement à du personnel spécialisé, expressément formé et autorisé.

- Le constructeur n'est pas responsable des dommages causés par les appareils qui ont été modifiés sans son autorisation préalable.
- La garantie est immédiatement nulle si des modifications ou des transformations sont apportées aux dispositifs de sécurité; celles-ci sont une violation des normes européennes pour la sécurité.
- Le démonte-pneus est équipé de décalcomanies d'instructions et d'avis de danger, projetées et réalisées pour durer dans le temps. Si elles sont endommagées ou détruites, l'utilisateur doit les demander immédiatement au constructeur en utilisant les codes de la page 8.

2.2 ALLGEMEINE SICHERHEITSNORMEN



Die Verwendung des Reifenmontiergerätes ist nur Personen gestattet, die entsprechende Erfahrung haben, eingewiesen worden und zum Gebrauch befugt sind.

-Falls Veränderungen oder Eingriffe auf dem Gerät vorgenommen werden, die vom Hersteller nicht zuvor bewilligt worden sind, haftet dieser nicht für Schäden, die auf diese zurückzuführen sind.

-Die Entfernung oder Veränderung von Sicherheitsvorrichtungen bewirkt den sofortigen Verfall der Garantie und stellt eine Verletzung der Europäischen Sicherheitsnormen dar.

-Auf dem Reifenmontiergerät wurden Klebeetiketten mit Anweisungen und Warnungen angebracht, durch deren Beachtung die Lebensdauer des Gerätes verlängert werden kann.

Werden diese beschädigt oder entfernt, müssen sie sofort beim Hersteller unter Angabe der Bestell-Nummern von Seite 8 angefordert werden

3. TRASPORTO

- Lo smontagomme deve essere trasportato nell'imballo originale e mantenuto nella posizione indicata sull'imballo stesso.
- Lo spostamento della macchina imballata deve essere effettuato inforcando con un carrello elevatore di adeguata capacità, nei punti indicati dalla figura 3.

3. TRANSPORT

- *The tyre changer must be transported in its original packaging and kept in the position shown on the package itself.*
- *The packaged machine may be moved by means of a fork lift truck of suitable capacity. Insert the forks at the points shown in figure 3.*

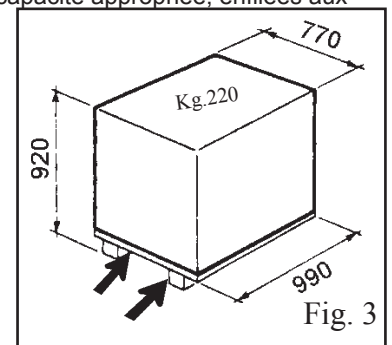
3. TRANSPORT

- Le démonte-pneus doit être transporté dans son emballage et maintenu dans la position indiquée sur l'emballage même.
- La machine emballée doit être déplacée sur les fourches d'un chariot élévateur d'une capacité appropriée, enfilées aux points indiqués sur la figure 3.

3. TRANSPORT

Das Reifenmontiergerät darf nur in seiner Originalverpackung und in der auf der Verpackung angegebenen Position transportiert werden.

Die verpackte Maschine darf nur mit einem dazu geeigneten Gabelstapler angehoben und transportiert werden, wobei die Gabeln an den in Abb. 3 angegebenen Punkten einzuschieben sind.



4. DISIMBALLO

Togliere il cartone di protezione e il sacchetto in nylon

Assicurarsi dell'integrità dell'apparecchio controllando che non vi siano parti visibilmente danneggiate o mancanti facendo riferimento alla fig. 1

In caso di dubbio non utilizzare la macchina e rivolgersi al proprio rivenditore.

4. UNPACKING

Remove the protective cardboard and the nylon bag.

Check that the equipment is in perfect condition, making sure that no parts are damaged or missing. Use fig. 1 for reference.

If in doubt do not use the machine and contact your retailer.

4. DEBALLAGE

Enlever le carton de protection et le sac en nylon.

Contrôler qu'il n'y ait pas de parties visiblement endommagées ou manquantes en se référant à la figure 1.

En cas de doute, ne pas utiliser la machine et s'adresser au revendeur autorisé.

4. AUSPACKEN DER MASCHINE

Schutzkarton und Plastikbeutel entfernen.

Kontrollieren, ob das Gerät intakt ist, ob keine sichtbaren Beschädigungen vorhanden sind oder Teile fehlen, siehe dazu Abb.1.

Im Zweifelsfalle die Maschine nicht benutzen und den Verkäufer benachrichtigen.

5.3 MESSA IN SERVIZIO



Prima di effettuare gli allacciamenti, accertarsi che le caratteristiche dei propri impianti corrispondano a quelle richieste dalla macchina.

- Se fosse necessario cambiare la tensione di funzionamento della macchina occorre intervenire sulla morsettiera (Cap. 14- schema elettrico)



Interventi sull'impianto elettrico, anche se di lieve entità, richiedono l'intervento di personale professionalmente qualificato.

- Collegare la macchina all'impianto d'aria compressa tramite l'attacco (Q) sporgente dalla parte posteriore (fig. 6)
- Collegare la macchina alla rete elettrica **che deve essere dotata di fusibili di linea, di una buona presa a terra come da norme vigenti e collegata ad un interruttore automatico di alimentazione (differenziale) tarato a 30 mA.**
NOTA: Qualora lo smontagomme venga fornito senza spina elettrica, **sarà cura dell'utente montarne una (almeno 16 A) adeguata alla tensione della macchina e secondo le normative vigenti.**

5.3 COMMISSIONING



Before making the connections, check that the characteristics of your systems correspond to those required by the machine.

- *If you have to change the machine's operating voltage, make the necessary adjustments to the terminal board (Chap. 14)*



Even small jobs done on the electrical system must be carried out by professionally qualified personnel.

- *Connect the machine to the compressed air system by means of the air connection (Q) that protrudes from the rear section as shown in the diagram 6.*
- *Connect the machine to the electric network, which must be provided with line fuses, a good earth plate in compliance with regulations in force and it must be connected to an automatic circuit breaker (differential) set at 30 mA.*
Note: *Should the tyre-changer be lacking in electric plug, so the user must set one, which is at least 16 A and which conforms to the voltage of the machine, in compliance with the regulations in force.*

5.3 MISE EN MARCHÉ



Avant d'effectuer les raccordements, vérifier que les caractéristiques des installations correspondent à celles demandées par la machine.

- S'il faut changer la tension de fonctionnement de la machine, intervenir sur le bornier (voir schéma électrique Chap. 14).



Les interventions sur l'installation électrique, même si elles sont peu importantes, doivent être effectuées par du personnel qualifié.

- Raccorder la machine à l'installation d'air comprimé par le raccord (Q) situé à l'arrière (voir figure 6).
- Relier la machine au réseau électrique, qui doit être équipé de fusibles de ligne et d'une prise de terre conformément aux normes en vigueur. De plus, il faut relier la machine à un interrupteur automatique d'alimentation (différentiel) réglé à 30 mA.

NOTE: Si le demonte-pneus est dépourvu de fiche électrique, l'utilisateur devra monter une fiche qui soit proportionnée à la tension de la machine (au moins 16 A) conformément aux normes en vigueur.

5.3 INBETRIEBNAHME



Vor dem Anschluß muß überprüft werden, ob die Eigenschaften der Betriebsanlagen den von der Maschine geforderten Werten entsprechen.

- Falls die Betriebsspannung der Maschine geändert werden muß, entsprechend Schaltplan im Kap. 14 Klemmenbrett vorgehen.



(Auch kleinere) Eingriffe an der elektrischen Anlage dürfen nur von Fachpersonal vorgenommen werden.

- Maschine an das Druckluftnetz anschließen, hierzu den Anschlußstutzen (Q) verwenden, der gemäß Abbildung hinten hervorsteht.

Maschine vorschriftsgemäß an das Stromnetz anschließen. Das Stromnetz muß mit Schmelzsicherungen sowie mit einem guten Erdschluß versehen werden. Dazu muß die Maschine an einen selbsttätigen 30mA geeichten Ausschalter (Differential) verbunden werden. **WICHTIG:** Wenn das Reifenmontiergerät ohne Steckdose geliefert wird, muß der Verbraucher mindestens eine 16A Steckdose anschließen. Diese muß an die Spannung der Maschine angemessen und gemäß der gültigen Bestimmungen sein.

5. INSTALLATION

5.1 SPACE REQUIRED



When choosing the place of installation be sure that it complies with current safety at work regulations.

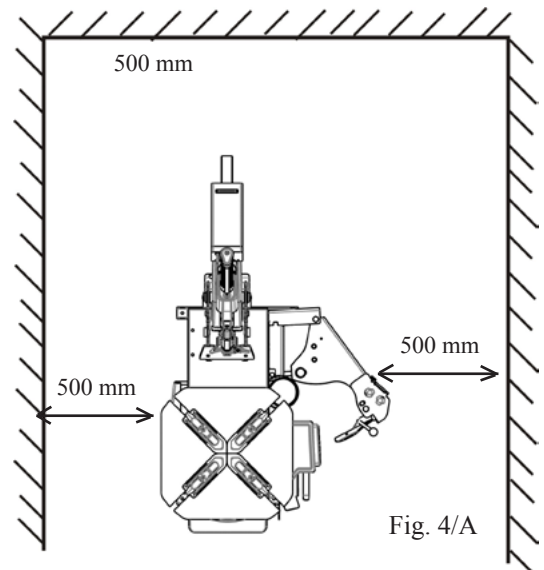
•The semi-automatic tyre changer must be connected to the mains electric power supply and the compressed air system. It is therefore advisable to install the machine near these power sources.



•The place of installation must also provide at least the space shown in figure 4/A so as to allow all parts of the machine to operate correctly and without any restriction.

•If the machine is installed outside it must be protected by a lean-to.

The tyre changer with electric motor cannot be used in explosive atmospheres, unless it is a proper version.



The installation of the tyre changer must be carried out by professionally qualified personnel. Two persons and proper lifting device are required to carry out the installation safely.

Unpacking:

Remove the protective cardboard, remove all fixing screw and free the tyre-changer from its original pallet.
Check the condition of the machine.

Note: All the most delicate surfaces of the tyre- changer are coated by a special rust-proof oil.
Some oil traces may leak after coating procedure: please, remove them accordingly.



Gross weight ~390 Kg.



Use lifting equipment of suitable load-bearing capacity that is able to easily take the weight of the tyre changer (at least 500 Kg capacity).
Place Tyre-Changer onto a leveled-out, smooth and not slippery floor with a suitable load capacity.

The machine will be provided with the needed fixing screws, a single plastic will contain:

- 5 screws M10x60mm (vertical arm)
- 2 screws M10x40mm (vertical arm)
- 7 self locking nut M10 (vertical arm)
- 1 screw M16x100mm (Bead breaker arm)
- 1 self lockin nut M16 (Bead breaker arm)
- 1 Spring (Bead breaker arm)
- 1 self lockin nut M16 (Horizontal arm)
- 2 shim (Horizontal arm)
- 1 oversized washer (Horizontal arm)



Vertical Arm Installation

After unpacking the machine, mount the vertical post on the machine's body using the provided bolts, and tight them firmly.

- 5 screws M10x60mm
- 4 self locking nut M10

2 wrench 17 mm are required



Use the two shorter bolts on the rear of the vertical arm support.

- 2 screws M10x40mm
- 2 self locking nut M10

2 wrench 17 mm are required

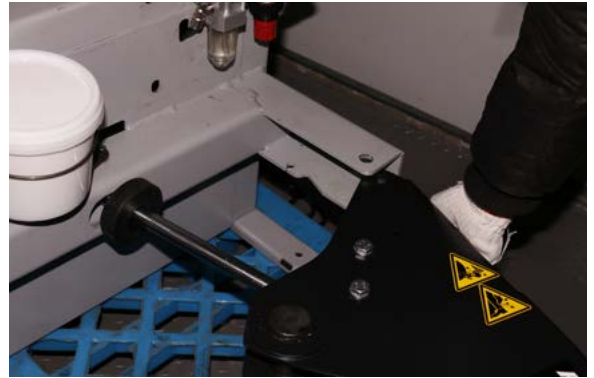


Bead Breaker Arm Installation

Install the Bead breaker arm in its housing using the dedicated screw.

- 1 screw M16x100mm
- 1 self lockin nut M16

Do not tight the bolt yet.



When inserting the cylinder rod (first remove the special nut assembled on it) into the rotating pin, make sure that the flat side of the pin is positioned on the outer side of the machine (where the nut is going to be assembled again).



Install the special nut on the bead breaker cylinder rod.



Tight it properly.

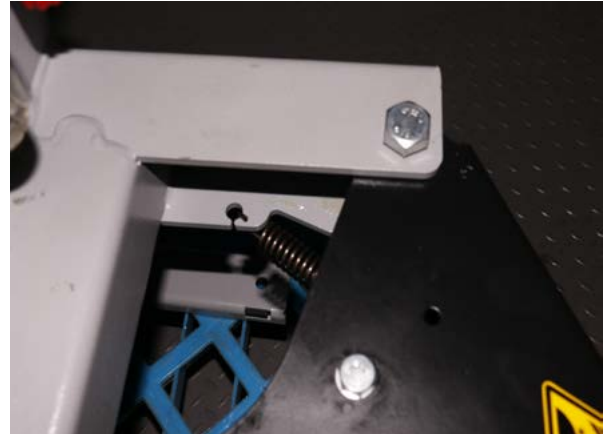
Allen wrench 8mm is required.



Install the spring using a plastic tie to pull it. Tighten the fulcrum fixing bolt.

2 wrenches 24 mm are required

NOTE: Make sure the arm can move freely, do not overtighten the fixing bolt, the arm has to be free to move and without excessive play.



Horizontal arm Installation

Install the horizontal arm on the vertical post support, make sure to place the provided shims with the machine, at least 1 piece per side.

Note: in order to assemble the horizontal arm, it is needed to remove first the additional locking plate assembled on the C-shaped support on the vertical arm.

Allen wrench 10 mm is required.



Insert the pin, using a hammer.

NOTE: This operation can be difficult, operate carefully, making sure of the correct alignment of each component.



Assemble the oversized washer and the self-locking nut on the fulcrum pin.

NOTE: Tight the fixing nut making sure the arm can move freely and without play.

24 mm wrench is required



Reassemble the additional locking plate, using the dedicated screw, bush and washer.

NOTE: Make sure the pin on the horizontal arm goes through the slot of the additional locking plate.



Tight the screw firmly.

Allen wrench 10mm is required.



Assemble the air fitting (the supply line) on the vertical arm.

Wrench 17mm is required



NOTE: make sure to use sealant on the fitting's thread (Liquid thread sealing, such as Loctite, or Teflon PTFE tape).



Kit gun, support and tool tray installation.

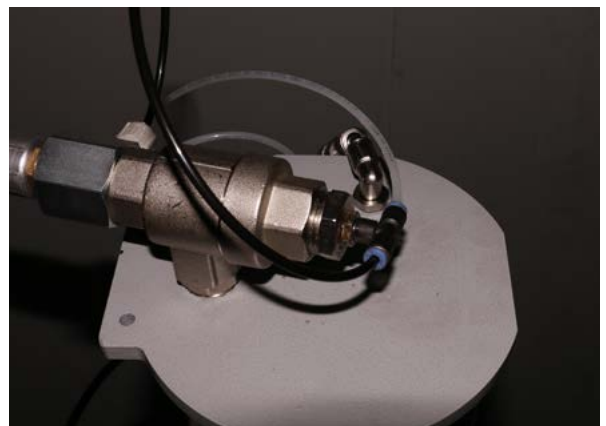
Assemble the KIT GUN hose fitting on the upper side of the vertical arm.

NOTE: make sure to use sealant on the fitting's thread (Liquid thread sealing, such as Loctite, or Teflon PTFE tape).

Adjustable wrench is required.



Complete the hoses connection by plugging the black and white hoses



Assemble the tool tray and the kit Gun support on the machine body, using the provided bolts.

The needed screws will be already assembled on the machine's body.

2 Wrench 17mm are required



Assemble the tool tray and the kit Gun support on the machine body, using the provided bolts.

The needed screws will be already assembled on the machine's body.

2 Wrench 17mm are required



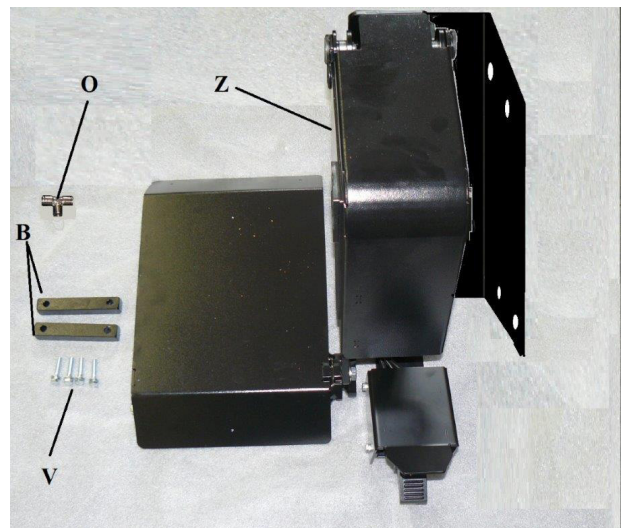
Wheel lift installation

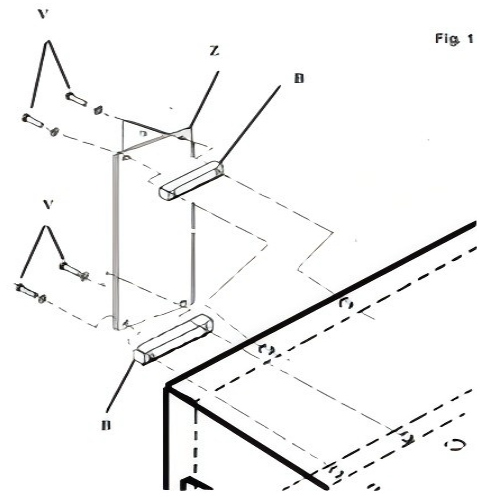
B – SUPPORT BRACKET I - HOSE Ø8

O - TEE UNION - 8

V - FASTENING SCREWS

Z - WHEEL LIFTER





-MOUNTING OPERATIONS

1. Make sure to disconnect the electrical power and air supply from the machine before starting assembling the kit or removing any parts.

2. Wheel lifter described in this manual can only be installed on passenger car tyre changers indicated by the manufacturer.

3. When assembling the pneumatic components use a sealant to prevent air leaks.

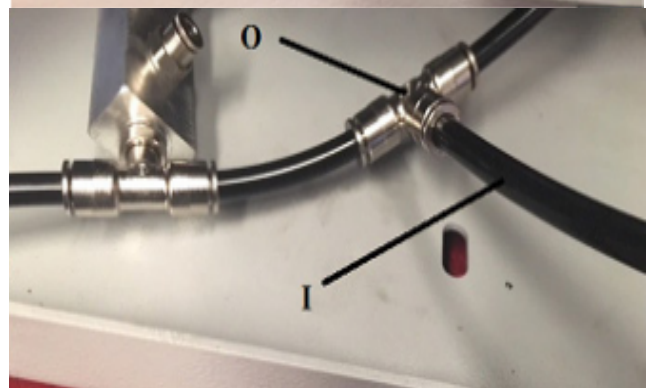
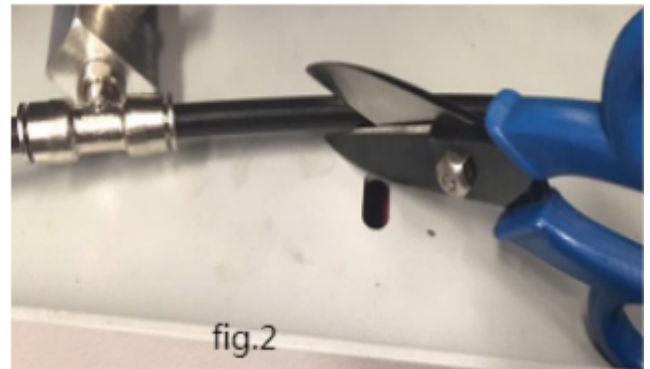
-Assembling the KIT

Fasten the lift (Z) on the left side of the machine, follow the sequence (Fig. 1)

1. Screws
2. Lift
3. Support Bracket

Cut the air lubricating hose, and insert the second " T " -union (O) between the two parts of the hose (Fig. 2).

Introduce hose $\varnothing 8$ (I) in the free end of " T " - union (O) (Fig. 2).



Pneumatic bead depressor system installation

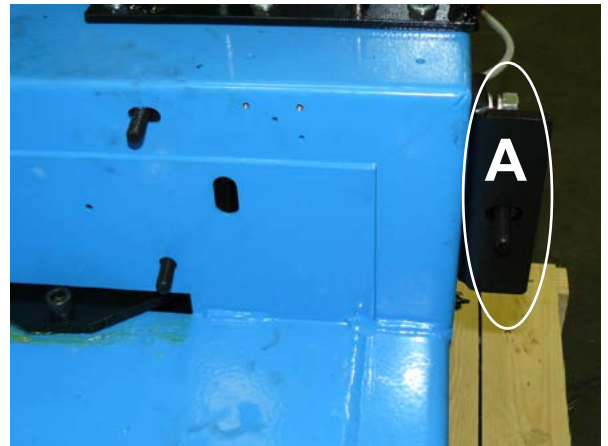
The Bead pressing System HP3-PW is packed separately, the needed fastenings, retainers and fitting are contained inside its packing.

Remove the filter lubricator from the machine.



Insert the double retainer into the slots present on the tyre-changer body.

Install the bracket A on the rear side of the tyre changer.



Insert the single retainer onto the bracket A. Use the 3 fixing points to install the bead pressing system.



Use the shim to recover the gap between the tyre changer body and the bead pressing system.



Tight the nuts, using a power tool or manually.

17mm wrench is required.



Reassemble the Filter/Lubricator on the rear of the HP3-PW.

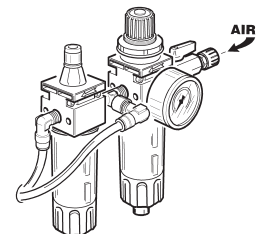
NOTE: In order to supply compressed air to HP3-PW, use the provided T-fitting (using the lubricated compressed air line).



Adjust the position of the anti-tipping foot.



Connect the tire changer to the compressed air system. The pneumatic network of the installation area must be provided with an air outlet for the constant supply of 8 bars of minimum working pressure.



Connect the tire changer to the electric power supply line. The electric network of the installation area must be provided with adequate earth plate and connected to an appropriate automatic circuit-breaker set at 16 A.



Before connecting the machine, please check that the characteristics of your networks correspond to those indicated by machine's data-label.



Even small jobs done on the electrical system must be carried out by professionally qualified personnel.



The Manufacturer is not responsible for damages caused by electrical connection different from the original indications.

5.4 PEDAL UNIT OPERATING TESTS

- When pedal (Z) is pressed down the center clamping post (Y) turns in a clockwise direction. When pedal is pulled up the center clamping post turns in an anticlockwise direction.
- Pressing the pedal (U) activates the bead breaker (R); when the pedal is released the bead breaker returns to its original position.
- Pressing the pedal (V) activates the tire inflating.
- Pressing the pedal (K) activates the wheel lifter.



6. USO

 **Non utilizzare la macchina prima di aver letto e capito tutto il manuale e gli avvertimenti in esso riportati.**

L'uso dello smontagomme si suddivide in tre parti:

a) STALLONATURA b) SMONTAGGIO DEL PNEUMATICO c) MONTAGGIO DEL PNEUMATICO

 **Prima di qualsiasi operazione è necessario sgonfiare il pneumatico e togliere tutti i contrappesi di equilibratura.**

6. OPERATION

 **Do not use the machine until you have read and understood the entire manual and the warnings it provides.**

The operation of the tyre changer is divided into three parts:

a) BREAKING THE BEAD b) REMOVING THE TYRE c) MOUNTING THE TYRE

 **Before carrying out any operation, deflate the tyre and take off all the wheel balancing weights.**

6. UTILISATION

 **Ne pas utiliser la machine sans avoir lu et compris tout le manuel ainsi que les remarques.**

L'utilisation du démonte-pneus est divisée en trois parties:

a) DECOLLAGE b) DEMONTAGE DU PNEU c) MONTAGE DU PNEU


 **Avant toute opération, dégonfler le pneu et enlever toutes les masses d'équilibrage.**

6. BETRIEB

 **Vor der ersten Benützung der Maschine das ganze Handbuch sowie alle darin enthaltenen Hinweise, aufmerksam lesen.**

Die Benützung des Reifenmontiergerätes kann in drei Teile aufgeteilt werden:

a) ABDRÜCKEN b) DEMONTAGE DES REIFENS c) MONTAGE DES REIFENS

 **Bevor mit der Arbeit begonnen wird, muß die Reifenluft abgelassen und alle Auswuchtungsgegengewichte entfernt werden.**

Note sull'utilizzo:

I cerchi delle moto sono sempre piu' frequentemente costruiti con leghe speciali o materiali come il carbonio o il magnesio. Per bloccare questi tipi di cerchio occorre utilizzare il kit attacchi per ruote moto cod 2008632 e limitare la pressione esercitata dal piatto autocentrante ad un massimo di 5 bar.

In questo modo si evita di danneggiarli o deformarli in modo irreparabile.

Qualora il Vs. smontagomme fosse sprovvisto di regolatore di pressione, per limitare la pressione di esercizio e' consigliabile installare l'apposito kit cod. 2011215.

Note for use:

The motorcycle rims are more and more frequently constructed by using special alloys or materials like carbon or magnesium.

To lock this kind of rims it is necessary to use the motorcycle wheels adaptors kit, code nr. 2008632 and to limit the pressure exerted by turntable to 5 bar max., in order to avoid any irreparable damage of deformation.

If your tyre-changer is not equipped with pressure regulator, it is advised to add the kit having code nr. 2011215

Note d'emploi:

Les jantes motos sont de plus en plus construites en utilisant d'alliages spéciales ou de matériaux comme le carbone ou le magnésium.

Pour bloquer ce genre de jantes il faut employer le jeu d'adaptateurs pour roues moto code nr. 2008632 et limiter la pression exercée par le plateau centreur à 5 bar maxi., afin d'éviter tout endommagement ou déformation irréparable.

Si votre démonte-pneus n'est pas pourvu d'un régulateur de pression, il est conseillé d'installer le jeu code 2011215.

Anm. zur Verwendung:

Die Motorradfelgen werden immer öfter durch Verwendung von Sonderstoff sowie Kohlen- oder Magnesium hergestellt.

Zum Einspannen solcher Felgen ist es nötig, die Satz von Motorradrädernadaptern (Kode-Nr. 2008632) zu verwenden und den vom Zentriertisch getriebenen Druck zu max. 5 Bar zu begrenzen.

Auf diese Weise wird es verhindert, die Felgen zu beschädigen o. verformen.

Sollte Ihre Montiermaschine mit Druckregler nicht versehen sein, so wird es empfohlen, Satz mit Kode-Nr. 2011215 einzubauen.

11.0_IDENTIFYING AND CHECKING THE RIM AND TYRE

Before you start to demount the tyre, it is of CRUCIAL IMPORTANCE to identify the measurements of the rim and of the tyre. Also make sure neither is damaged.

ATTENTION: These procedures are very important and are to be performed to reduce risks of the tyre bursting when re-mounting the tyre on the rim and inflating it.

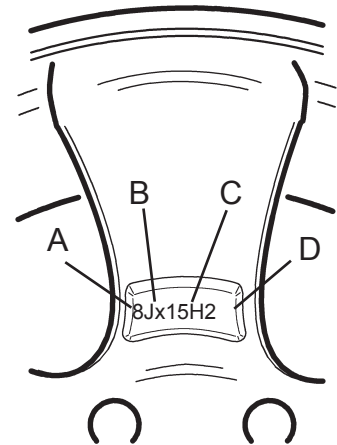
All rims bear an indication of their diameter, width, number of humps etc. If we take the picture below as an example, you can see that:

A= 8 Nominal width of the rim in inches (1 inch =24.5 mm)

B = J Size of the flange

C = 15 Nominal diameter of the rim

D = H2 It indicates if there is a double hump (anti bead removing edge)



The tyre bears a considerable amount of details, among which are the dimensions, type and maximum speed.

For example: 205/65 R 15 91H TL

A = 205 indicates the width of the tyre, in other words the distance between the sides, expressed in millimetres.

B = 65 is the ratio expressed in percentage between the height of the section and its width.

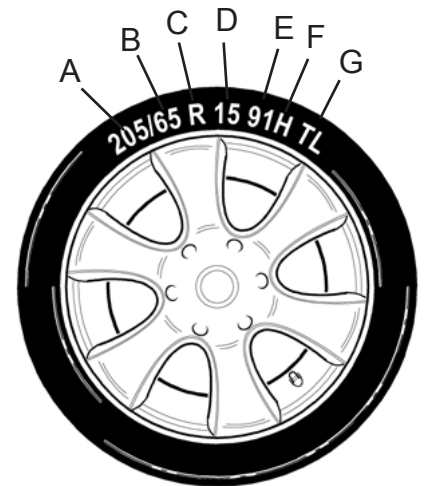
C = R Type of tyre (R = radial)

D = 15 indicates the keying diameter in inches (diameter of wheel), which must be the same as the rim.

E = 91 is the index of the maximum load born for each wheel.

F = H is the maximum admitted speed of the tyre. (H= 210Km/h)

G = TL means that the tyre is Tubeless



ATTENTION: It is strictly forbidden to mount tyres on rims that have different parameters (diameter and width). It is also forbidden to mount tyres with different dimensions compared to those stated in the logbook.

TYRE CLASSIFICATION

LOW PROFILE tyres (UHP) are those in which the height (H) and the width (C) have a ratio lower than 0.5 (i.e. low profile series 45 stands for a ratio of $H/C = 0.45$).

For tyres to be considered as LOW PROFILE (UHP), they must also have a maximum speed code of equal to and/or higher than V.

RUN-FLAT tyres are those which, even when they have no internal pressure, allow you to continue to drive the vehicle for a preset number of miles and at a preset speed. These parameters change from one manufacturer to another.

The market currently offers 2 different types of RUN-FLAT tyres:

- Those with REINFORCED SIDE (SELF-SUPPORTING) where, thanks to a different mix and a reinforced structure, the shoulder of the tyre is able to bear the weight of the vehicle even when the pressure in the tyre is zero.
- Those with INTERNAL SUPPORT have a ring inside the rim that bears the side of the tyre when there is no pressure inside it. The internal support may be made of plastic (Pax-Sistem) or of metal (Support-Ring).

The tyre changer is able to handle all types of LOW PROFILE (UHP) and all types of RUN-FLAT tyres with REINFORCED SIDE; for other types, refer to the specific instructions of the dedicated accessories, if available.

The mounting and demounting procedure is the same, be it a RUN-FLAT tyre with REINFORCED SIDE (SELF-SUPPORTING) or a LOW PROFILE tyre (UHP).



ATTENTION:

It is of crucial importance to follow the instructions very carefully in order to avoid irreparable damages to the tyre, which could compromise the vehicle's safety.

All tyres that are not within the categories stated above are to be considered as standard tyres.

6.1 STALLONATURA



L'operazione di stallonatura deve essere effettuata con la massima attenzione. L'azionamento del pedale stallonatore causa una veloce chiusura del braccio e rappresenta un potenziale pericolo di schiacciamento

- Assicurarci che il pneumatico sia sgonfio, altrimenti sgonfiarlo
- Chiudere completamente le griffe (G) dell'autocentrante (Y)



Effettuare le seguenti operazioni con le griffe dell'autocentrante aperte potrebbe causare lo schiacciamento delle mani. Accertarsi che siano chiuse e non tenere mai le mani sui fianchi del pneumatico.

- Accostare la ruota agli appoggi in gomma sulla parte destra dello smontagomme (S)
- Avvicinare la paletta (R) al tallone del pneumatico, mantenendo una distanza, dal bordo del cerchio, di circa 1 cm.(Fig.8) Prestare attenzione affinché la paletta operi correttamente sul pneumatico e non sul cerchio.
- Premere il pedale (U) per azionare lo stallonatore e rilasciarlo quando la paletta è a fondo corsa o comunque quando la gomma è stallonata.
- Ruotare leggermente il pneumatico e ripetere l'operazione per tutta la circonferenza del cerchio e da entrambi i lati, fino al completo distacco del tallone dal cerchio

6.1 BREAKING THE BEAD



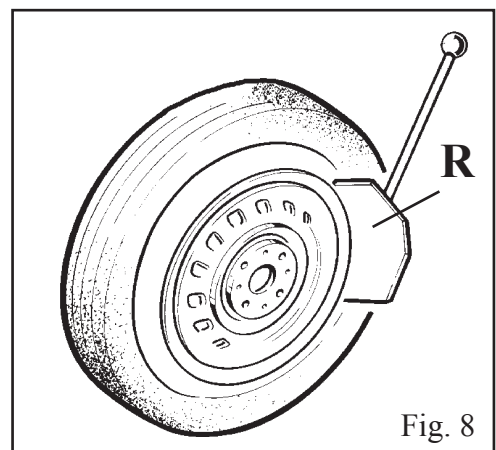
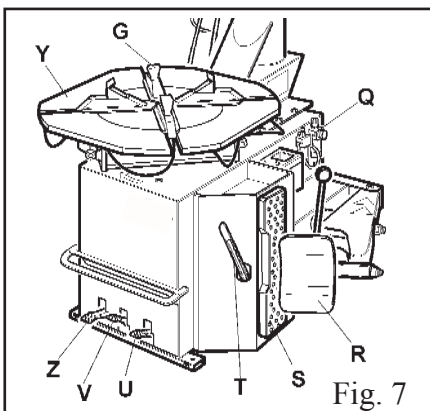
Bead breaking must be done with the utmost care and attention. When the bead breaker pedal is operated the bead breaker arm moves quickly and powerfully. Anything within its range of action can be in danger of being crushed.

- Check that the tyre is deflated. If not, deflate it.
- Close the turntable clamps completely



Bead breaking with the clamps in open position can be extremely dangerous for operator's hands. During bead breaking operations NEVER touch the side of the tyre.

- Position the wheel against the rubber stops on the right side of the tyre changer (S).
- Position the bead breaker blade (R) against the tyre bead at a distance of about 1 cm from the rim (fig.8). Pay attention to the blade, which must operate correctly onto the tyre and not onto the rim.
- Press down the pedal (U) to activate the bead breaker and release it when the blade has reached the end of its travel or in any case when the bead is broken.
- Rotate the tyre slightly and repeat the operation around the entire circumference of the rim and from both sides until the bead is completely detached from the rim.



6.1 DECOLLAGE



L'opération de décollage doit être exécutée avec le plus grand soin. L'actionnement de la pédale de décollage provoque une fermeture rapide et violente du bras; elle représente un danger potentiel d'écrasement pour tout ce qui se trouve dans son rayon d'action.

•Vérifier si le pneu est dégonflé, sinon le dégonfler.

•Fermer complètement les mors du centreur



L'opération de décollage avec les mors ouvertes peut provoquer l'écrasement des mains. Pendant l'opération de déballonnage NE JAMAIS mettre les mains sur le talon du pneu

•Appuyer la roue sur les supports en caoutchouc sur la droite du démonte-pneus (S).

•Approcher la palette (R) au talon du pneu en maintenant une distance d'un cm. environ du bord de la jante (fig.8).
Faire attention à la palette, qui doit opérer correctement sur le pneu et non pas sur la jante.

•Appuyer sur la pédale (U) pour mettre en marche le déballonneur et la lâcher quand la palette est arrivée à fin de course ou, en tout cas, quand le pneu est déballonné.

•Tourner légèrement le pneu et répéter l'opération sur tout le pourtour de la jante et sur les 2 côtés jusqu'à ce que le talon se sépare complètement de la jante.

6.1 ABDRÜCKEN



Dieser Vorgang muß äußerst vorsichtig ausgeführt werden. Die Betätigung des Abdrückpedal veruursache eine schnelle und heftige Bewegung des Abdrücker-arms. Daher besteht im seiner gesamten Reichweite Quetschgefahr.

-Sicherstellen, daß der Reifen keine Luft enthält. Andernfalls Luft ablassen.

-Die Klauen Zentriertisches völlig schließen



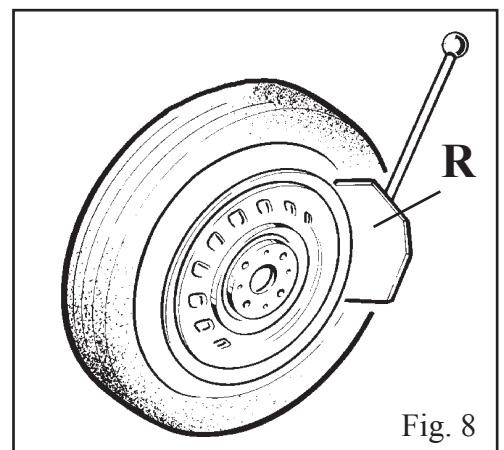
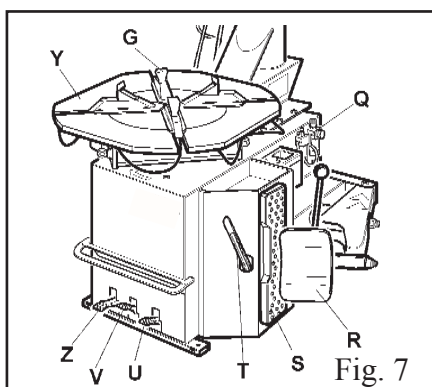
Führt man den Abdrückvorgang mit geöffneten Spannklauen aus, besteht Quetschgefahr für die Hände des Bedieners. Während des Abdrückvorgangs die H132nde NIE auf den Seitenwänden des Reifens halten.

-Reifen an die Gummianschläge auf der rechten Seite des Reifenmontiergerätes (S) anlegen.

-Wulstabdrücker (V) dem Wulst nähern, etwa 1 cm. Luft von Felgenrand lassen (Abb.9) und darauf beachten, daß der Abdrücker fehlerfrei auf den Reifen und nicht auf die Felge wirkt.

-Pedal (U) drücken, und das Abdrückblatt betätigen, loslassen, wenn das Blatt am Laufende angelangt ist.

-Reifen leicht drehen und den Vorgang beidseitig auf dem gesamten Felgenumfang wiederholen, bis sich der Wulst sich vollständig von der Felge gelöst hat.



WHEEL CLAMPING OPERATION WITH SMART LOCK (GIULIANO PATENT)

- SMART LOCK wheel clamping system (Giuliano patented) makes operators work easier by granting a tough and steady wheel clamping simply by rising the lever.
- The clamping is performed by an expanding nut. Both strength and grip can be easily calibrated by acting on its adjustment button.
- SMART LOCK weighs just: 4,5 Kg.



Make sure that rim is perfectly locked onto the centre-plate before starting any operation on the wheel

SMART LOCK introduction/extraction handle.

Tightening strength adjustment button

Quick-Release system

Locking lever

Centering cone

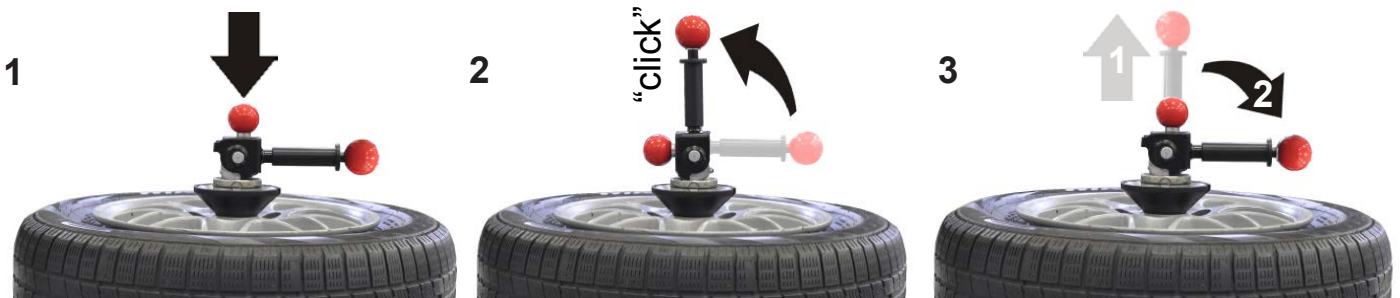
Elastic rubber rings (OR 3093)

Expanding nut

Conical terminal

Plastic protection to avoid any damage to alloy rim

- 1 Check the correct wheel positioning onto the centre-plate.
Insert SMART LOCK making the centering cone fit the rim hole correctly, leaving no space among SMART LOCK nut, the rim and the Tyre-Changer clamping chuck.
- 2 Keeping the handle pressed down (to avoid eventual residual plays), tilt the locking lever vertically (click).
Check the perfect wheel locking onto the clamping chuck before performing any bead loosening, demounting or mounting operation.
- 3 Once the operations onto the wheel are completed, operate hand-release system and tilt down the locking lever completely to unlock the SMART LOCK, in order to pull out the locking nut and remove the wheel from the clamping chuck.



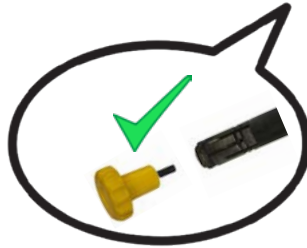
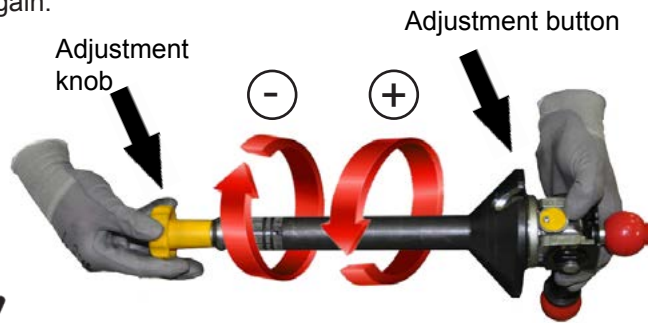
15.1_Tightening adjustment

The clamping force of SMART LOCK could be loosened after a long time use by a progressive wearing of some components, this revealed by a progressive slack of the locking lever.

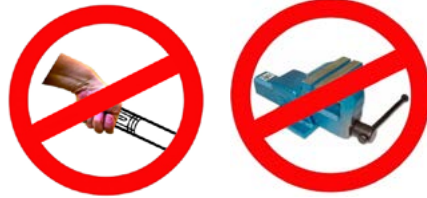
To restore / increase / decrease SMART LOCK tightening: press the yellow adjustment button and manually start turning the conical shape bottom by means of the yellow adjustment knob acting on expanding pliers, release the button and go on turning the conical terminal until the button pops up again.

- Clockwise pliers turning = tightening increasing.
- Anti-clockwise pliers turning = tightening decreasing.

- ⊖ - Rotate counterclockwise to decrease the clamping force
- ⊕ - Rotate clockwise to increase the clamping force



**(standard supplied)*



LEVER NO LEVER Mounting Demounting tool

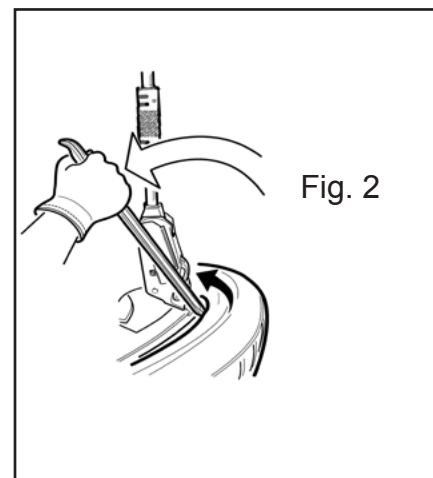
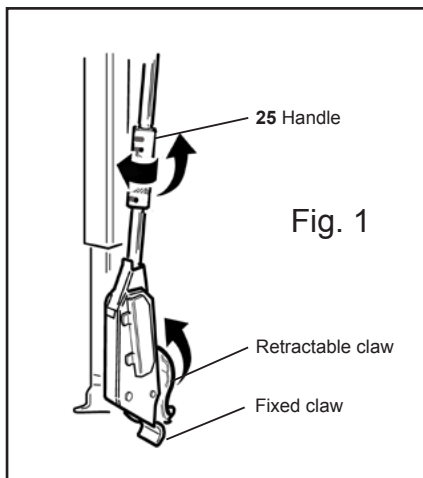
The Tyre-Changer is equipped with Leverless mounting head provided with a patented system which allows the use of a standard steel lever to demount special wheels as:

- Wheels with very narrow rims,
- Wheels with very tender tyre sidewalls,
- Motorcycle wheels

The above wheels can not easily - or not at all demounted with the standard LeverLess system.

In order to demount a tyre manually by a standard lever:

- pull the retractable claw up away from working area by lifting the handle ref. **25**; up (fig. 1).
- lean the manual lever onto the fixed claw (fig. 2).



Once the manual demounting is finished, the standard position of the retractable claw can be restored by lowering the handle ref. 25.

DEMOUNTING STANDARD TYRES

- Place the horizontal arm into the working position.
- Turn the spindle until the valve is in the "3 o'clock" position (roughly 10 cm after the tool).
- Lower the mounting bar (M) until the mounting tool rests against the edge of the rim and lock it using the lever. This way the arm is locked in a vertical direction.
- Once the arm has been locked in a vertical direction, the mounting head must be moved away manually from the rim (about 2 mm) using the handwheel located on the left section of the horizontal arm.

ADDITIONAL LOCKING SYSTEM FOR THE HORIZONTAL ARM

- This machine is equipped with an additional locking system for the swing arm, which allows to avoid outward movement of the mounting head during working operations.



FREE POSITION

THE HORIZONTAL SWINGARM CAN MOVE BACKWARD AND UPWARD INSIDE THE SLOT ON THE ADDITIONAL PLATE.



LOCKED POSITION

TURNING THE PLATE AGAINST THE PIN, THE HORIZONTAL SWING ARM CANNOT MOVE BACKWARD ANYMORE.



Chains, bracelets, loose clothing or foreign objects in the vicinity of moving parts can represent a danger for the operator.



Do not place your hands on the wheel: when moving the arm to its working position your hand could be crushed between the rim and the mounting head.



To prevent industrial accidents, keep hands and other parts of the body as far as possible from the tool arm when the spindle is turning.

DEMOUNTING UPPER BEAD

Start to insert the tool in the tyre and possibly exploit the bead breaking disc, positioning it in the top part, without forcing the side of the tyre excessively.

NB. If you have difficulty in positioning the tyre on the end of the tool, you need to turn the spindle until it positions itself correctly.

While turning, make sure the tool does not touch the pressure sensor, if installed.

- Make sure the bead of the tyre is over the extractable tool.

Raise the extractable tool (fig. 11a); if the extractable tool is unable to complete its full stroke, you need to press the tyre in the position opposite the tool to facilitate the movement (fig. 11a).

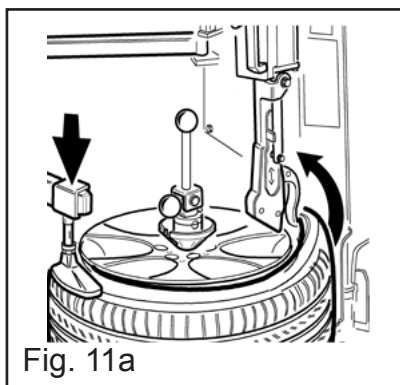


Fig. 11a

- Press the rotation pedal to turn the tyre clockwise by 360° until the upper bead is completely demounted (fig. 12)

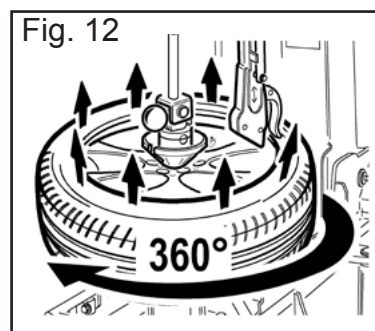


Fig. 12

DEMOUNTING LOWER BEAD

- Turn the spindle until the valve is in the "3 o'clock" position.

- Take the tool out again, position the second bead of the tyre over the tool and raise the tool, using lever H. (fig. 13)

- Turn the tyre clockwise until the tyre comes right off the rim.

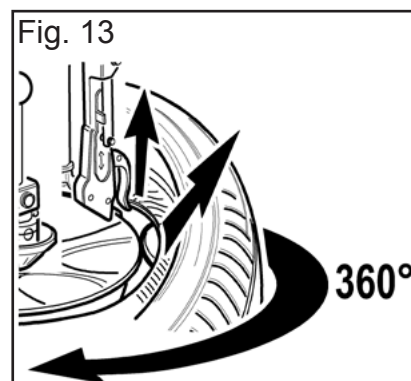


Fig. 13

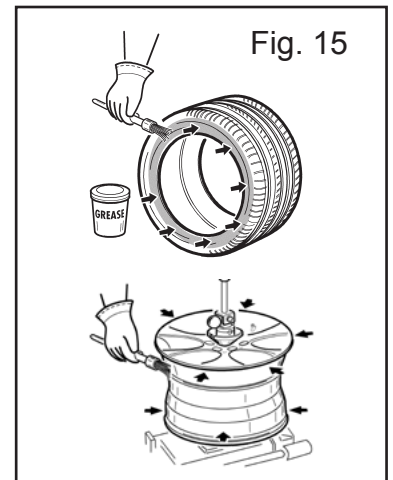
MOUNTING STANDARD TYRES


LOWER BEAD

- Check the rim and the tyre, as described in the specific section of this manual.
- If the rim has been removed, clamp the wheel on the spindle flange, as described in the WHEEL CLAMPING section.

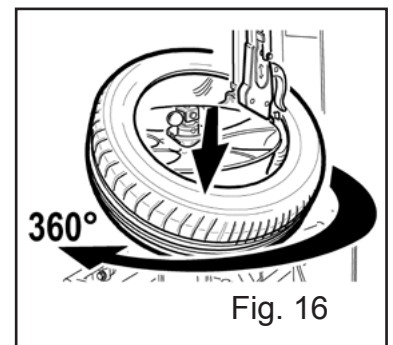
NOTE: To ensure safety, you are recommended to use a specific tool to replace the valve.


- Carefully lubricate the whole inner surface of the rim and the beads of the tyre, both externally and internally right around the circumference, for a thickness of at least 30 mm. (Fig. 15)



 If there is a sensor, do not let it come into contact with the lubricant

- Swing in the horizontal arm until the tool is positioned correctly compared to the rim.
- Position the tyre horizontally on the rim, slightly tilted downwards to the “3 o'clock” position (fig. 16).



 Make sure the bead of the tyre rests on the “shoe” shaped part of the tool and under the grub screw in the opposite part of the tool.

- Press the rotation pedal to turn the tyre clockwise by 360°

-Manually press the tyre in the “5 o'clock” position until the bead is forced to the height of the channel and keep pressing it until it reaches position 8 after turning, so that the tyre does not lift while it turns; continue to turn the tyre until the lower bead has fitted completely in place.

ATTENTION: Make sure the tyre and the rim move together as one.

NOTE: If you have difficulties in manually accompanying the bead, you can use the mobile bead presser in the “5 o'clock” position.

UPPER BEAD

-Position the tyre horizontally on the rim, slightly tilted downwards in the “5 o'clock” position (fig. 20).

- Move the tyre so that the bead passes below the front section of the mounting head and is brought up against the edge of the rear section of the mounting head itself.

- Keeping the tyre bead pressed down into the wheel rim channel with your hands, press down on the pedal (Z) to rotate the turntable clockwise. Continue until you have covered the entire circumference of the wheel rim (Fig. 12).

In case of need use the pneumatic pressing devices to help during these operations.

- Place the roller close to the mounting head to press the bead under it.

Start turning, when the reaction point is at “9 o'clock” position, make sure the whole bead within this section is right inside the channel.

- If this is not the case, which is an indispensable condition to be able to mount the tyre correctly, use the mobile bead presser to push the bead in the channel, pressing roughly in the “6 o'clock” position, and where necessary, to insert the bead of the tyre in the channel of the rim (fig.21)

- Make sure to push down the tire's bead inside the drop center of the rim and turn the spindle until the upper bead is fitted completely in place (fig. 30).

- Remove the mobile bead presser and raise the pressing roller, swing out the horizontal arm (fig.32)

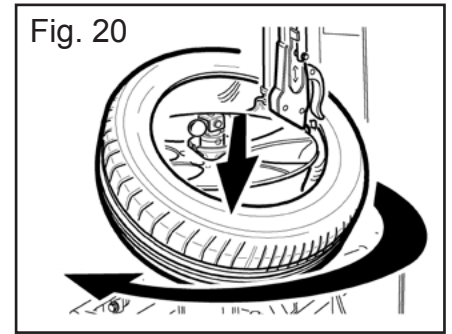


Fig. 20

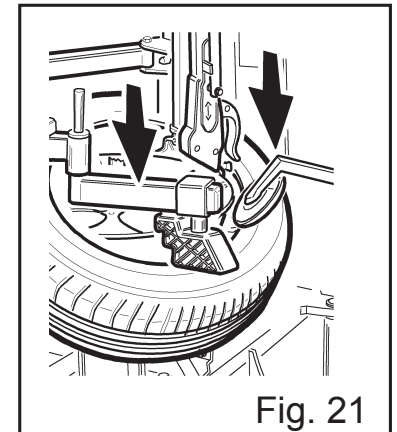


Fig. 21

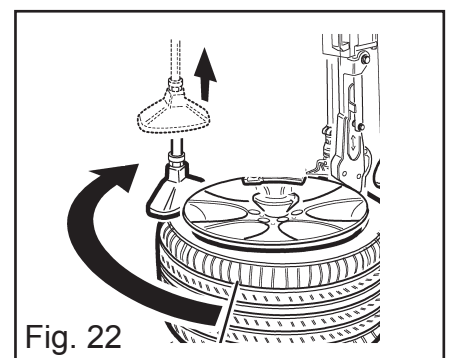


Fig. 22

7.0 INFLATING

! The greatest attention is called for when inflating the tyres. Keep strictly to the following instructions since the tyre changer is **NOT** designed and built to protect the user (or anyone else in the vicinity of the machine) if the tyre bursts accidentally.

! DANGER



A burst tyre can cause serious injury or even death of the operator.

- Check carefully that the wheel rim and the tyre are of the same size.
- Check the state of wear of the tyre and that it has no defects before beginning the inflation stage.
- Inflate the tyre with brief jets of air, checking the pressure after every jet.
- All our tyre changers are automatically limited to a maximum inflating pressure of 3.5 bar (51 psi). In any case **NEVER EXCEED THE PRESSURE RECOMMENDED BY THE MANUFACTURER.**
- Keep your hands and body as far away as possible from the tyre.

7.2 Inflating tyres with GT system

The GT inflation system facilitates inflation of tubeless tyres thanks to a powerful jet of air from the nozzles positioned on the clamps.

! During this phase of work the level of noise can reach 85db (A). It is advisable to use a noise protection.

• Lock the wheel on the turntable and connect the inflation head to the tyre valve.

- Make a last check to be certain that tyre and rim diameter correspond.
- Check to be certain that rim and beads are sufficiently lubricated. If necessary lubricate some more.
- Press the pedal down to intermediate position (B - Fig. 14).
- If the bead of tyre is not well seated, due to a strong bead, lift tyre manually until the upper bead seals against the rim, then press pedal all the way down (C - Fig. 14). A strong jet of air will be released through the nozzles in the slides and this will help the bead seal.

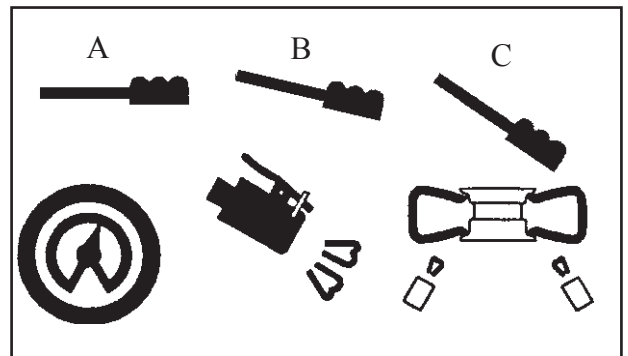


Fig 14

• Release the tyre; set the pedal in the intermediate position (B - Fig. 14) and continue to inflate the tyre with short jets of air and constantly checking the pressure between air jets until the required pressure has been reached.

! DANGER



EXPLOSION HAZARD!

Never exceed 3.5 bar (51 PSI) when seating beads or inflating tyres.

If a higher inflating pressure is required remove the wheel from turntable and continue the inflation procedure inside a special protection cage (commercially available)

NEVER exceed the max. inflating pressure given by the tyre manufacturer

ALWAYS keep hands and body back from inflating tyre

ONLY specially trained personnel are allowed to perform these operations. Do not allow other persons to operate or to stay near the tyre changer.

7.0 GONFLAGE



Faire très attention pour le gonflage des pneus.

Suivre scrupuleusement les indications ci-dessous car le démonte-pneus **N'A PAS** été projeté et construit pour réparer l'utilisateur (ou qui se trouve près de la machine) en cas d'éclatement accidentel du pneu.

⚠ DANGER



L'explosion du pneu peut causer des blessures graves ou la mort de l'opérateur

• Avant le gonflage contrôler que les dimensions de la jante et du pneu soient les mêmes. Contrôler également l'état d'usure du pneu et les défauts éventuels.

• Gonfler le pneu avec de brefs jets d'air en vérifiant souvent la pression

• La pression maximum de gonflage de tous nos démonte-pneus est de 3,5 bars (51 psi). **NE JAMAIS DÉPASSER LA PRESSION CONSEILLÉE PAR LE CONSTRUCTEUR.**

• Les mains et le corps doivent être le plus loin possible du pneu.

7.2 Gonflage avec système GT:

Le système GT facilite le gonflage des pneus tubeless grâce à un puissant jet d'air qui sort des gicleurs placés sur les mors.



Pendant cette phase de travail on peut avoir un niveau de bruit de 85 db (A) environ. Il est recommandé d'utiliser une protection contre le bruit.

• Bloquer la roue sur le plateau à centrage automatique et mettre le raccord sur la valve du pneu.

• Vérifier encore une fois que les diamètres de la jante et du pneumatique correspondent.

• Vérifier que la jante et le pneumatique sont suffisamment lubrifiés; éventuellement lubrifier.

• Appuyer sur la pédale de gonflage dans la position intermédiaire (**B** - Fig.14).

• Si le pneumatique ne se talonne pas, le soulever manuellement de manière que le talon supérieur adhère parfaitement contre la jante.

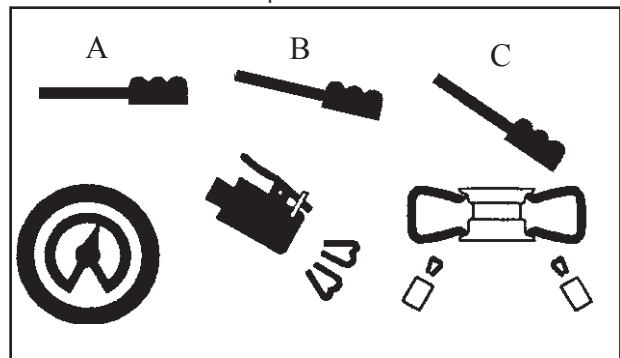


Fig 14

• Appuyer à fond la pédale (**C** - Fig. 14). Un jet d'air puissant sortira des buses qui se trouvent sur les support coulissants en permettant le tallonage.

• Relâcher le pneumatique et soulever doucement le pied pour remettre la pédale de gonflage dans la position intermédiaire (**B** - Fig.14).

• Continuer en introduisant de l'air par petites doses et en vérifiant la pression dans les intervalles, jusqu'à atteindre la pression désirée.

⚠ DANGER



DANGER D'EXPLOSION !

Ne jamais dépasser 3,5 bar (51 PSI) pendant le tallonage et le gonflage et ne jamais dépasser la pression indiquée par le fabricant du pneumatique

Si le pneumatique requiert une pression supérieure de service, déposer la roue du démonte-pneus et continuer le gonflage dans une cage spéciale de sécurité que l'on trouve d'ordinaire en commerce.

Tenir les mains et le corps le plus loin possible de la roue.

Seulement le personnel spécialement formé peut effectuer cette opération. Ne jamais permettre à d'autres personnes de travailler et de s'approcher du démonte-pneus.

7. AUFPUMPEN



Beim Aufpumpen der Reifen ist sehr sorgfältig vorzugehen.

Die nachfolgenden Angaben sind streng zu befolgen, denn das Reifenmontiergerät bietet dem Benutzer (oder Personen, die sich in der Nähe befinden) beim Platzen des Reifens **KEINEN** Schutz.

⚠ DANGER



Falls ein Reifen platzt, kann dies zu schweren Verletzungen oder sogar zum Tod des Bedieners führen.

Sorgfältig prüfen, ob die Abmessungen des Reifens und der Felge gleich sind. Abnutzungszustand des Reifens prüfen und eventuelle Beschädigungen feststellen, bevor mit dem Aufpumpen begonnen wird.

Reifen mit kurzen Luftströmen aufpumpen, dabei den Druck dauernd kontrollieren.

Alle unsere Reifenmontiergeräte sind auf einen Höchstdruck von 3,5 bar (51 psi) beschränkt.

AUF KEINEN FALL DEN VOM HERSTELLER ANGEGEBENEN HÖCHSTDRUCK ÜBERSTEIGEN.

Hände und Körper so weit wie möglich vom Reifen entfernt halten.

7.2 Aufpumpen der Reifen mit GT-System

Das Reifenaufpumpsystem GT erleichtert das Aufpumpen von schlauchlosen Reifen durch starken Luftereinlaß aus den Düsen auf den Spannklauen.



Beim GT System kann Lärmpegel um 85 db(A) kommen. Es ist ratsam, eine Lärmschutz zu benutzen.

Rad auf dem Zentriertisch blockieren und Pumpstutzen an das Reifenventil anschließen.

Sicherstellen, daß Durchmesser von Felge und Reifen zueinander passen.

Sicherstellen, daß Felge und Reifen ausreichend geschmiert sind. Ggf erneut einstreichen.

Das Reifenfüllpedal auf die Zwischenstellung bringen. (B - Abb.14).

Wenn der Reifenwulst nicht in die Felge rutscht, ist der Reifen von Hand abzuheben, bis sein oberer Wulst gegen die Felge stößt, um dann das Pedal durchzutreten (C - Abb.14). Dabei tritt ein heftiger Luftstrahl aus den Öffnungen in den gleitfähigen Spannklauen aus und hilft beim Aufziehen des Reifens.

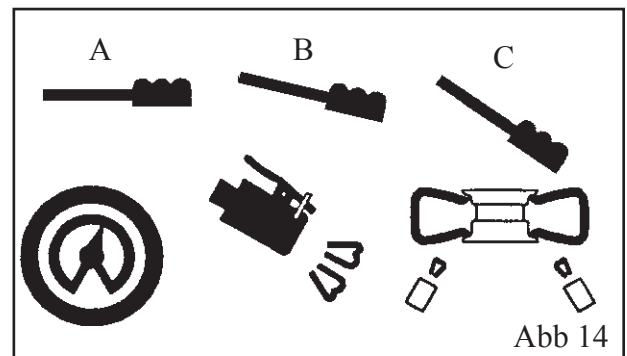


Abb 14

Den Reifen loslassen und den Fuß auf dem Pedal leicht anheben, damit dieses in die Zwischenstellung bringen. (B - Abb.14).

Weitermachen und Luft einblasen, wobei man zwischendurch immer den Luftdruck mißt, bis der gewünschte Reifendruck erreicht ist.

⚠ DANGER



EXPOSITIONSGEFAHR !

Beim Aufpumpen darf Druckwert von 3,5 bar (51 PSI) nie überschritten werden.

Anm: Falls ein Reifen einen höheren Reifendruck verlangt, ist das Rad von der Reifenmontiermaschine abzunehmen, um es dann in einer der speziellen Schutzkäfige, die im Handel erhältlich sind, weiter aufzupumpen.

Nie den Reifendruck überschreiten, den der Hersteller vorschreibt.

Die Hände und den Körper immer so weit wie möglich entfernt vom Reifen halten, wenn er aufgepumpt wird.

Nur besonders geschultes Personal darf diese Arbeiten ausführen. Erlauben Sie Unbefugten auf keinen Fall, sich in der Nähe der Reifenmontiermaschine aufzuhalten oder an ihr zu arbeiten.

8. RIPOSIZIONAMENTO

Per riposizionare lo smontagomme è necessario disporre di un carrello elevatore.

- Scollegare le fonti di alimentazione pneumatica ed elettrica
- Fare leva su un lato della base per sollevarlo leggermente da terra, infilare le forche del carrello elevatore sotto la base e farvi scivolare lo smontagomme sopra.
- Posizionare lo smontagomme nella nuova sede

NOTA: Il posto scelto per riposizionare lo smontagomme deve rispondere alle Normative Europee per la sicurezza sul lavoro.

8. MOVING

To move the tyre changer you will need a fork-lift truck.

- *Disconnect the pneumatic and electric power supplies.*
- *Apply leverage to one side of the base so as to raise it slightly from the floor, insert the forks of the truck under the base and slide the tyre changer onto them.*
- *Set the tyre changer down in its new position.*

Note: *The place chosen for repositioning the tyre changer must comply with European safety at work standards.*

8. REPOSITIONNEMENT

Pour repositionner le démonte-pneus, utiliser un chariot élévateur.

- Débrancher l'alimentation électrique et pneumatique
- Faire levier sur un côté de la base pour le soulever légèrement de terre, enfiler les fourches du chariot élévateur sous la base et faire glisser le démonte-pneus au-dessus
- Positionner le démonte-pneus à l'endroit choisi

NB. L'endroit choisi pour repositionner le démonte-pneus doit être conforme aux normes européennes pour la prévention des accidents du travail.

8. NEUPOSITIONIEREN

Soll das Reifenmontiergerät neu positioniert werden, muß ein Gabelstapler verwendet werden.

-Druckluft- und Stromzufuhr unterbrechen.

-Eine Seite der Maschine leicht anheben, Gabeln des Hubwagens unter den Sockel einführen und das Reifenmontiergerät auf diese gleiten lassen.

-Reifenmontiergerät neu aufstellen.

WICHTIG: Der neue Aufstellungsort muß den Europäischen Vorschriften zur Sicherheit am Arbeitsplatz entsprechen.

9. ACCANTONAMENTO

In caso di accantonamento per lungo periodo di tempo è necessario:

- Scollegare le fonti di alimentazione e ingrassare le guide di scorrimento delle griffe per evitarne l'ossidazione.

9. STORAGE

In the event of storage for long periods of time, be sure to:

- *Disconnect all sources of power and grease the clamp sliding guides on the turntable to prevent them from oxidising.*

9. PERIODE D'INACTIVITE

Pour une période d'arrêt assez longue, il faut:

- Débrancher les sources d'alimentations et graisser les glissières des mors sur le plateau tournant pour éviter l'oxydation.

9.LAGERUNG

Falls die Maschine lange gelagert werden soll, müssen:

-alle Energiequellen ausgeschaltet werden und die Gleitführungen der Spannklauen auf dem Zentriertisch eingefettet werden, damit sie nicht rosten.

10. ROTTAMAZIONE

Allorquando si decida di rottamare l'apparecchio, si raccomanda di renderlo inoperante scollegando le fonti di alimentazione.

- Asportare tutti i materiali NON ferrosi e smaltirli secondo le leggi nazionali vigenti.
- Raccogliere l'olio e smaltirlo negli appositi centri secondo le leggi nazionali vigenti.
- Rottamare il resto come materiale ferroso



Attenzione! Per il corretto smaltimento consultare le note sulla dichiarazione di conformità RAEE e ROHS (dove applicabile)

10. SCRAPPING

If you decide to scrap the machine, be sure to make it inoperative by disconnecting it from all sources of power.

- *Remove all NON-ferrous materials and dispose of them as prescribed by national law.*
- *Collect the oil and dispose of it at an authorized point as prescribed by national law.*
- *Scrap the rest as ferrous material.*



Attention! For a correct waste disposal, consult the declaration of conformity to RAEE and ROHS (where applicable)

10. MISE A LA FERRAILLE

Si l'on décide de mettre l'appareil à la ferraille, il faut enlever toutes les sources d'alimentation pour le rendre inutilisable.

- Retirer les métaux NON ferreux et les éliminer selon les lois nationales en vigueur.
- Recueillir l'huile et la porter dans un centre spécial selon les lois nationales en vigueur
- Jeter le reste à la ferraille comme matériel ferreux.



Attention! Pour la correcte élimination de déchets, consulter la déclaration de conformité aux normes RAEE et ROHS (où applicable)

10. VERSCHROTTUNG

Soll das Gerät verschrottet werden, empfehlen wir, die Energieleitungen zu unterbrechen, um dasselbe funktionsuntüchtig zu machen.

- Alle Materialien, die KEIN Eisen enthalten, entfernen und vorschriftsgemäß entsorgen.
- Öl ablassen und vorschriftsgemäß entsorgen.
- Den Rest als Eisenmaterial verschrotten.



Achtung! Für eine korrekte Entsorgung sehen die Anmerkungen auf der RAEE und ROHS Konformitätserklärung (wenn anwendbar)

11. MANUTENZIONE

11.1 Avvertenze generali

La manutenzione è sempre vietata a personale non autorizzato

- La manutenzione regolare, come da istruzioni, è fondamentale per un corretto funzionamento e una lunga durata dello smontagomme
- Se la manutenzione non viene effettuata regolarmente, il funzionamento e l'affidabilità della macchina possono essere compromesse, a rischio sia dell'operatore che di terzi.



Prima di effettuare qualsiasi intervento di manutenzione, disinserire l'allacciamento elettrico, scollegando la spina, e quello pneumatico, chiudendo il rubinetto. Inoltre, per scaricare l'aria in pressione dal circuito, è necessario effettuare 3 - 4 stallonature a vuoto.

Le parti difettose devono essere sostituite esclusivamente da personale esperto e con pezzi originali.

La rimozione o manomissione dei dispositivi di sicurezza (valvola di max. pressione - regolatore di pressione) comporta una violazione delle Norme Europee per la Sicurezza sul Lavoro.



Al raggiungimento dei 5 anni dalla data di installazione e messa in servizio, il prodotto dovrà essere revisionato in tutte le sue parti



In particolare il COSTRUTTORE non è imputabile per reclami derivanti dall'uso di ricambi non originali o per danni causati dalla rimozione o manomissione dei sistemi di sicurezza.

11. MAINTENANCE

11.1 General warnings

Unauthorized personnel may not carry out maintenance work.

- Regular maintenance as described in the instructions is essential for correct operation and long lifetime of the tyre changer.
- If maintenance is not carried out regularly, the operation and reliability of the machine may be compromised, thus placing the operator and anyone else in the vicinity at risk.



Before carrying out any maintenance work, disconnect the electric and pneumatic supplies. Moreover, it is necessary to break the bead loadless 3-4 times in order to let the air in pressure go out of the circuit.

Defective parts must be replaced exclusively by expert personnel using the manufacturer's spare parts .

Removing or tampering with safety devices (pressure limiting and regulating valves) represents a contravention of European Safety Standards.



At the achievement of 5 years from the date of installation and commissioning, the product must be reviewed in its entirety



In particular The MANUFACTURER shall not be held responsible for complaints deriving from the use of spare parts made by other manufacturers or for damage caused by tampering or removal of safety systems.

11. ENTRETIEN

11.1 Remarques générales

L'entretien ne doit jamais être effectué par du personnel non autorisé

- L'entretien régulier, selon les instructions données, est fondamental pour un fonctionnement correct et une longue durée.
- Si l'entretien n'est pas effectué régulièrement, le fonctionnement et la fiabilité de la machine peuvent être compromis, aux risques et périls de l'opérateur et de tiers.



Avant d'effectuer toute opération d'entretien, débrancher l'installation électrique, en déconnectant la fiche, et celle pneumatique, en fermant le robinet. De plus, afin de faire sortir l'air en pression dans le circuit, il faut effectuer 3-4 décollages à vide.

Les pièces défectueuses doivent être remplacées uniquement par du personnel spécialisé et par les pièces d'origine indiquées dans le catalogue "pièces de rechange" ci-joint.

L'enlèvement ou la modification des dispositifs de sécurité (soupape de pression maxi. - régulateur de pression) est une violation des normes européennes sur la sécurité.



Après 5 ans à compter de la date d'installation et de mise en service, le produit doit être revu dans son intégralité



Le Constructeur n'est pas responsable des réclamations qui dérivent de l'utilisation de pièces de rechange qui ne sont pas d'origine ou pour les dommages causés par la modification ou l'enlèvement des systèmes de sécurité.

11. WARTUNG

11.1 Allgemeine Hinweise

Unbefugtes Personal darf keine Wartungsarbeiten vornehmen.

-Eine regelmäßige Wartung, wie in diesem Handbuch beschrieben, ist für einen störungsfreien Betrieb und eine lange Lebensdauer Ihres Reifenmontiergerätes von wesentlicher Bedeutung.

-Eine unregelmäßige Wartung kann den Betrieb und die Zuverlässigkeit der Maschine beeinträchtigen, und für den Bediener und eventuelle Dritte eine Gefahr darstellen.



Bevor Wartungsarbeiten irgendwelcher Art ausgeführt werden, müssen Strom- und Druckluftzufuhr unterbrochen werden. Dazu, um Druckluft abzulassen, ist es nötig, 3-4 Leerabdrücken auszuführen.

Fehlerhafte Teile dürfen nur durch erfahrenes Personal ausgewechselt werden, dabei dürfen nur die im beiliegenden Ersatzteilkatalog angegebenen Original-Teile verwendet werden.

Die Veränderung oder Entfernung der Sicherheitsvorrichtungen (Überdruckventil, Druckregler), stellt eine Verletzung der Europäischen Sicherheitsvorschriften dar.



Beim Erreichen von 5 Jahren ab dem Zeitpunkt der Installation und Inbetriebnahme, muss das Produkt in seiner Gesamtheit überprüft werden



Der Hersteller kann bei Reklamationen im Zusammenhang mit der Verwendung von Nicht-Originalersatzteilen oder bei Schäden aufgrund der Veränderung oder Entfernung von Sicherheitssystemen nicht haftbar gemacht werden.

OPERAZIONI DI MANUTENZIONE:

- Pulire **settimanalmente** il piatto autocentrante con nafta per evitare la formazione di sporcizia e ingrassare le guide di scorrimento delle griffe.
- Effettuare **almeno ogni 30 giorni** le seguenti operazioni:
 - Controllare il livello olio nella tazza del lubrificatore. Eventualmente rabboccare, svitando la vite E, con olio SAE 30. (fig. 15)
 - Controllare che ogni 3 - 4 pressioni sul pedale U cada una goccia di olio nella tazza F. In caso contrario regolare l'apposita vite D (fig. 15)

NOTA: Dopo i primi 20 gg. di lavoro stringere nuovamente le viti di serraggio delle griffe e degli scorrevoli del piatto autocentrante (fig. 16).

NOTA: Se la macchina accusasse un calo di potenza, controllare la tensione della cinghia motore procedendo come segue:

Prima di qualsiasi intervento , disinserire l'allacciamento elettrico e pneumatico

- Togliere la fiancata sinistra dello smontagomme svitando le quattro viti di fissaggio
- Tirare la cinghia del motore agendo sull'apposito registro X sul supporto motore (fig.17).

NOTA: Qualora si rendesse necessario registrare la piastra di bloccaggio del palo, perchè l'utensile non si blocca o non si alza dal cerchio dei 2 mm necessari alla lavorazione, registrare i dadi indicati in figura 18.

NOTA: Per la pulizia o sostituzione del silenziatore per l'apertura/chiusura griffe fare riferimento alla fig. 19 e procedere come descritto:

- 1) Togliere la fiancata sinistra della carcassa svitando le quattro viti di fissaggio
- 2) Svitare il silenziatore situato sulla pedaliera, in corrispondenza del pedale di apertura/chiusura griffe.
- 3) Pulire con un getto d'aria compressa o, se danneggiato, sostituire facendo riferimento al catalogo parti di ricambio.

Per la pulizia o sostituzione del silenziatore per lo stallonatore (B) fare riferimento alla figura 20 e procedere come ai punti 1 e 3 precedenti.

MAINTENANCE OPERATIONS

•Clean the turntable once a week with diesel fuel so as to prevent the formation of dirt, and grease the clamp sliding guides.

•Carry out the following operations at least once every 30 days:

-Check the oil level in the lubricator tank. If necessary, fill up by unscrewing screw E. Only use SAE 30 oil (Fig. 15).

-Check that a drop of oil is injected into the reservoir F every 3-4 times the pedal U is pressed down. If not, regulate using the screw D (Fig. 15).

Note: After the first 20 days of work, retighten the clamp tightening screws and the screws on the turntable slides (Fig. 16).

Note: In the event of a loss of power, check that the drive belt is tight as follows:

Before any operation disconnect the electric power supplies.

•Remove the left side body panel of the tyre changer by unscrewing the four fixing screws.

•Tighten the drive belt by means of the special adjusting screw X on the motor support (Fig. 17).

Note:If it is necessary to adjust the vertical arm locking plate because the tool doesn't lock or it doesn't rise from the rim of 2mm necessary for working, adjust nuts as shown in figure 18.

Note:For cleaning or replacing the silencer for opening/closing clamps, see fig.19 and proceed as follows:

1) Remove the left side panel of the machine body by unscrewing the four fixing screws.

2) Unscrew the silencer put on the pedal system, on the clamp opening/closing pedal.

3) Clean by a jet of compressed air or, if damaged, replace by referring to the spare parts catalogue.

For cleaning or replacing the silencer of bead breaker (B), see fig.20 and proceed as shown on previous point 1 and 3

ENTRETIEN:

•**Toutes les semaines** nettoyer le plateau tournant avec du mazout pour éviter la formation de saleté et graisser les glissières des mors.

•**Tous les mois** vérifier:

•le niveau de l'huile dans le réservoir du graisseur. Si nécessaire, ajouter de l'huile SAE 30 en dévissant la vis E (fig. 15);

•qu'une goutte d'huile tombe dans le réservoir F toutes les 3-4 manoeuvres de la pédale U. Si nécessaire, régler par la vis D (fig. 15).

NB.Après les 20 premiers jours de travail, serrer de nouveau les vis des mors et les glissières du plateau tournant (fig. 16).

NB.Si la machine a une baisse de puissance, contrôler la tension de la courroie du moteur en effectuant les opérations suivantes:

Avant toute intervention débrancher l'installation électrique et celle pneumatique.

•Enlever le côté gauche du démonte-pneus en dévissant les quatre vis de fixation.

•Tirer la courroie du moteur en agissant sur le tendeur X sur le support du moteur (fig. 17).

NB.Si la plaque de blocage du bras doit être réglée parce que l'outil ne se bloque pas ou il ne se lève de la jante des 2 mm nécessaires pour le travail, il faut régler les écrous indiqués dans la fig. 18.

NOTE: Pour nettoyer ou remplacer l'atténuateur de bruit ouverture/fermeture des mors, il faut se référer à la figure 19 et opérer de la façon suivante:

- Enlever le côté gauche du bâti en dévissant les quatres vis di fixage

- Dévisser l'atténuateur de bruit placé sur le pédalier, près de la pédale ouverture /fermeture des mors.

- Nettoyer moyennant un jet d'air comprimé ou, si endommagé, remplacer en se référant au catalogue des pièces de rechange.

Pour le nettoyage ou le remplacement de l'atténuateur de bruit du détaillonneur (B) il faut se référer à la figure 20 et procéder de la façon indiquée par le points 1 - 3 précédents

WARTUNGSARBEITEN:

-Einmal wöchentlich den Zentriertisch mit Dieselöl reinigen, damit sich kein Schmutz bildet, Gleitführungen der Spannklaue einfetten.

-Mindestens einmal pro Monat folgende Operationen ausführen:

-Ölstand im Schmiermittelgefäß überprüfen. Eventuell mit SAE 30-Öl nachfüllen. Hierzu Schraube E lösen (Abb. 15).

-Überprüfen, ob nach jeweils 3 - 4 Pedaldrücken (U) ein Tropfen Öl ins Gefäß F fällt. Ist dies nicht der Fall, Schraube D regulieren (Abb. 15).

WICHTIG:Nach den ersten 20 Arbeitstagen muß die Blockierungsschraube der Spannklaue und der Zentriertisch- Gleitführungen nachgezogen werden (Abb. 16).

WICHTIG:Falls die Maschine einen Leistungsabfall hat, die Spannung des Motorenriemens überprüfen. Wie folgt vorgehen:

Vor jedem Eingriff Strom- und Druckluftzufuhr unterbrechen.

-Linke Seitenwand des Reifenmontiergerätes abnehmen; hierzu die 4 Blockierungsschrauben lösen.

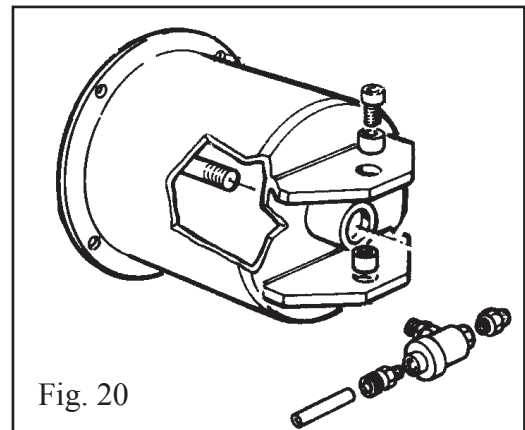
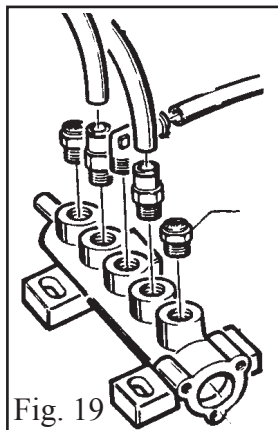
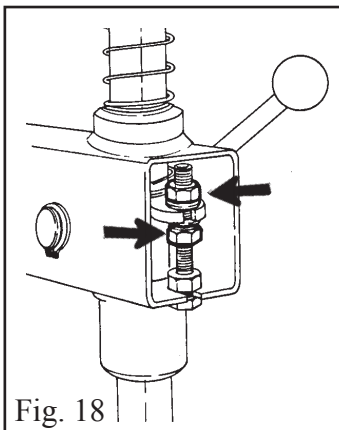
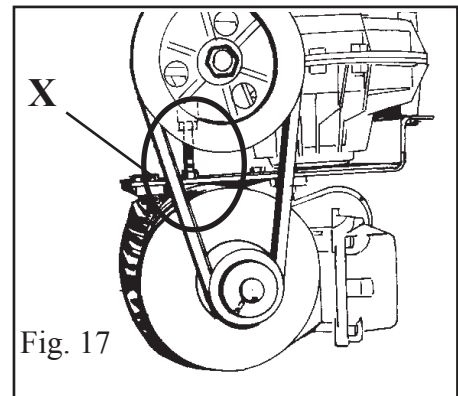
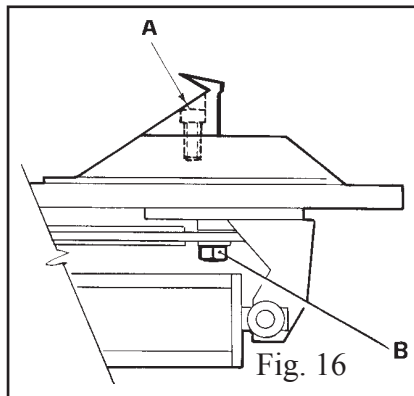
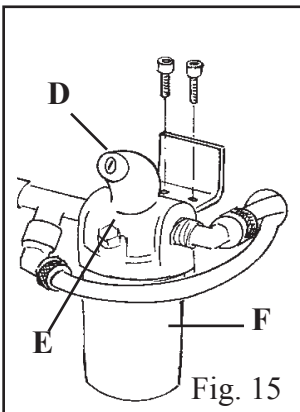
-Motorriemen mittels Regler X an der Motorhalterung ziehen (Abb. 17).

WICHTIG:Falls die Blockierungsplatte des Arms eingestellt werden muß, weil sich Werkzeug oder Kipparm nicht blockieren oder von den nötigen 2mm nicht heben lassen, wie in Abbildung 18 beschrieben vorgehen.

WICHTIG: Bei der Reinigung oder Auswechslung des Schalldämpfers, für die Öffnung und Schließung der Spannklaue, Abbildung 19 beachten:

- 1) Linke Seitenwand abnehmen, beim Abschrauben der 4 Klemmschrauben
- 2) Schalldämpfer auf Pedalgehäuse abschrauben, beim Ein/Aus Klau pedal.
- 3) Mit einem Luftstoß reinigen, oder, falls beschädigt, auswechseln. Dabei den Ersatzteilkatalog konsultieren.

Bei der Reinigung oder Auswechslung des Schalldämpfers für das Abdrückblatt (B) Abbildung 20 beachten und wie Punkt 1-3 oben beschrieben vorgehen.



12. TABELLA GUASTI E RIMEDI - TROUBLE-SHOOTING - MAUVAIS FONCTIONNEMENT: CAUSES - REMEDES - TABELLE DER BETRIEBSSTÖRUNGEN UND IHRE BEHEBUNG

Autocentrante gira in un solo senso - Turntable rotates only in one direction

Le plateau à centrage tourne seulement dans un sens - Der Zentriertisch dreht sich nur in einer Richtung

Invertitore giri rotto	Sostituire invertitore
<i>Reverser broken</i>	<i>Replace reverser</i>
Inverseur de tours cassé	Le remplacer
Wendegetriebe defekt	Wendegetriebe auswechseln

Autocentrante non gira - Turntable does not rotate - Plateau ne tourne pas - Der Zentriertisch dreht sich nicht

Cinghia rotta	Sostituire
Invertitore di giri rotto	Sostituire
Problemi al motore	Controllare eventuali fili staccati nella spina, nel motore o nella presa - Sostituire
<i>Belt broken</i>	<i>Replace</i>
<i>Reverser broken</i>	<i>Replace reverser</i>
<i>Problem with motor</i>	<i>Check for loose wire in the motor, plug or socket - Replace motor</i>
Courroie cassée	La remplacer
Inverseur de tours cassé	Le remplacer
Problèmes au moteur	Contrôler les fils dans la fiche, dans le moteur ou dans la prise Remplacer le moteur
Riemen gerissen	Riemen auswechseln
Wendegetriebe defekt	Wendegetriebe auswechseln
Probleme im Motor	Überprüfen, ob sich eventuell Drähte im Stecker, im Motor oder in der Steckdose gelöst haben - Motor auswechseln

Autocentrante si blocca - Turntable locks - Plateau se bloque - Zentriertisch steht während der Reifenmontage oder -demontage still

Cinghia allentata	Regolare tensione cinghia (Cap. 11 - fig. 17)
<i>Belt loose</i>	<i>Adjust belt tension (Chap. 11 fig. 17)</i>
Courroie détendue	Régler la tension de la courroie (chap. 11- fig.17)
Riemen hat sich gelockert	Riemenspannung einstellen (Kap. 11 - Abb. 17)

Apertura / chiusura lenta delle griffe - Clamp slow to open/close - Ouverture/fermeture lente des mors - Spannklaunen öffnen/schließen sich langsam

Silenziatore otturato	Pulire o sostituire il silenziatore
<i>Silencer clogged</i>	<i>Clean or replace silencer</i>
Silencieux obstrué	Le nettoyer ou le remplacer
Schalldämpfer verstopft	Schalldämpfer reinigen oder auswechseln

**Autocentrante non blocca il cerchio - Turntable does not lock the wheel rim correctly -
Le plateau tournant ne bloque pas bien la jante - Zentriertisch befestigt die Felgen schlecht**

Griffe usurate Cilindro/i autocentrante difettoso/i	Sostituire griffe Sostituire guarnizioni
<i>Clamps worn Turntable cylinder(s) defective</i>	<i>Replace clamps Replace cylinder gaskets</i>
Mors usés Vérin/s plateau tournant défectueux	Les remplacer Remplacer les garnitures du/des vérin/s
Spannklaunen abgenützt Zentriertischzylinder defekt	Spannklaunen auswechseln Zylinderdichtungen auswechseln

**L'utensile tocca il cerchio durante i lavori - The tool touches the rim during the tyre removing / mounting operations -
L'outil touche la jante au cours du démontage/montage - Das Werkzeug berührt während der Montage/Demontage die Felge**

Piastra bloccaggio non registrata o difettosa Vite bloccaggio autocentrante allentata	Registrare o sostituire piastra di bloccaggio (Cap. 11 - Fig. 18) Serrare vite
<i>Locking plate incorrectly adjusted or defective Turntable locking screw loose</i>	<i>Adjust or replace locking plate (chap. 11 fig. 18) Tighten screw</i>
Plaque de blocage non réglée ou défectueuse Vis de blocage du plateau tournant desserrée	Régler ou remplacer la plaque (Chap. 11 - fig. 18) Serrer la vis
Blockierungsplatte nicht eingestellt oder defekt Blockierungsschraube des Zentriertisches locker	Blockierungsplatte einstellen oder auswechseln (Kap. 11 - Abb. 18) Schraube anziehen

**I pedali si bloccano fuori posizione - Pedals lock out of working position -
Les pédales se bloquent hors position - Pedals werden in der falschen Position blockiert**

Molla ritorno rotta	Sostituire molla
<i>Return spring broken</i>	<i>Replace spring</i>
Ressort de retour cassé	Le remplacer
Rücklauffeder defekt	Feder auswechseln

**Operazione di stallonatura difficoltosa - Bead breaking operation difficult -
Opération de détalonnage difficile - Schwierigkeiten bei der Reifenabdrückung**

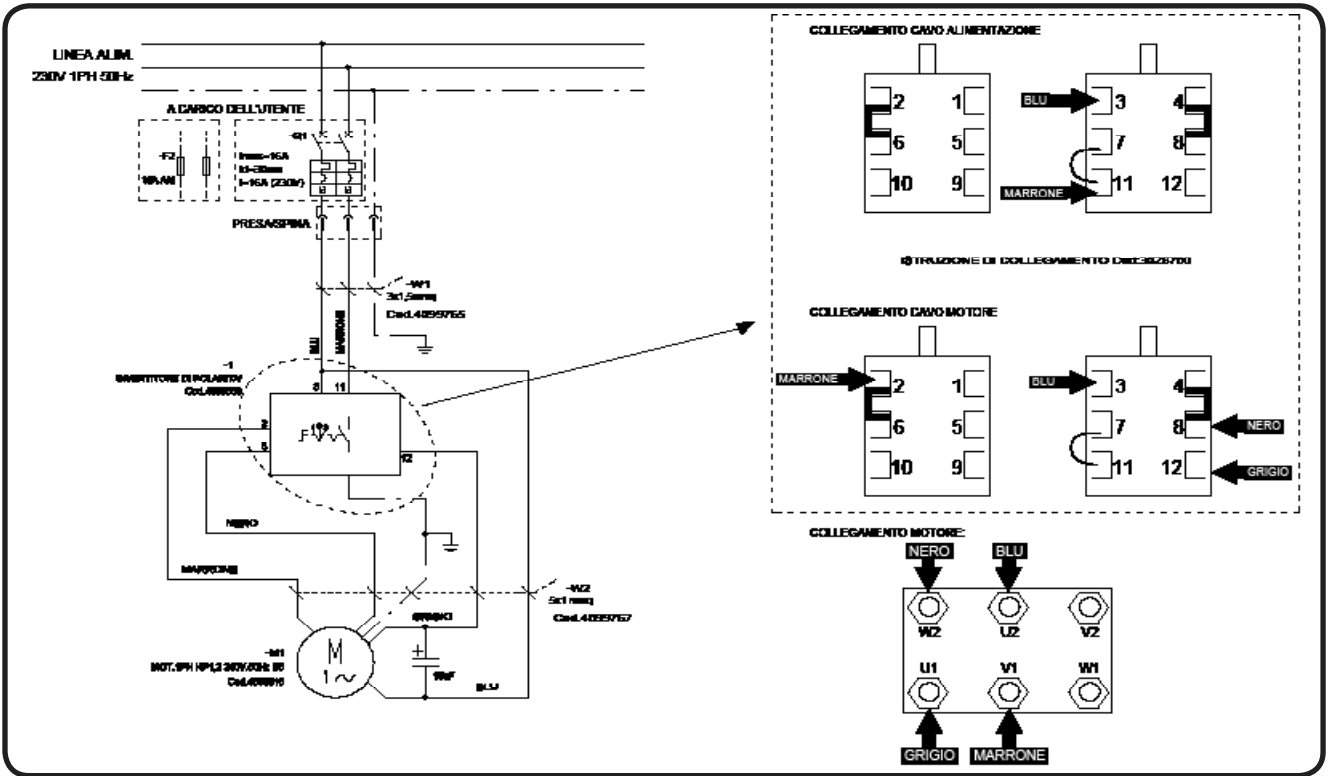
Silenziatore otturato Guarnizioni cilindro stall. rotte	Pulire silenziatore o sostituirlo (Cap. 11 - fig. 19) Sostituire guarnizioni
<i>Silencer clogged Bead breaker cylinder gaskets broken</i>	<i>Clean or replace silencer (chap. 11 fig. 19) Replace gaskets</i>
Silencieux obstrué Garnitures du vérin du détalonneur cassées	Le nettoyer ou le remplacer (Chap. 11 - fig. 19) Les remplacer
Schalldämpfer verstopft Die Zylinderdichtungen des Abdrückblattes sind abgenutzt	Schalldämpfer reinigen oder auswechseln (Kap. 11 - Abb. 19) Dichtungen auswechseln

13. DATI TECNICI - TECHNICAL DATA - DONNEES TECHNIQUES - TECHNISCHE DATEN

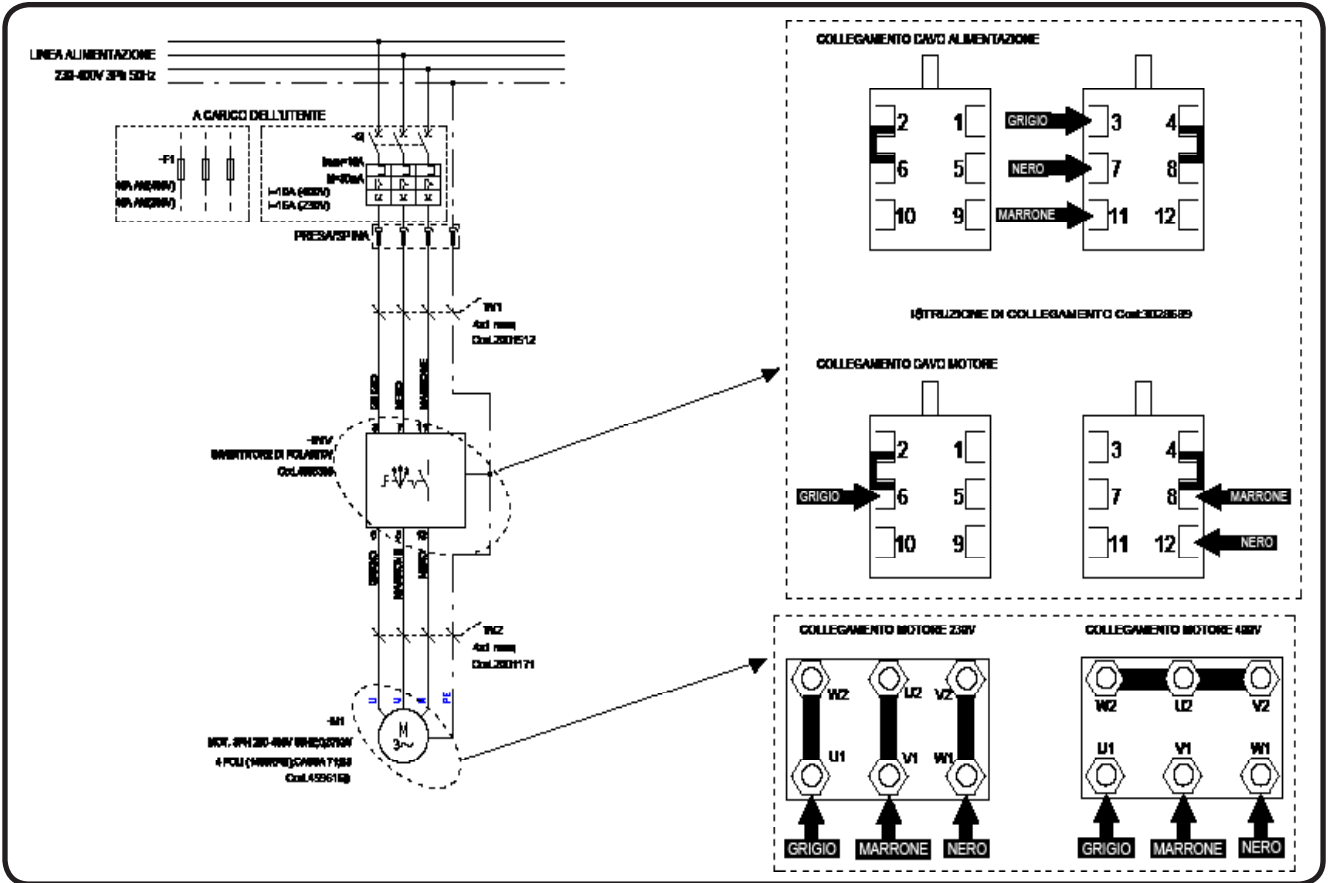
DATI TECNICI TECHNICAL DATA		DONNEES TECHNIQUES TECHNISCHE DATEN	
<i>Bloccaggio cerchio dall'interno</i> External locking rim dimensions	12"-24"	<i>Dimens. jante blocage externe</i> Abmessungen der äußeren Blockierungsfelge	12"-24"
<i>Bloccaggio cerchio dall'esterno</i> Internal locking rim dimensions	14"-26"	<i>Dimens. jante blocage interne</i> Abmessungen der inneren Blockierungsfelge	14"-26"
<i>Diametro max. ruota</i> Max. tyre diameter	1200 mm. (47")	<i>Diamètre maxi. pneu</i> Max. Reifendurchmesser	1200 mm. (47")
<i>Larghezza max. ruota</i> Max. tyre width	390 mm. (15")	<i>Largeur maxi. pneu</i> Max. Reifenbreite	390 mm. (15")
<i>Forza paletta stallonatore a 10 bar</i> Force on bead breaker blade (10 bar)	3200 Kg.	<i>Force sur la palette détalonneur (10bar)</i> Kraft auf Abdrückblatt Druck 10 bar	3200 Kg.
<i>Pressione d'esercizio</i> Working pressure	10 bar (110-147 psi)	<i>Pression de service</i> Betriebsdruck	8-10 bar (110-147 psi)
<i>Limitatore di pressione gonfiaggio</i> Inflating pressure limiting device max.	3,5 bar	<i>Limiteur de press. de gonflage maxi.</i> Max. Eingang-Druckbegrenzer	3,5 bar
<i>Valvola di sicurezza sul dispos. di gonfiaggio</i> Relief valve on inflating device	4 bar	<i>Soupape de sécurité sur le dispos. de gonflage</i> Max. Aufpump-Druckbegrenzer	4 bar
<i>Alimentazione</i> Power supply voltage	220V - 1Ph	<i>Tension d'alimentation</i> Eingangsspannung	220V - 1Ph
<i>Potenza motore</i> Motor power	0,75Kw / 1HP (1ph)	<i>Puissance moteur</i> Motorleistung	0,75Kw / 1HP (1ph)
<i>Max. momento torcente autocentrante</i> Max. rotation torque of turntable	110 Kgm	<i>Couple maxi. de rotation du plateau</i> Höchst Drehmoment des Zentriertisches	110 Kgm
<i>Peso netto</i> Net Weight	220 Kg.	<i>Poids net</i> Nettogewicht	220 Kg.
<i>Livello rumore in condizioni di lavoro</i> Noise level in working conditions	< 70 dB(A)	<i>Niveau de bruit pendant le travail</i> Lärmpegel bei Betrieb	< 70 dB(A)
<i>Temperatura d'esercizio</i> Operating temperature	0° - 55° C. 32° - 131° F.	<i>Température de fonctionnement</i> Betriebstemperatur	0° - 55° C. 32° - 131° F.

14. SCHEMI ELETTRICI E PNEUMATICI - ELECTR. AND PNEUM. DIAGRAMS
 SCHEMAS ELECTRIQUE ET PNEUMATIQUE SCHALT- UND DRUCKLUFT PLÄNE

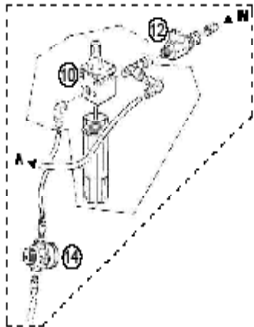
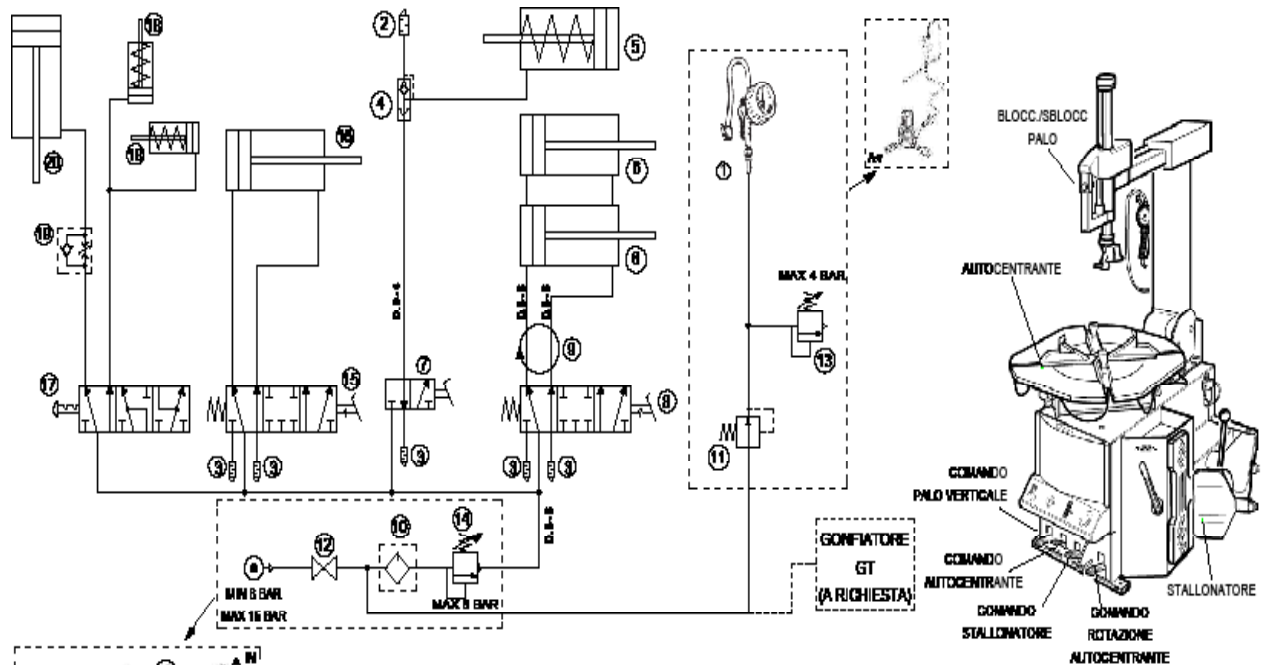
230V - 1PH



230/400V - 3PH



SCHEMA PNEUMATICO STND
SCHEMA PNEUMATIQUE STND
STND PNEUMATIC SYSTEM DIAGRAM
DRUCKLUFTPLAN STND



LEGENDA:

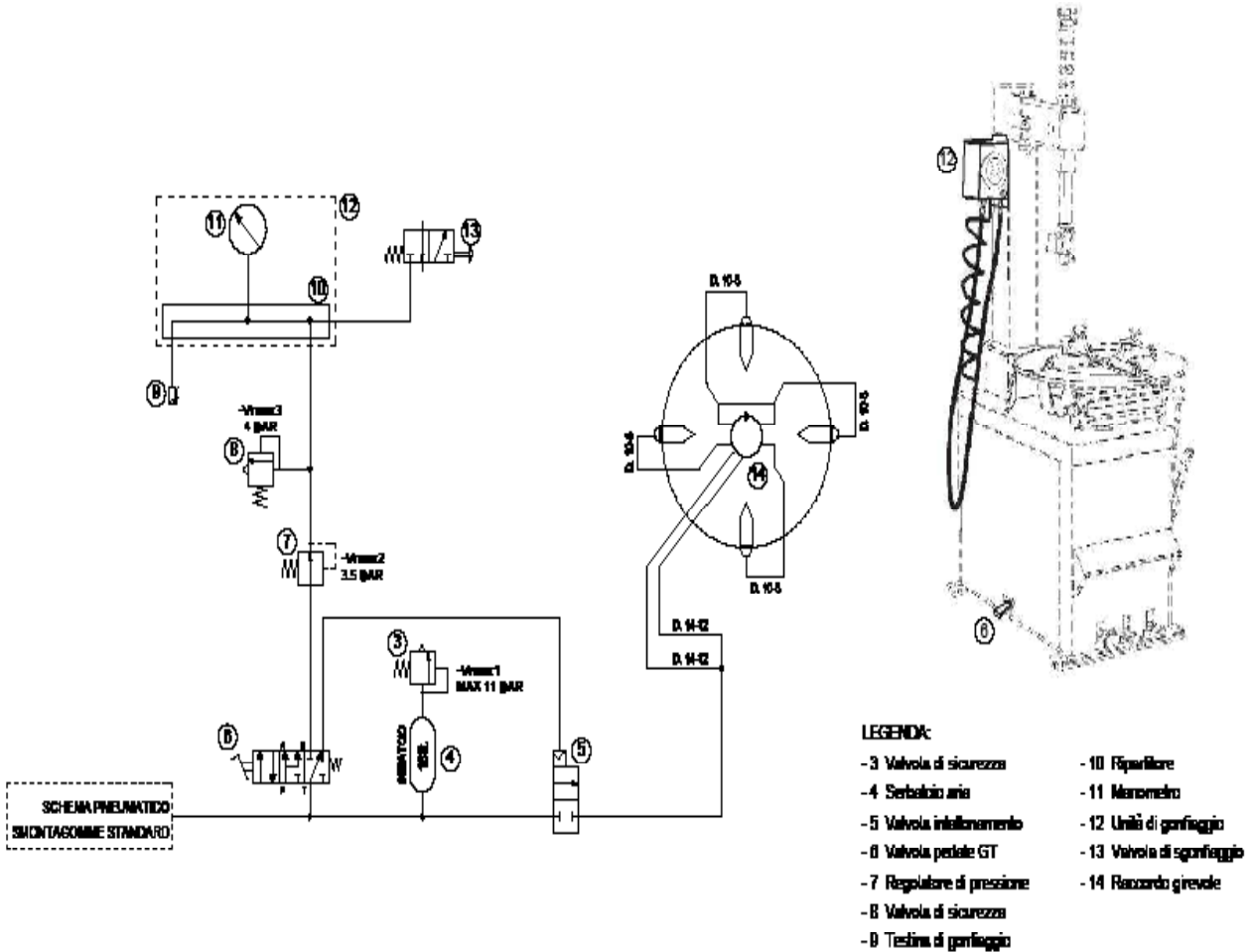
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|------------------------------|--|
| 1. Pistole di gonfiaggio | 11. Regolatore di pressione |
| 2. Silenziatore 1/4" | 12. Rubinetto ingresso aria |
| 3. Silenziatore 1/8" | 13. Valvola di sicurezza |
| 4. Valvola di scarico rapido | 14. Valvola di sicurezza |
| 5. Cilindro stallonatore | 15. Valvola ribaltamento palo |
| 6. Cilindro autocentrante | 16. Cilindro ribaltamento palo |
| 7. Valvola stallonatore | 17. Valvola sbloc./blocc. palo |
| 8. Valvola autocentrante | 18. Cilindri sbloc./blocc. palo |
| 9. Raccordo girevole | 19. Valvola blocc. braccio oper. |
| 10. Lubrificatore | 20. Cilindro sollevamento braccio operante |

1. Inflating gauge
2. 1/4" Silencer
3. 1/8" Silencer
4. Quick relief valve
5. Bead breaker cylinder
6. Turntable cylinder
7. Bead breaking valve
8. Turntable valve
9. Rotating union
10. Lubricator
11. Pressure regulator
12. Air intake cock
13. Safety valve
14. Pressure regulator
15. Arm tilting valve
16. Arm tilting cylinder
17. Arm release/secure valve
18. Arm release/secure cylinders
19. Operating arm secure valve
20. Operating arm lifting cylinder

1. Pistolet de gonflage
2. Silencieux 1/4"
3. Silencieux 1/8"
4. Vanne décharge rapide
5. Verin décolleur
6. Verin autocentreur
7. Soupape décolleur
8. Soupape autocentreur
9. Raccord pivotant
10. Huileur
11. Régulateur de pression
12. Robinet manuel
13. Soupape de sécurité
14. Régulateur de pression
15. Clapet basculement bras
16. Vérin basculement bras
17. Clapet déverrouillage/verrouillage bras
18. Vérin déverrouillage/verrouillage bras
19. Clapet verrouillage bras opérateur
20. Vérin de levage bras opérateur

1. Aufpumppistole
2. Schalldämpfer 1/4"
3. Schalldämpfer 1/8"
4. Schnellablaßventil
5. Wulstabdrukzylinder
6. Zentriertschzylinder
7. Wulstabdrukventil
8. Zentriertschventil
9. Drehanschluß
10. Schmierer
11. Druckregler
12. Lufteinlaß
13. Sicherheitsventil
14. Druckregler
15. Armumkippsventil
16. Armumkippszylinder
17. Ventil für die Freigabe/Einspannung des Armes
18. Zylinder für die Freigabe/Einspannung des Armes
19. Ventil für die Einspannung des Bedienarms
20. Bedienungsarm-Hubzylinder

SCHEMA PNEUMATICO GT
SCHEMA PNEUMATIQUE GT
GT PNEUMATIC SYSTEM DIAGRAM
DRUCKLUFTPLAN GT



- 3. Safety valve
- 4. Tank
- 5. Setting solenoid valve
- 6. GT pedal valve
- 7. Pressure regulator
- 8. Safety valve
- 9. Inflating head
- 10. Divider
- 11. Pressure gauge
- 12. Inflating unit
- 13. Deflating valve
- 14. Rotating union

- 3. Soupape de sécurité
- 4. Réservoir
- 5. Soupape de talonnage
- 6. Soupape pédale GT
- 7. Régulateur de pression
- 8. Soupape de sécurité
- 9. Tête de gonflage
- 10. Repartiteur
- 11. Manomètre
- 12. Unité de gonflage
- 13. Soupape de dégonflage
- 14. Raccord pivotant

- 3. Sicherheitsventil
- 4. Tank
- 5. Einstellmagnetventil
- 6. GT-Pedalventil
- 7. Druckregler
- 8. Sicherheitsventil
- 9. Aufpumpknopf
- 10. Verteiler
- 11. Manometer
- 12. Aufpumpenaggregat
- 13. Luftablaßventil
- 14. Drehanschluß

