

teco 68

Automotive Equipment

IT Equilibratrice
Elettronica

EN Electronic
Wheel Balancer

РУ Балансировочный
Станок



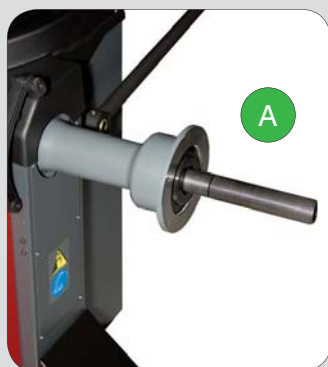
Key Benefits

Facilità d'uso – Durata – Capacità

Ease of use – Durability – Capacity

Простота использования – Продолжительность – Мощность

- IT** Equilibratrice elettronica dotata di monitor LCD 19" per ruote auto, furgoni e, tramite opportuni accessori opzionali, ruote moto aventi diametro cerchio, misurabile con tastatore digitale interno, di 28" e peso massimo di 75 Kg con macchina fissata al suolo. Ideale per utilizzi in officine professionali e gommisti, la TECO 66 prevede l'inserimento automatico dei parametri di lancio distanza e diametro cerchio, il bloccaggio elettronico dell'albero porta-ruota e la **ricerca automatica della posizione di equilibratura**. Disponibile anche in **versione senza protezione ruota**, la dotazione software è comprensiva dei seguenti programmi operativi: modalità di equilibratura statica e dinamica, 7 programmi ALU per cerchi in lega leggera di cui 2 programmi ALU P "Precision", 3 programmi per ruote moto (Dinamico, ALU e "Split Moto"), programmi "Auto-taratura" ed "Auto-diagnosi".
- EN** Electronic wheel balancer with 19" LCD monitor for car, van and, using specific optional accessories, motorcycle wheels having maximum weight of 75 Kg (165 lbs) with machine installed on floor and maximum rim diameter measurable with the digital internal gauge of 28". Ideal to be used in professional repair or tyre shops, TECO 68 is equipped with automatic data entry system of distance and rim diameter, electronic shaft locking system and **automatic search of the balancing position**. Available also in **version without the wheel cover**, the product is supplied complete with the following main software programs: static and dynamic balancing mode, 7 ALU programs dedicated to alloy rims including 2 ALU-P "Precision" programs, 3 motorcycle balancing programs (Dynamic, ALU and "Split Moto"), "Self-calibration" and "Self-diagnosis" programs.
- РУ** Электронный балансировочный стенд с монитором LCD 19" для балансировки колес автомобилей, furgонов и с аксессуарами для мотоциклетных колес, имеющих диаметр обода, измеряемых автоматическим датчиком, до 28" и макс вес 75 Кг, если машина прикреплена к земле. Идеален для использования в профессиональных мастерских. Для TECO 68 предусмотрен автоматический ввод параметров расстояния и диаметра обода, электронная блокировка вала для колеса и **автоматический поиск позиции балансирования**. Имеется также **версия без защитного кожуха**. Программное обеспечение включает в себя следующие оперативные программы: статическая и динамическая процедуры, 7 программ ALU для алюминиевых дисков, из которых 2 программы ALU P "Precision", 3 программы для колес мотоциклов (Динамичная, ALU и "Split Moto"), программы "Самокалибровка" и "Самодиагноз".



IT
SISTEMA DI LANCIO
Sistema di lancio a cinghia a velocità variabile per ottenimento massima affidabilità e silenziosità di marcia ed ampia distanza (275mm) tra corpo macchina e piano di appoggio ruota, ideale per il serraggio di ruote Racing senza necessità di flange supplementari. Al termine del lancio, la TECO 68 posiziona automaticamente la ruota nell'esatta posizione di applicazione del peso.

EN
SPIN SYSTEM
Variable speed belt spin system to reduce operational noise and improve working lifetime. Large distance (275mm - 11") between body and wheel support flange, ideal to handle Racing wheels without any additional clamping accessory. After the spin, TECO 68 automatically stops the wheel at the right weight application position, both for internal and external side of the rim.

РУ
СИСТЕМА ЗАПУСКА
Ременная система привода с переменной скоростью, для обеспечения макс надёжности, без шумного вращения и достаточное расстояние между корпусом стенда и плоскостью опоры колеса (275мм), идеально подходит для крепления колес Racing без использования дополнительных фланцев. После запуска TECO 68 автоматически устанавливает колесо точно в позиции, где необходимо устанавливать грузик.



IT TASTATORE DIGITALE INTERNO: Inserimento automatico dei parametri di lancio distanza e diametro cerchio (diametro massimo acquisibile automaticamente 28", impostabile manualmente 35"). Disponibile su richiesta il tastatore esterno TE66 per memorizzare anche il parametro larghezza ruota.

EN INTERNAL DIGITAL GAUGE: Automatic acquisition of wheel distance and rim diameter spin parameters (max diameter measurable with internal digital gauge 28", manually settable 35"). External gauge TE66 available on demand to automatically store also the wheel width parameter.

PY ВНУТРЕННИЙ ЦИФРОВОЙ ДАТЧИК: Автоматический ввод параметров расстояния и диаметра обода (макс диаметр измеряемый автоматически 28", устанавливаемый вручную 35"). Поставляется по заказу внешний датчик TE66 для сохранения в памяти автоматически также и параметра ширины колеса.



IT MONITOR LCD E PROGRAMMA MULTI-OPERATORE: Monitor LCD 19" ad alta definizione con grafica tridimensionale disponibile in 20 differenti lingue. La funzione multi-operatore permette a 3 operatori differenti di richiamare i parametri ruota durante l'uso contemporaneo della macchina.

EN LCD MONITOR AND MULTI-OPERATOR PROGRAM: High definition 19" LCD monitor with 3-dimensional graphics system available in 20 different languages. "Multi-Operator" program allows 3 operators to work on the balancer at the same time, without loss of wheel parameters.

PY МОНИТОР LCD И ПРОГРАММА МУЛЬТИОПЕРАТОР: Балансировочный стенд оснащен монитором LCD 19" высокой четкости с 3-Х мерной графикой доступен на 20 различных языках. Программа МУЛЬТИ-оператор позволяет трем операторам вызывать параметры колеса во время одновременного использования стенда.

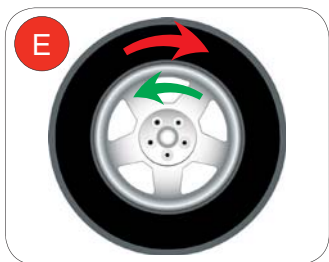


IT PROGRAMMA PESO NASCOSTO E PIANI MOBILI (ALU P): "Peso Nascosto" suddivide il peso adesivo esterno in due parti posizionabili in area nascosta dietro le razze del cerchio. Il programma brevettato "Piani mobili" ricalcola la posizione di equilibratura per utilizzare pesi multipli di 5 gr.

EN HIDDEN WEIGHT AND SHIFT PLANE PROGRAMS (ALU P): "Hidden weight" subdivides the external adhesive weight in 2 parts to be positioned behind the spokes of the rim. The patented "Shift Plane" program calculates the balancing position to allow using commercial adhesive weights.

PY ПРОГРАММА СКРЫТЫЙ ГРУЗИК И МОБИЛЬНОЙ ПЛОСКОСТИ (ALU P): "Скрытый Грузик" разделяет внешний самоклеящийся груз на 2 части, которые устанавливаются в скрытом положении за спицами обода колеса. "Мобильные Плоскости" пересчитывает позиции балансировки для использования грузиков кратных 5гр.

**eco
PATENTED**



IT PROGRAMMA OTTIMIZZAZIONE RAPIDA: Il programma "Ottimizzazione Rapida" calcola il migliore accoppiamento cerchio-pneumatico al fine di ridurre lo squilibrio totale della ruota e, quindi, aumentare la silenziosità di marcia e diminuire il livello di vibrazioni percepite.

EN QUICK OPTIMIZATION PROGRAM: "Quick Optimization" program calculates the best coupling configuration between rim and tyre in order to minimize the overall wheel imbalance, thus reducing vehicle running noise and perceived vibration levels.

PY ПРОГРАММА БЫСТРОЙ ОПТИМИЗАЦИИ: "Быстрая Оптимизация" просчитывает наилучшее соответствие между шиной и ободом, что уменьшает общий дисбаланс колеса и тем самым достигается бесшумное движение и снижение уровня вибрации машины.



IT PIEDE DI STABILIZZAZIONE (OPZIONALE): Utilizzando il kit fissaggio a terra fornito di serie si garantisce di poter operare su ruote di peso massimo 75 Kg. Per evitare l'installazione al suolo della macchina, è disponibile su richiesta il piede di stabilizzazione avente capacità massima ruota di 50 Kg.

EN STABILIZATION FOOT (OPTIONAL): The standard supplied floor installation kit allows the machine to operate on wheels having max weight of 75 kg (165 lbs). To avoid fixing the balancer on ground, a stabilization foot is available on demand for a maximum machine wheel capacity of 50 Kg (110 lbs).

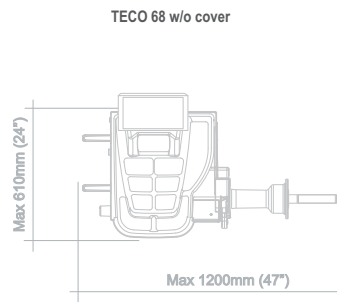
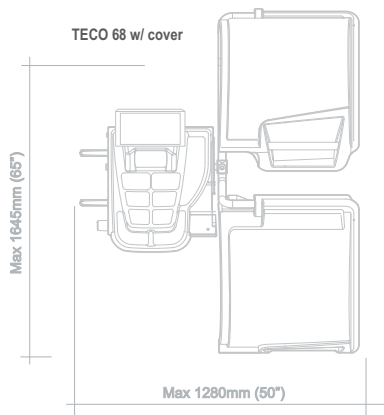
PY ОПОРА СТАБИЛИЗАЦИИ (ПО ЗАКАЗУ): Серийный монтажный набор фиксации к земле позволяет работать на колесах весом до 75 кг. Чтобы избежать установку машины на земле, по заказу поставляется опора стабилизации с максимальной весом колеса 50 кг.



Equilibratrice Elettronica Electronic Wheel Balancer Балансировочный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

DIAMETRO MASSIMO CERCHIO	MAX RIM DIAMETER	МАКС ИЗМЕРЯЕМЫЙ ДИАМЕТР	28"
LARGHEZZA MASSIMA CERCHIO	RIM WIDTH	ШИРИНА ОБОДА	1,5"-20"
PESO MASSIMO RUOTA	MAX WHEEL WEIGHT	МАКС ВЕС КОЛЕСА	75 Kg (165 lbs)
DIAMETRO ALBERO	SHAFT DIAMETER	ДИАМЕТР ВАЛА	40 mm (1,6")
DISTANZA MACCHINA-CERCHIO	DISTANCE MACHINE-RIM	РАССТОЯНИЕ КОЛЕСА-СТЕНДА	275 mm (11")
VELOCITA DI ROTAZIONE	BALANCING SPEED	СКОРОСТЬ БАЛАНСИРОВКИ	90-130 rpm
PRECISIONE DI EQUILIBRATURA	BALANCING PRECISION	ТОЧНОСТЬ БАЛАНСИРОВКИ	± 1 gr (± 0,05 oz)
TEMPO DI CICLO	CYCLE TIME	ПРОДОЛЖИТЕЛЬНОСТЬ ЦИКЛА	7 sec
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	110/240V 1ph
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	82 Kg (180 lbs)



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD

C119



Ø101-119mm

C137



Ø95-137mm

G40/VL40



Ø120-174mm

FRU345-2



RR MM



TE66



OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

C119 – Cono avente capacità di bloccaggio da Ø101 mm a Ø119 mm.

C137 – Cono avente capacità di bloccaggio da Ø95 mm a Ø137 mm.

G40/VL40 – Cono bifronte per ruote di furgoni avente capacità di bloccaggio da Ø120 mm a Ø174 mm.

FRU345/2 – Flangia rapida universale con perni mobili avente capacità da Ø90 mm a Ø208 mm utilizzata per il bloccaggio di ruote a 3,4,5 fori o multipli.

RR MM – Flangia di bloccaggio per ruote moto. Disponibili su richiesta vari alberi di centraggio.

WEIGHT RIGHT – Programma di risparmio peso che minimizza la domanda di pesi da applicare.

TE66 – Tastatore digitale esterno per memorizzare automaticamente il parametro larghezza ruota.

OPTIONAL ACCESSORIES

C119 – Cone having working capacity from Ø101 mm (4") to Ø119 mm (4,7").

C137 – Cone having working capacity from Ø95 mm (3,7") to Ø137 mm (5,4").

G40/VL40 – Double front cone for van wheels having capacity from Ø120 mm (4,7") to Ø174 mm (6,8").

FRU345/2 – Universal quick adapter with movable pins having capacity from Ø90 mm (3,5") to Ø208 mm (8,2") for wheels having 3,4,5 or multiple holes.

RR MM – Universal quick adapter for motorcycle wheels. Available also different wheel centring shafts.

WEIGHT RIGHT – Weight saving program which minimizes correction weight usage.

TE66 – External gauge for automatic entry of wheel width parameter complete with support bracket.

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

C119 – Конус со способностью зажима от Ø101 мм до Ø119 мм.

C137 – Конус со способностью зажима от Ø95 мм до Ø137 мм.

G40/VL40 – Конус двусторонний для колес фургонов, имеющий способность зажима от Ø120 мм до Ø174 мм.

FRU345/2 – Универсальный фланец от Ø90 мм до Ø208 мм, используемые для блокировки колес в 3, 4, 5 или несколько отверстий.

RR MM – Универсальный фланец блокировки колеса мотоцикла.

WEIGHT RIGHT – Программа экономии грузика, которая сводит к минимуму применение грузиков.

TE66 – Внешний цифровой датчик для автоматического сохранения в памяти параметра ширины колеса.

teco 88

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Key Benefits

Innovazione – Tecnologia – Capacità – Design
Innovation – Technology – Capacity – Design
Инновации – Технология – Мощность – Дизайн

- IT** Equilibratrice elettronica dotata di monitor LCD 19" per ruote auto, furgoni e ruote moto aventi diametro cerchio, misurabile con tastatore digitale interno, di 30" e peso massimo di 75 Kg. **Concepita per utilizzi professionali e super-intensivi**, la TECO 88 prevede: acquisizione automatica di serie di tutti i parametri di lancio, ricerca automatica della posizione di equilibratura, **sistema di bloccaggio ruota automatico con controllo elettronico della forza di serraggio**, freno di stazionamento elettronico e sistema di arresto automatico ruota a fine lancio ad elevate prestazioni. La dotazione software è comprensiva dei seguenti principali programmi operativi: modalità di equilibratura statica e dinamica, 7 programmi ALU per cerchi in lega leggera di cui 2 programmi ALU P "Precision", 3 programmi per ruote moto (Dinamico, ALU e "Split Moto"), programma "Ottimizzazione Rapida", controllo visivo dell'eccentricità, contatore lanci, programmi "Auto-taratura" ed "Auto-diagnosi". L'equilibratrice è anche disponibile in **versione TC** (Total Control) con dispositivi di misura sonar per il rilevamento dell'eccentricità radiale e del fuori piano laterale della ruota.
- EN** Electronic wheel balancer with 19" LCD monitor for car, van and, using specific optional accessories, motorcycle wheels having maximum weight of 75 Kg (165 lbs) and maximum rim diameter measurable with the digital internal gauge of 30". **Specifically conceived for professional and super-intensive purposes**, TECO 88 offers the following technical features: automatic spin data entry system (distance, rim diameter, wheel width), automatic search of the balancing position, **electronically controlled wheel clamping device**, electronic shaft locking system and automatic spin stop thanks to an high performance braking device. The product is supplied complete with the following main software programs: static and dynamic balancing mode, 7 ALU programs dedicated to alloy rims including 2 ALU-P "Precision" programs, 3 motorcycle balancing programs (Dynamic, ALU and "Split Moto"), "Quick Optimisation" program, Run-Out visual control, spin counter, "Self-calibration" and "Self-diagnosis" programs. The balancer is also available in **TC version** (Total Control) with sonar measuring devices to calculate both radial and lateral wheel run-out.
- РУ** Электронный балансирующий стенд для колес автомобилей, furgonov и колес мотоциклов, имеющих диаметр обода, измеряемых автоматическим датчиком, до 30" и макс вес 75 Кг. **Специально разработанный для супер-интенсивного использования**. Для TECO 88 предусмотрен автоматический ввод всех параметров, автоматический поиск позиции балансировки, **автоматическая система блокировки колеса с электронным управлением силы зажима** и автоматической системой остановки колеса с высокой эксплуатационной характеристикой. Программное обеспечение включает в себя следующие основные оперативные программы: статическая и динамическая процедуры, 7 программ ALU для алюминиевых дисков, 3 программы для колес мотоциклов, программа "Быстрой Оптимизации", визуальный контроль эксцентриситета, счетчик оборотов, программы "Самокалибровка" и "Самодиагноз". Поставляется также станок в **версии TC** (Полный контроль) с измерительными гидроакустическими приборами для измерения эксцентриситета радиального и бокового.



E



A

IT

BLOCCAGGIO RUOTA ELETTRONICO

Sistema di bloccaggio ruota automatico ad elevata corsa (70mm) con controllo elettronico della forza di serraggio attivabile tramite pedale. Insieme al dispositivo di frenatura ad elevata potenza permette di ottenere una sensibile riduzione dei tempi di lavoro.

EN

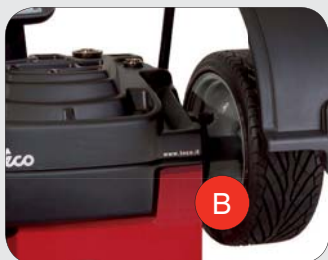
ELECTRONIC WHEEL CLAMPING SYSTEM

Automatic wheel clamping system, controlled by an on-purpose pedal, with extended stroke (70mm - 3") and electronic control of the locking force. Together with the high performance braking device, it allows to sensibly reduce cycle time.

РУ

ЭЛЕКТРОННАЯ БЛОКИРОВКА КОЛЕСА

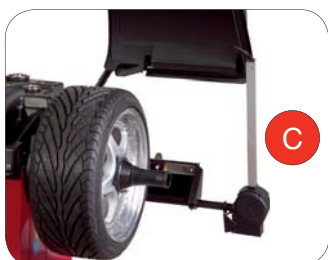
Система автоматической блокировки колеса с высоким ходом (70 мм) с электронным управлением силы зажима, который активируется педалью. Наряду с высокой мощностью тормозного устройства позволяет существенно снизить затраты рабочего времени.



IT SISTEMA DI LANCIO: Sistema di lancio a cinghia a velocità variabile per ottenimento massima affidabilità e silenziosità di marcia ed ampia distanza (275mm) tra corpo macchina e piano di appoggio ruota, ideale per il serraggio di ruote Racing senza necessità di flange supplementari.

EN SPIN SYSTEM: Variable speed belt spin system to reduce operational noise and improve working lifetime and increased distance (275mm - 11") between machine body and wheel support flange, ideal to handle Racing wheels without any additional clamping accessory.

PY СИСТЕМА ЗАПУСКА: Ременная система привода с переменной скоростью, для обеспечения макс надёжности, без шумного вращения и достаточное расстояние между корпусом станда и плоскостью опоры колеса (275 мм), идеально подходит для крепления колес Racing без использования дополнительных фланцев.



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EN INTERNAL AND EXTERNAL DIGITAL GAUGE: Automatic acquisition of wheel distance and rim diameter spin parameters (max diameter measurable with internal digital gauge 30", manually settable 35"). External digital gauge standard supplied to automatically store also the wheel width parameter.

PY ЦИФРОВОЙ ВНУТРЕННИЙ И ВНЕШНИЙ ДАТЧИКИ: Автоматический ввод параметров расстояния и диаметра обода (макс диаметр измеряемый автоматически 30", устанавливаемый вручную 35"). Серийный внешний цифровой датчик создан для сохранения в памяти также и параметра ширины.



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EN LCD MONITOR AND MULTI-OPERATOR PROGRAM: High definition 19" LCD monitor with 3-dimensional graphics system available in 20 different languages. "Multi-Operator" program allows 3 operators to work on the balancer at the same time, without loss of wheel parameters.

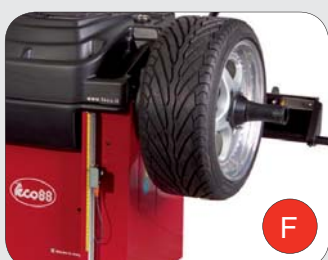
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IT VERSIONE TECO 88 TC "TOTAL CONTROL": Versione completa di dispositivi sonar per la rilevazione precisa dell'eccentricità radiale e del fuori piano laterale della ruota. La TECO 88 TC permette di identificare il migliore accoppiamento ruota-cerchione al fine di massimizzare il comfort generale di marcia.

EN VERSION TECO 88 TC "TOTAL CONTROL": Version complete with sonar measuring devices to precisely calculate both radial and lateral tyre Run-Out. TECO 88 TC allows to identify the best tyre-rim coupling in order to maximize the driving comfort of the vehicle.

PY ВЕРСИЯ TECO 88 TC "ПОЛНЫЙ КОНТРОЛЬ": Полная версия гидроакустических устройств для точного обследования эксцентриситета радиального и бокового. TECO 88 TC позволяет определять наилучшее соответствие между шиной и ободом для максимального повышения общего комфорта при движении.

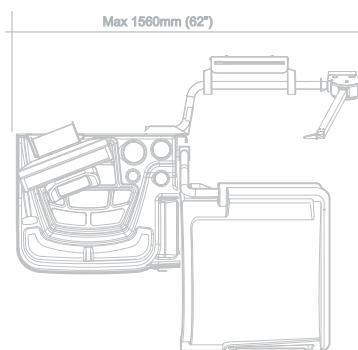
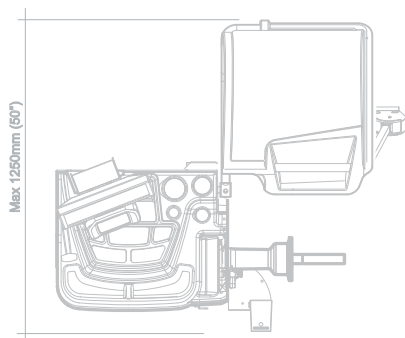
TECO
PATENTED



Equilibratrice Elettronica Electronic Wheel Balancer Балансировочный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

DIAMETRO MASSIMO CERCHIO	MAX RIM DIAMETER	МАКС ИЗМЕРЯЕМЫЙ ДИАМЕТР	30"
LARGHEZZA MASSIMA CERCHIO	RIM WIDTH	ШИРИНА ОБОДА	1,5"-20"
PESO MASSIMO RUOTA	MAX WHEEL WEIGHT	МАКС ВЕС КОЛЕСА	75 Kg (165 lbs)
DIAMETRO ALBERO	SHAFT DIAMETER	ДИАМЕТР ВАЛА	40 mm (1,6")
DISTANZA MACCHINA-CERCHIO	DISTANCE MACHINE-RIM	РАССТОЯНИЕ КОЛЕСА-СТЕНДА	275 mm (11")
VELOCITA DI ROTAZIONE	BALANCING SPEED	СКОРОСТЬ БАЛАНСИРОВКИ	75-98 rpm
PRECISIONE DI EQUILIBRATURA	BALANCING PRECISION	ТОЧНОСТЬ БАЛАНСИРОВКИ	± 1 gr (± 0,05 oz)
TEMPO DI CICLO	CYCLE TIME	ПРОДОЛЖИТЕЛЬНОСТЬ ЦИКЛА	5 sec
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	110/240V 1ph
PESO NETTO	NET WEIGHT	ВЕС ЧЕТТО	195 Kg (430 lbs)



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

C119 – Cono avente capacità di bloccaggio da Ø101 mm a Ø119 mm.

C137 – Cono avente capacità di bloccaggio da Ø95 mm a Ø137 mm.

G40/VL40 – Cono bifronte per ruote di furgoni avente capacità di bloccaggio da Ø120 mm a Ø174 mm.

FRU345/2 – Flangia rapida universale con perni mobili avente capacità da Ø90 mm a Ø208 mm utilizzata per il bloccaggio di ruote a 3,4,5 fori o multipli.

CGA – Calotta in plastica Ø210 mm per cerchi in lega leggera. Da assemblare sulla ghiera di fissaggio GA.

WEIGHT RIGHT – Programma di risparmio peso che minimizza la domanda di pesi da applicare.

PLE – Sollevatore pneumatico autocentrante con colonna porta-utensili avente capacità di 65 Kg.

OPTIONAL ACCESSORIES

C119 – Cone having working capacity from Ø101 mm (4") to Ø119 mm (4,7").

C137 – Cone having working capacity from Ø95 mm (3,7") to Ø137 mm (5,4").

G40/VL40 – Double front cone for van wheels having capacity from Ø120 mm (4,7") to Ø174 mm (6,8").

FRU345/2 – Universal quick adapter with movable pins having capacity from Ø90 mm (3,5") to Ø208 mm (8,2") for wheels having 3,4,5 or multiple holes.

CGA – Plastic disc with O-Ring Ø210 mm (8,2") for alloy rims. To be assembled on quick release nut GA.

WEIGHT RIGHT – Weight saving program which minimizes correction weight usage.

PLE – Pneumatic self-centering lift with tool holding column having maximum capacity of 65 Kg (145 lbs).

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

C119 – Конус со способностью зажима от Ø101 мм до Ø119 мм.

C137 – Конус со способностью зажима от Ø95 мм до Ø137 мм.

G40/VL40 – Конус для колес фургонов, имеющий способность зажима от Ø120 мм до Ø174 мм.

FRU345/2 – Универсальный фланец от Ø90 мм до Ø208 мм, используемые для блокировки колес в 3, 4, 5 или несколько отверстий.

CGA – Пластиковые крышки Ø210 мм для блокировки алюминиевых дисков.

WEIGHT RIGHT – Программа экономии грузика, которая сводит к минимуму применение грузиков.

PLE – Пневматический самоцентрирующийся подъемник, имеющий макс грузоподъемность 65 кг.

teco 35

Automotive Equipment



(IT) Smontagomme Automatico

(EN) Automatic Tyre Changer

(PY) Автоматический Шиномонтажный Станок

Key Benefits

Affidabilità – Durata – Robustezza

Reliability – Durability – Robustness

Надёжность – Продолжительность – Прочность



Smontagomme Automatico Automatic Tyre Changer Автоматический Шиномонтажный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

CAPACITA DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	10"-23"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	10"-20"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	13"-23"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1000 mm (39,5")
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	320 mm (12,5")
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2800 Kgf (6175 lbf)
VELOCITA DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	8 rpm (6-12 rpm 2sp)
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,55 kW (0,75 Hp)
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	205 Kg (450 lbs)
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	215 Kg (475 lbs)

Smontagomme automatico ideale per utilizzi in officine meccaniche professionali e gommisti, concepito per operare su ruote di autovetture e veicoli commerciali leggeri.

La macchina è disponibile anche nella versione con dispositivo per il gonfiaggio di pneumatici tubeless (versione t.i.) e con piatto autocentrante a doppia velocità di rotazione (versione 2 speed).

Automatic tyre changer, ideal to be used in professional repair shops and tyre shops, conceived to mount and demount car and light commercial vehicle wheels.

The product can be also customized with air reserve tank and inflating nozzles for tubeless tyre inflation (t.i. version) and with a 2-speed self-centering turntable (2 speed version).

Автоматический шиномонтажный станок идеален для использования в автосервисах предназначен для монтажа и демонтажа колес легковых автомобилей и легких коммерческих автомобилей. Стенд доступен по заказу с поворотным столом с двумя скоростями (версия 2 speed). Стенд доступен также с дополнительным взрывным устройством для накачивания бескамерных шин (версия t.i.).

Overall dimensions

H max 1770 mm (70")

L max 1590 mm (63")

W max 1150 mm (45")

CARATTERISTICHE TECNICHE

- Piatto autocentrante a doppio senso di rotazione dotato bielle curve per mantenere costante la forza di serraggio al variare del diametro del cerchio;
- Palo verticale dotato di sistema recupero giochi a boccole coniche;
- Torretta di montaggio con inserti in plastica di protezione per cerchi in lega;
- Cilindro stallonatore a semplice effetto;
- Corpo macchina ideale per utilizzo congiunto con dispositivo pneumatico brevettato UPH e BPS, attrezzatura ausiliaria che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat.

TECHNICAL FEATURES

- 2 way rotation turntable clamping system which employs unique rod geometry to ensure constant and even clamping power throughout all rim diameters;
- Vertical post equipped with conic bushes to recover clearances, which could appear after an intensive use of the machine;
- Single acting bead breaker cylinder;
- Tool head complete with plastic protection inserts for alloy rims;
- Body ideal to be coupled with the patented pneumatic device UPH and BPS, auxiliary system available on demand to mount and demount particularly tough or low profile tyres such as Run-Flat.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

- Самоцентрирующий стол с двусторонним вращением. Специальная геометрия единицы зажима, которая позволяет держать усилие зажима неизменным на дисках различных диаметров;
- Вертикальная балка с системой накерстывания зазора коническими втулками;
- Цилиндр разбортовки с простым эффектом;
- Монтажная головка с защитными пластиковыми насадками для легкосплавных дисков;
- Совместно с дополнительными запатентованными пневматическими устройствами UPH и BPS станок облегчает работу оператора во время монтажа и демонтажа низкопрофильных шин и колес высокой сложности типа Run-Flat.

toco 35 Racing

Automotive Equipment



(IT) Smontagomme Automatico

(EN) Automatic Tyre Changer

(PY) Автоматический Шиномонтажный Станок

Key Benefits

Capacità – Valore – Durata

Capacity – Value – Durability

Мощность – Стоимость – Продолжительность



Smontagomme Automatico Automatic Tyre Changer Автоматический Шиномонтажный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

CAPACITÀ DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	12"-24"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	12"-22"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	14"-24"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1000 mm (39,5")
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	345 mm (13,5")
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2900 Kgf (6395 lbf)
VELOCITÀ DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	8 rpm (6-12 rpm 2sp)
LIVELLO DI RUMOROSITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,55 kW (0,75 Hp)
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	230 Kg (505 lbs)
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ T.I.	240 Kg (530 lbs)

Smontagomme automatico ideale per utilizzi in officine meccaniche professionali e gommisti e concepito per operare su ruote di autovetture, SUV e veicoli commerciali leggeri. La macchina è disponibile anche nella versione con dispositivo per il gonfiaggio di pneumatici tubeless (versione t.i.) e con piatto autocentrante a doppia velocità di rotazione (versione 2 speed).

Automatic tyre changer, ideal to be used in professional repair shops or tyre shops, specifically designed to handle oversized car, Racing and light commercial vehicle wheels.

The product can be also customized with air reserve tank and inflating nozzles for tubeless tyre inflation (t.i. version) and with a 2-speed self-centering turntable (2 speed version).

Автоматический шиномонтажный станок идеален для использования в автосервисах и специалистами по шинам предназначен для монтажа и демонтажа колес легковых автомобилей, джипов и легких коммерческих автомобилей. По заказу имеется станок с взрывной накачкой бескамерных шин (версия t.i.) и две скорости вращения рабочего стола (версия 2 speed).

Overall dimensions
H max 1970 mm (78")
L max 1780 mm (70")
W max 1190 mm (47")

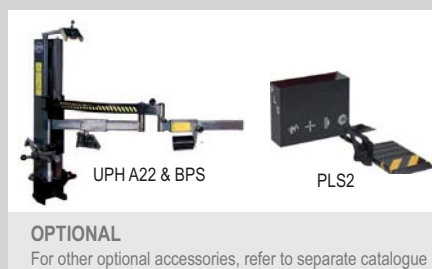
CARATTERISTICHE TECNICHE

- Piatto autocentrante con capacità di serraggio da 12" a 24" dotato bielle curve per mantenere costante la forza di serraggio al variare del diametro del cerchio;
- Palo verticale di maggiori dimensioni per operare su pneumatici di grande spessore o Racing e dotato di sistema recupero giochi a boccole coniche;
- Cilindro stallonatore a doppio effetto e torretta di montaggio con inserti in plastica di protezione per cerchi in lega;
- Corpo macchina rinforzato ideale per utilizzo congiunto con dispositivo pneumatico brevettato UPH e BPS, attrezzatura ausiliaria che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat.

TECHNICAL FEATURES

- Extended self-centering turntable capacity from 12" to 24" which employs unique rod geometry to ensure constant and even clamping power throughout all rim diameters;
- Vertical post with increased dimensions to handle particularly oversized or Racing wheels and equipped with conic bushes to recover clearances, which could appear after an intensive use of the machine;
- Double acting bead breaker cylinder and tool head complete with plastic protection inserts for alloy rims;
- Reinforced body ideal to be coupled with the patented pneumatic device UPH and BPS, auxiliary system available on demand to mount and demount particularly tough or low profile tyres such as Run-Flat.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

- Самоцентрирующий стол с способностью зажима от 12" до 24". Специальная геометрия единицы зажима, которая позволяет держать усилие зажима неизменным на дисках различных диаметров;
- Вертикальная балка увеличенных размеров для работы с колесами большой толщины или шинами Racing и оборудовано системой наворачивания зазора коническими втулками;
- Цилиндр разбортовки с двойным эффектом и монтажная головка с защитными пластиковыми насадками для легкосплавных дисков;
- Совместно с дополнительными запатентованными пневматическими устройствами UPH и BPS станок облегчает работу оператора во время монтажа и демонтажа низкопрофильных шин и колес высокой сложности типа Run-Flat.

teco 36 Special

Automotive Equipment

- IT Smontagomme Automatico
- EN Automatic Tyre Changer
- PY Автоматический Шиномонтажный Станок



Key Benefits

Tecnologia – Robustezza – Design
Technology – Robustness – Design
Технология – Прочность – Дизайн

IT Smontagomme automatico concepito per i professionisti del settore, adatto per lo smontaggio e montaggio di ruote di autovetture e furgoni da 10" a 25". La sua robustezza ed affidabilità, la pedaliera estraibile a cassetto per facilitare le operazioni di manutenzione, il cilindro stallonatore a doppio effetto, la contenuta altezza da terra e l'adozione di numerose soluzioni tecniche brevettate rendono la TECO 36 Special ideale per operare su pneumatici particolarmente difficili e ribassati come le Run-Flat. Di serie con protezioni in plastica per tutti gli elementi che potrebbero arrecare danno al cerchione, è generalmente fornita con il dispositivo ausiliario opzionale brevettato UPH e BPS. Sono disponibili le versioni con il dispositivo di gonfiaggio per pneumatici tubeless (**versione t.i.**), a doppia velocità di rotazione (**versione 2 speed**) e con movimentazione del braccio verticale manuale o pneumatica (**versione P**).

EN Automatic tyre changer conceived for industry professionals and suitable to handle car and van wheels from 10" to 25". His high robustness and reliability, the extractable pedal unit for easy maintenance activities, the double acting bead breaker cylinder, the reduced height from ground and the adoption of many patented technical solutions make this machine ideal to handle particularly tough or low profile tyres such as Run-Flat. Standard equipped with plastic protections for all the elements which could cause damages to the rim, it is usually supplied with the patented optional auxiliary device UPH and BPS. To meet the different needs of the market, the product could be customized with the tubeless inflating device (**t.i. version**), with 2-speed turntable (**2 speed version**) and with traditional or pneumatic (**P version**) control of the working arm.

РУ Автоматический шиномонтажный станд специально разработан для профессионалов в этом секторе, предназначен для монтажа и демонтажа колес автомобилей и легких коммерческих автомобилей от 10" до 25". Его особая прочность, надёжность и извлекаемые педали (концепция съемных ящиков, для облегчения обслуживания), цилиндр разбортовки двойного эффекта, умеренная высота самоцентрирующего стола и многие запатентованные технические решения делают TECO 36 Special идеальным для работы с жесткими и низкопрофильными шинами такими как Run-Flat. Часто используется со вспомогательное запатентованное устройство UPH и BPS и поставляется по заказу. Имеется в наличии варианты: с дополнительным взрывным устройством для накачивания бескамерных шин (**версия t.i.**), (**версия 2 speed**) самоцентрирующий стол с двумя скоростями вращения и перемещение вертикальной стойки пневматически (**версия P**).



IT **SISTEMA DI CAMBIO RAPIDO TORRETTA**
Sistema brevettato di cambio rapido torretta integrato nell'asta verticale che permette un immediato cambio dell'utensile senza perdere l'originaria capacità di lavoro della macchina.

EN **MOUNTING HEAD QUICK CHANGE DEVICE**
Teco patented system integrated inside the hexagonal vertical arm which allows changing mounting heads in seconds without reducing the original machine working capacity.

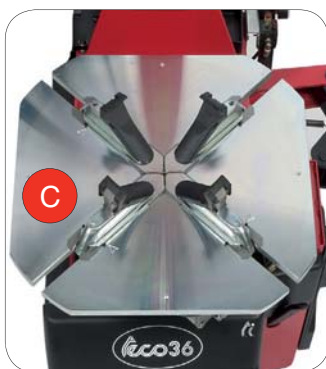
РУ **БЫСТРОРАЗЪЕМНЫЙ ЗАЖИМ МОНТАЖНОЙ ГОЛОВКИ**
Запатентованная быстрая смена монтажных головок, встроенная в вертикальной штанге, позволяет осуществить быструю смену инструмента не теряя рабочую мощность машины.



IT BRACCIO OPERANTE: A scelta con movimentazione manuale tramite molla rinforzata o con movimentazione pneumatica (versione P) a mezzo di un cilindro per ottenere un migliore livello di sicurezza e precisione. Il palo verticale è dotato di boccole coniche e sistemi di recupero giochi per facilitare le operazioni di manutenzione.

EN WORKING ARM: The working arm control can be manual by means of a reinforced spring or pneumatic (P version) through an on-purpose cylinder to achieve a better level of safety and accuracy. The vertical post is equipped with conic bushes and regulation systems for easy maintenance activities.

PY МОНТАЖНАЯ СТОЙКА: В зависимости от выбора передвижение стойки вручную с помощью усиленной пружины или пневматическое движение (версия P) с помощью пневмоцилиндра для достижения наилучшего уровня безопасности и точности в работе. Вертикальная балка оборудована коническими втулками и системой намерствывания зазора для облегчения операций по обслуживанию.



IT PIATTO AUTOCENTRANTE: Sistema che permette di serrare cerchi da 10" a 25" senza regolazioni né adattatori: capacità di serraggio interno 10"-22", esterno 13"-25". La speciale geometria del gruppo di serraggio griffe dotato di bielle curve permette di mantenere costante la forza di bloccaggio al variare del diametro del cerchio.

EN SELF-CENTERING TURNTABLE: System able to lock tyres from 10" to 25" without adapters and adjustments: internal clamping capacity 10"-22", external 13"-25". It employs unique rod geometry to ensure constant and even clamping power throughout all rim diameters.

PY САМОЦЕНТРИРУЮЩИЙ СТОЛ: Система, которая позволяет зажимать колеса от 10" до 25" без регуляторов и адаптеров: мощность внутреннего зажима 10"-22", внешнего 13"-25". Специальная геометрия группы зажимов кулачков позволяет держать усилие зажима неизменным на дисках различных диаметров.



IT SISTEMA DI STALLONATURA: Braccio dotato di cilindro a doppio effetto ad alta efficienza ed equipaggiato con un meccanismo brevettato che permette di ottenere due diverse inclinazioni di lavoro tra paletta e ruota, migliorando così l'accuratezza dell'operazione di stallonatura. Anche l'appoggio ruota è regolabile in 2 posizioni di lavoro.

EN BEAD BREAKING SYSTEM: Bead breaker arm equipped with high efficiency double acting cylinder and with a Teco patented system which allows exactly the right position no matter the wheel diameter or width, thus improving the accuracy of bead breaking operations. Also the wheel support is adjustable in 2 different positions.

PY СИСТЕМА РАЗБОРТОЧКИ: Рука разбортовки с цилиндром двойным эффектом с высокой эффективностью, оснащенная запатентованным механизмом, который позволяет получить два различных угла наклона между лезвием и колесом увеличивая точность разбортовки. Также опора колеса регулируется в двух рабочих позициях.

Teco
PATENTED



IT DISPOSITIVO PNEUMATICO UNIVERSALE UPH & BPS (OPTIONAL): Attrezzatura pneumatica ausiliaria UPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Tale dispositivo brevettato evita di dover utilizzare la leva durante lo smontaggio del secondo tallone. Generalmente fornito completo di secondo pressore flottante BPS.

EN UNIVERSAL PNEUMATIC DEVICE UPH & BPS (OPTIONAL): Universal auxiliary device UPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. This patented system allows to handle the second tyre bead without using the lever, thus avoiding any risk of rim damaging. Usually supplied complete with the second floating presser BPS.

PY ПНЕВМАТИЧЕСКОЕ УНИВЕРСАЛЬНОЕ УСТРОЙСТВО UPH & BPS (ПО ЗАКАЗУ): Дополнительное пневматическое оборудование помогает оператору при монтаже и демонтаже низкопрофильных шин или колес типа Run-Flat. Это запатентованное устройство избавляет от необходимости пользоваться рычагом при демонтаже второго борта шины. Обычно поставляется второй комплект скользящих отжимов BPS.

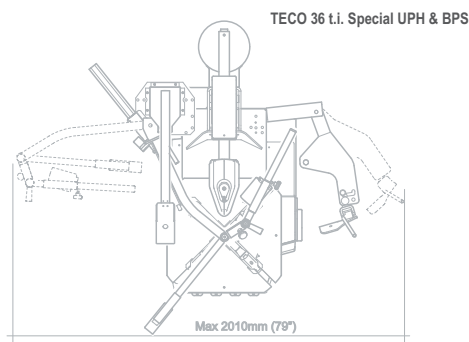
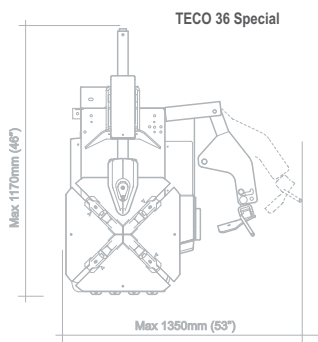
Teco
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Smontagomme Automatico Automatic Tyre Changer Автоматический Шиномонтажный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

CAPACITÀ DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	10"-25"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	10"-22"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	13"-25"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1060 mm (42")
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	370 mm (14,5")
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2900 Kgf (6395 lbf)
VELOCITÀ DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	8 rpm (6-12 rpm 2sp)
LIVELLO DI RUMOROSITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,55 kW (0,75 Hp)
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	255 Kg (560 lbs)
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	270 Kg (595 lbs)



ACCESSORI OPZIONALI

PLS2 – Sollevatore pneumatico completo di appoggio-ruota a rulliera. Di portata massima 60 kg, posiziona senza sforzo da parte dell'operatore la ruota sul piatto.

UWA24 – Adattatori per incrementare la capacità di serraggio del piatto autocentrante di 6" (effettivo guadagno capacità utensile di montaggio su TECO 36 Special con UWA24 +3").

UMA – Adattatori moto aventi capacità di serraggio da 5" a 27" (effettiva capacità utensile di montaggio su TECO 36 Special con UMA 10"-27").

UPA – Torretta in plastica.

RS – Utensile per cerchi con razze sporgenti.

KIT PO – Contenitore porta-oggetti.

HPG RF – Morsetto anti-slittamento professionale.

OPTIONAL ACCESSORIES

PLS2 – Pneumatic lift complete with roller rest having maximum working capacity of 60 kg (135 lbs). It quickly positions the wheel on the self-centering turntable without any operator effort.

UWA24 – Wheel adapters to increase the turntable clamping capacity of 6" (effective tool working range gain on TECO 36 Special with UWA24 +3").

UMA – Motorcycle adapters having clamping capacity from 5" to 27" (effective tool working range on TECO 36 Special with UMA 10"-27").

UPA – Plastic mounting tool.

RS – Mounting tool for convex spoke rims.

KIT PO – Tool tray kit.

HPG RF – Professional bead pressing clamp

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

PLS2 – Пневматический подъемник с платформой и с рольганом. Устанавливается легко и без усилий со стороны оператора колеса на самоцентрирующий стол. Грузоподъемность 60 кг.

UWA24 – Адаптеры для увеличения способности зажима поворотного стола 6" (эффективный выигрыш возможности монтажного головки на TECO 36 Special с UWA24 +3").

UMA – Адаптеры для мотоциклов со способностью зажима от 5" до 27" (эффективный для монтажной головки на TECO 36 Special с UMA 10"-27").

UPA – Монтажная головка из пластика.

RS – Монтажная головка для колес с выпуклыми дисками.

KIT PO – Инструментальный ящик.

HPG RF – Профессиональные тиски.



Automotive Equipment

UPH&BPS



(IT) Dispositivo Pneumatico
Universale

(EN) Universal
Pneumatic Device

(PY) Дополнительное
Пневматическое Устройство

Key Benefits

Innovazione – Sicurezza – Facilità d'uso

Innovation – Safety – Ease of use

Инновации – Безопасность – Простота использования

- IT** Attrezzatura pneumatica ausiliaria UPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Tale dispositivo adotta soluzioni tecniche innovative e brevettate che evitano di dover utilizzare la leva durante lo smontaggio del secondo tallone. Generalmente fornito completo di secondo pressore flottante BPS.
- EN** Universal auxiliary device UPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. Thanks to its innovative and patented solutions, this system allows to handle the second tyre bead without using the lever, thus avoiding any risk of rim damaging. Usually supplied complete with the second floating presser BPS.
- PY** Дополнительное пневматическое устройство UPH помогает оператору при монтаже и демонтаже колес повышенной трудности типа Run-Flat и низкопрофильных шин. Это новаторское и запатентованное техническое устройство позволяет не использовать рычаг во время демонтажа второго борта шины. Обычно поставляются вторые плавающие отжимы BPS.



ico
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IT

UTENSILE ALZA-TALLONE

Lo speciale utensile alza-tallone brevettato dell'UPH permette di evitare l'utilizzo della leva durante lo smontaggio del tallone inferiore del pneumatico, eliminando così ogni rischio di danneggiamento del cerchio e aumentando il comfort di lavoro dell'operatore.

EN

BEAD LIFTER TOOL

The special patented bead lifter tool of the pneumatic auxiliary device UPH allows to handle the second tyre bead without using the lever, thus eliminating any risk of rim scratches or tyre damaging and maximizing the operator working comfort.

PY

ИНСТРУМЕНТ ПОДНЯТИЯ БОРТА

Специальный запатентованный инструмент для UPH для подъема борта позволяет избежать использование рычага во время демонтажа внутреннего борта шины, устраняя таким образом риск порчи обода и увеличивает комфорт в работе.

PROCEDURA OPERATIVA - OPERATING PROCEDURE - МЕТОД РАБОТЫ



- (IT) **SERRAGGIO RUOTA:** Il cono di spinta, fornito di serie, facilita l'inserimento delle griffe tra pneumatico e cerchione durante il serraggio esterno di ruote ribassate o particolarmente difficili. Utilizzato anche come sicurezza nelle versioni t.i. durante il gonfiaggio rapido di pneumatici tubeless.
- (EN) **WHEEL CLAMPING:** The standard supplied press cone allows an easy insertion of turntable clamps between tyre and rim during the external clamping of particularly tough or low profile tyres such as Run-Flat. Also used as safety device in t.i. versions during quick tubeless tyre inflation.
- (PY) **ЗАЖИМ КОЛЕСА:** Поставляется серийный конус давления, который облегчает введение зажимов между шиной и ободом во время внешнего зажима для низкопрофильных колес или особо трудных. Также используется как защита в версии t.i. во время быстрого накачивания бескамерных шин.



- (IT) **INGRASSAGGIO ED INSERIMENTO LEVA:** Utilizzare il rullo BPS per premere sul pneumatico in prossimità dell'utensile al fine di ottenere spazio sufficiente per eseguire le operazioni di ingrassaggio del tallone superiore e di inserimento leva.
- (EN) **GREASING AND BEAD LEVER INSERTION:** Press on the tyre side-wall in the area near the mounting head with the BPS roller till there is enough space to grease abundantly the upper bead and to insert the tyre lever.
- (PY) **СМАЗЫВАНИЕ И ВНЕДРЕНИЕ РЫЧАГА:** Использование отжимного ролика BPS на шине позволяет получить достаточно места для выполнения смазки верхнего края и введения рычага.



- (IT) **SMONTAGGIO TALLONE SUPERIORE:** Premere sul pneumatico con l'utensile dell'UPH in posizione opposta all'area di inserimento della leva per facilitare la salita del primo tallone sulla torretta dello smontagomme. Successivamente, ruotare l'autocentrante, completando così lo smontaggio del primo tallone.
- (EN) **UPPER BEAD DEMOUNTING:** Press on the tyre side-wall with the UPH tool in an opposite position to the tyre lever insertion area in order to facilitate the lift of the upper bead on the tyre changer mounting tool. Then turn the table thus completing the upper bead demounting phase.
- (PY) **ДЕМОНТАЖ ВЕРХНЕГО БОРТА:** Нажмите на шину с помощью инструмента UPH в позиции противоположной введению рычага для облегчения поднятия борта на монтажную головку шиномонтажного станка. Затем поверните поворотный стол, завершая демонтаж первого борта.



- (IT) **SMONTAGGIO TALLONE INFERIORE:** Posizionare l'utensile a forchetta brevettato sul bordo inferiore del cerchione. Sollevare il dispositivo a livello del bordo superiore del cerchione e ruotare l'autocentrante accompagnando manualmente la fuoriuscita del pneumatico.
- (EN) **LOWER BEAD DEMOUNTING:** Position the patented bead lifter tool on the lower rim edge. Pneumatically lift the auxiliary device as far as the tool reaches the upper rim edge level and rotate the turntable, manually guiding the tyre release phase.
- (PY) **ДЕМОНТАЖ НИЖНЕГО БОРТА:** Расположите запатентованный вилочный инструмент на нижний край обода. Поднимите инструмент на уровень верхнего края и вращайте поворотный стол, нажимая рукой на крышку, вместе противоположном монтажной головке, до снятия крышки.

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- (IT) **MONTAGGIO PNEUMATICO:** Per il montaggio del tallone superiore, posizionare l'utensile dell'UPH vicino al rullo del BPS. Abbassare i pressori fino a raggiungimento del canale del cerchio. Ruotare l'autocentrante accompagnando il movimento del braccio flottante fino a montaggio ultimato.
- (EN) **TYRE MOUNTING:** During the upper bead mounting phase, position the UPH tool near the BPS roller and pneumatically lower the presser devices to the rim groove level. Rotate the turntable manually guiding the UPH arm movement till the tyre mounting phase is completed.
- (PY) **МОНТАЖ ШИНЫ:** Для монтирования верхнего борта расположите инструмент UPH рядом с роликом BPS. Зажимайте пока не достигнете центральной борозды. Поворачивайте поворотный стол поддерживая движение скользящей штанги до завершения монтажа.

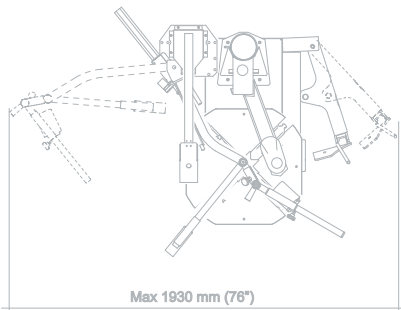


Dispositivo Pneumatico Universale Universal Pneumatic Device Дополнительное Пневматическое Устройство

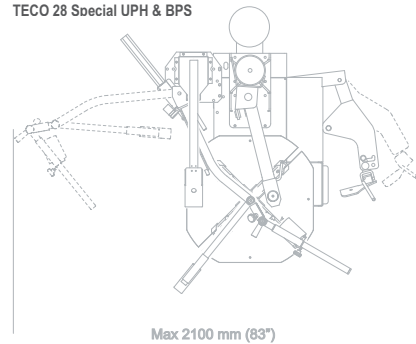
DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	7-10 Bar (100-145 psi)
PESO NETTO UPH	NET WEIGHT UPH	ВЕС НЕТТО UPH	66 Kg (145 lbs)
PESO NETTO UPH & BPS	NET WEIGHT UPH & BPS	ВЕС НЕТТО UPH & BPS	72 Kg (160 lbs)
PESO NETTO UPH & KIT PAX	NET WEIGHT UPH & KIT PAX	ВЕС НЕТТО UPH & KIT PAX	98 Kg (215 lbs)

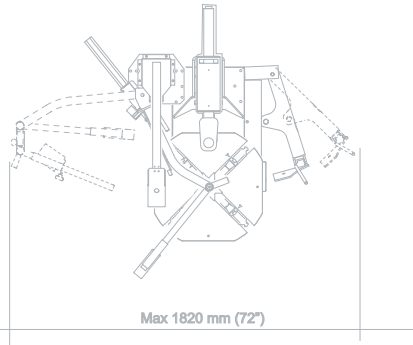
TECO 27 UPH & BPS



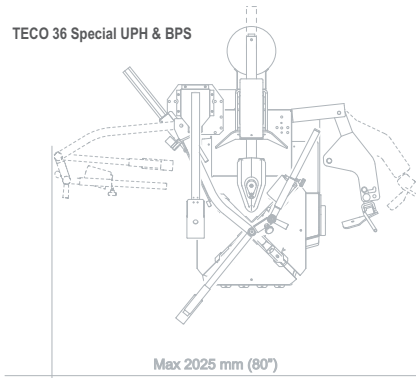
TECO 28 Special UPH & BPS



TECO 35 UPH & BPS



TECO 36 Special UPH & BPS



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

VERSIONI

Approvato da Michelin e Bridgestone, il dispositivo ausiliario UPH è applicabile su tutta la gamma di smontagomme tradizionali TECO per auto ed è disponibile nelle seguenti versioni:

UPH S22 – Applicabile sugli smontagomme semi-automatici TECO 22 e TECO 23 (con kit di montaggio dedicato), TECO 25 e TECO 27;

UPH S26 – Applicabile sullo smontagomme semi-automatico TECO 28;

UPH A22 – Applicabile sugli smontagomme automatici TECO 35, TECO 45 e TECO 35 Racing;

UPH A28 – Applicabile sugli smontagomme automatici TECO 36 Special, TECO 40, TECO 42, TECO 46 e TECO 48.

VERSIONS

Approved by Michelin and Bridgestone, the auxiliary device UPH can be assembled on all TECO traditional car tyre changer range and it is available in the following versions:

UPH S22 – Version suitable for semi-automatic tyre changers TECO 22 and TECO 23 (with dedicated mounting kit), TECO 25 and TECO 27;

UPH S26 – Version suitable for semi-automatic tyre changer TECO 28;

UPH A22 – Version suitable for automatic tyre changers TECO 35, TECO 45 and TECO 35 Racing;

UPH A28 – Version suitable for automatic tyre changers TECO 36 Special, TECO 40, TECO 42, TECO 46 and TECO 48.

ВЕРСИИ

Одобрено Michelin и Bridgestone, дополнительное оборудование UPH, применимо для всей гаммы шиномонтажных станков TECO для автомобилей и имеются в наличии следующие версии:

UPH S22 – Применимые к полуавтоматическим шиномонтажным станкам TECO 22 и TECO 23 (вместе с монтажным комплектом), TECO 25 и TECO 27;

UPH S26 – Применимый к полуавтоматическому шиномонтажному станку TECO 28;

UPH A22 – Применимые к автоматическим шиномонтажным станкам TECO 35, TECO 45 и TECO 35 Racing;

UPH A28 – Применимые к автоматическим шиномонтажным станкам TECO 36 Special, TECO 40, TECO 42, TECO 46 и TECO 48.



Automotive Equipment

UPH&BPS



(IT) Dispositivo Pneumatico
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Key Benefits

Innovazione – Sicurezza – Facilità d'uso

Innovation – Safety – Ease of use

Инновации – Безопасность – Простота использования

- IT** Attrezzatura pneumatica ausiliaria UPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Tale dispositivo adotta soluzioni tecniche innovative e brevettate che evitano di dover utilizzare la leva durante lo smontaggio del secondo tallone. Generalmente fornito completo di secondo pressore flottante BPS.
- EN** Universal auxiliary device UPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. Thanks to its innovative and patented solutions, this system allows to handle the second tyre bead without using the lever, thus avoiding any risk of rim damaging. Usually supplied complete with the second floating presser BPS.
- PY** Дополнительное пневматическое устройство UPH помогает оператору при монтаже и демонтаже колес повышенной трудности типа Run-Flat и низкопрофильных шин. Это новаторское и запатентованное техническое устройство позволяет не использовать рычаг во время демонтажа второго борта шины. Обычно поставляются вторые плавающие отжимы BPS.



IT **UTENSILE ALZA-TALLONE**
Lo speciale utensile alza-tallone brevettato dell'UPH permette di evitare l'utilizzo della leva durante lo smontaggio del tallone inferiore del pneumatico, eliminando così ogni rischio di danneggiamento del cerchio e aumentando il comfort di lavoro dell'operatore.

EN **BEAD LIFTER TOOL**
The special patented bead lifter tool of the pneumatic auxiliary device UPH allows to handle the second tyre bead without using the lever, thus eliminating any risk of rim scratches or tyre damaging and maximizing the operator working comfort.

PY **ИНСТРУМЕНТ ПОДНЯТИЯ БОРТА**
Специальный запатентованный инструмент для UPH для подъема борта позволяет избежать использование рычага во время демонтажа внутреннего борта шины, устраняя таким образом риск порчи обода и увеличивает комфорт в работе.

PROCEDURA OPERATIVA - OPERATING PROCEDURE - МЕТОД РАБОТЫ



- (IT) **SERRAGGIO RUOTA:** Il cono di spinta, fornito di serie, facilita l'inserimento delle griffe tra pneumatico e cerchione durante il serraggio esterno di ruote ribassate o particolarmente difficili. Utilizzato anche come sicurezza nelle versioni t.i. durante il gonfiaggio rapido di pneumatici tubeless.
- (EN) **WHEEL CLAMPING:** The standard supplied press cone allows an easy insertion of turntable clamps between tyre and rim during the external clamping of particularly tough or low profile tyres such as Run-Flat. Also used as safety device in t.i. versions during quick tubeless tyre inflation.
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- (IT) **INGRASSAGGIO ED INSERIMENTO LEVA:** Utilizzare il rullo BPS per premere sul pneumatico in prossimità dell'utensile al fine di ottenere spazio sufficiente per eseguire le operazioni di ingrassaggio del tallone superiore e di inserimento leva.
- (EN) **GREASING AND BEAD LEVER INSERTION:** Press on the tyre side-wall in the area near the mounting head with the BPS roller till there is enough space to grease abundantly the upper bead and to insert the tyre lever.
- (PY) **СМАЗЫВАНИЕ И ВНЕДРЕНИЕ РЫЧАГА:** Использование отжимного ролика BPS на шине позволяет получить достаточно места для выполнения смазки верхнего края и введения рычага.



- (IT) **SMONTAGGIO TALLONE SUPERIORE:** Premere sul pneumatico con l'utensile dell'UPH in posizione opposta all'area di inserimento della leva per facilitare la salita del primo tallone sulla torretta dello smontagomme. Successivamente, ruotare l'autocentrante, completando così lo smontaggio del primo tallone.
- (EN) **UPPER BEAD DEMOUNTING:** Press on the tyre side-wall with the UPH tool in an opposite position to the tyre lever insertion area in order to facilitate the lift of the upper bead on the tyre changer mounting tool. Then turn the table thus completing the upper bead demounting phase.
- (PY) **ДЕМОНТАЖ ВЕРХНЕГО БОРТА:** Нажмите на шину с помощью инструмента UPH в позиции противоположной введению рычага для облегчения поднятия борта на монтажную головку шиномонтажного станка. Затем поверните поворотный стол, завершая демонтаж первого борта.



- (IT) **SMONTAGGIO TALLONE INFERIORE:** Posizionare l'utensile a forchetta brevettato sul bordo inferiore del cerchione. Sollevare il dispositivo a livello del bordo superiore del cerchione e ruotare l'autocentrante accompagnando manualmente la fuoriuscita del pneumatico.
- (EN) **LOWER BEAD DEMOUNTING:** Position the patented bead lifter tool on the lower rim edge. Pneumatically lift the auxiliary device as far as the tool reaches the upper rim edge level and rotate the turntable, manually guiding the tyre release phase.
- (PY) **ДЕМОНТАЖ НИЖНЕГО БОРТА:** Расположите запатентованный вилочный инструмент на нижний край обода. Поднимите инструмент на уровень верхнего края и вращайте поворотный стол, нажимая рукой на крышку, вместе противоположном монтажной головке, до снятия крышки.

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- (IT) **MONTAGGIO PNEUMATICO:** Per il montaggio del tallone superiore, posizionare l'utensile dell'UPH vicino al rullo del BPS. Abbassare i pressori fino a raggiungimento del canale del cerchio. Ruotare l'autocentrante accompagnando il movimento del braccio flottante fino a montaggio ultimato.
- (EN) **TYRE MOUNTING:** During the upper bead mounting phase, position the UPH tool near the BPS roller and pneumatically lower the presser devices to the rim groove level. Rotate the turntable manually guiding the UPH arm movement till the tyre mounting phase is completed.
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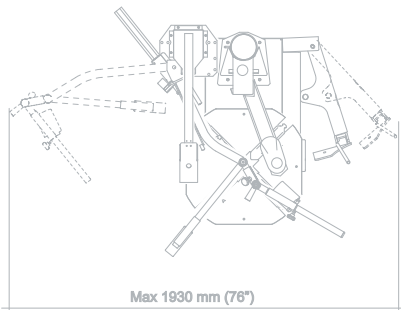


Dispositivo Pneumatico Universale Universal Pneumatic Device Дополнительное Пневматическое Устройство

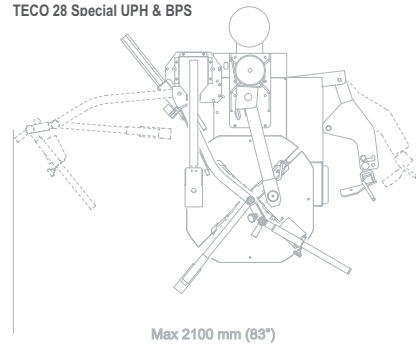
DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	7-10 Bar (100-145 psi)
PESO NETTO UPH	NET WEIGHT UPH	ВЕС НЕТТО UPH	66 Kg (145 lbs)
PESO NETTO UPH & BPS	NET WEIGHT UPH & BPS	ВЕС НЕТТО UPH & BPS	72 Kg (160 lbs)
PESO NETTO UPH & KIT PAX	NET WEIGHT UPH & KIT PAX	ВЕС НЕТТО UPH & KIT PAX	98 Kg (215 lbs)

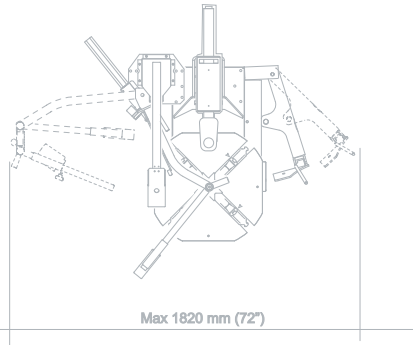
TECO 27 UPH & BPS



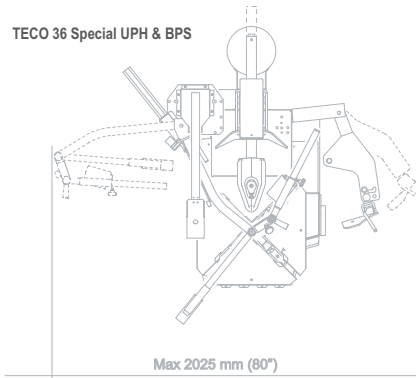
TECO 28 Special UPH & BPS



TECO 35 UPH & BPS



TECO 36 Special UPH & BPS



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

VERSIONI

Approvato da Michelin e Bridgestone, il dispositivo ausiliario UPH è applicabile su tutta la gamma di smontagomme tradizionali TECO per auto ed è disponibile nelle seguenti versioni:

UPH S22 – Applicabile sugli smontagomme semi-automatici TECO 22 e TECO 23 (con kit di montaggio dedicato), TECO 25 e TECO 27;

UPH S26 – Applicabile sullo smontagomme semi-automatico TECO 28;

UPH A22 – Applicabile sugli smontagomme automatici TECO 35, TECO 45 e TECO 35 Racing;

UPH A28 – Applicabile sugli smontagomme automatici TECO 36 Special, TECO 40, TECO 42, TECO 46 e TECO 48.

VERSIONS

Approved by Michelin and Bridgestone, the auxiliary device UPH can be assembled on all TECO traditional car tyre changer range and it is available in the following versions:

UPH S22 – Version suitable for semi-automatic tyre changers TECO 22 and TECO 23 (with dedicated mounting kit), TECO 25 and TECO 27;

UPH S26 – Version suitable for semi-automatic tyre changer TECO 28;

UPH A22 – Version suitable for automatic tyre changers TECO 35, TECO 45 and TECO 35 Racing;

UPH A28 – Version suitable for automatic tyre changers TECO 36 Special, TECO 40, TECO 42, TECO 46 and TECO 48.

ВЕРСИИ

Одобрено Michelin и Bridgestone, дополнительное оборудование UPH, применимо для всей гаммы шиномонтажных станков TECO для автомобилей и имеются в наличии следующие версии:

UPH S22 – Применимые к полуавтоматическим шиномонтажным станкам TECO 22 и TECO 23 (вместе с монтажным комплектом), TECO 25 и TECO 27;

UPH S26 – Применимый к полуавтоматическому шиномонтажному станку TECO 28;

UPH A22 – Применимые к автоматическим шиномонтажным станкам TECO 35, TECO 45 и TECO 35 Racing;

UPH A28 – Применимые к автоматическим шиномонтажным станкам TECO 36 Special, TECO 40, TECO 42, TECO 46 и TECO 48.

teco 36 Top

Automotive Equipment



IT Smontagomme
Automatico Lever-Less

EN Automatic Lever-Less
Tyre Changer

PY Безрычажный
Шиномонтажный Станок

Key Benefits

Innovazione – Tecnologia – Facilità d'uso – Design

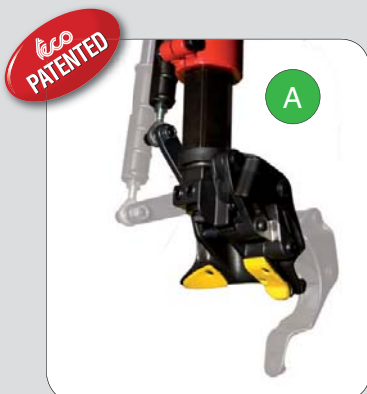
Innovation – Technology – Ease of use – Design

Инновации – Технология – Простота использования – Дизайн

IT Smontagomme automatico Lever-Less di nuova concezione, concepito per utilizzi professionali e super-intensivi e adatto per il montaggio e lo smontaggio di ruote di autovetture e furgoni da 10" a 25". La nuova gamma Top Line, chiaramente identificata dal carter giallo assemblato sulla testata della macchina, unisce all'affidabile ed economicamente conveniente sistema di bloccaggio a piatto, il palo verticale extra-rigido dotato di utensile brevettato Lever-Less. La TECO 36 TOP è fornita di serie con il nuovo dispositivo brevettato automatico TPH, che assiste l'operatore durante montaggio e smontaggio di pneumatici particolarmente difficili e ribassati come le Run-Flat. L'adozione di questo braccio ausiliario, congiuntamente agli accessori opzionali UMA e US TPH, permette anche di operare efficacemente su tutte le più difficili ruote moto. Standard in **versione 2 speed** (solo per i modelli trifase), sono disponibili anche le versioni con il dispositivo di gonfiaggio per pneumatici tubeless (**versione t.i.**) ed in configurazione con il motoinverter (**versione US**).

EN Automatic Lever-Less tyre changer, new in its innovative and unique concept, specifically designed for industry professionals and suitable to handle oversized and heavy car and van wheels from 10" to 25". The new Top Line product range, clearly identified by the yellow head plastic cover, adds to the traditional, reliable and economically convenient turntable clamping system, an extra-rigid vertical post equipped with the Teco patented automatic Lever-Less mounting head. TECO 36 TOP is standard supplied with the new and patented automatic device TPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. The adoption of this device, coupled with the optional accessories UMA and US TPH, makes this machine ideal to handle also the largest custom bike and Harley wheels. Standard supplied in **2 speed version** with 2-speed turntable (only for 3-phase models), TECO 36 TOP is also available with the tubeless inflating device (**t.i. version**) and in configuration with the motoinverter (**US version**).

РУ Автоматический безрычажный (Lever-Less) шиномонтажный станок современной концепции предназначен для профессионального и супер интенсивного использования при монтаже и демонтаже колес легковых автомобилей и легких коммерческих автомобилей от 10" до 25". Новая гамма Top Line, четко определена желтым картером машины, объединяет надежную и экономичную систему блокировки, экстрa – жесткую вертикальную балку оснащенную запатентованным инструментом безрычажным (Lever-Less). TECO 36 TOP поставляется со стандартным новым запатентованным автоматическим оборудованием TPH, которое помогает оператору во время монтажа и демонтажа жестких и низкопрофильных шин типа Run-Flat. Использование вспомогательного устройства TPH «третьей руки» совместно с дополнительными аксессуарами UMA и US TPH, позволяет эффективно работать также со всеми самыми трудными мотоциклетными колесами. Стандартная **версия 2 speed** (только для 3-х фазных моделей), станок доступен также в **версии t.i.** с дополнительным взрывным устройством для накачивания бескамерных шин и в конфигурации с **мотоинвертором (версия US)**.



IT **UTENSILE AUTOMATIZZATO LEVER-LESS**

Utensile automatico brevettato completo di protezioni di plastica e gestito tramite apposito joystick di comando. Grazie ad una veloce e ripetitiva procedura di smontaggio ruota automatica, si annulla ogni rischio di danneggiare cerchione o pneumatico.

EN **AUTOMATIC LEVER-LESS MOUNTING HEAD**

Patented automatic system equipped with plastic protections controlled by an on-purpose joystick. Thanks to an easy, quick and automatic demounting procedure, no effort is required from the operator side without any risk of rim scratches or tyre damages.

РУ **БЕЗРЫЧАЖНЫЙ (LEVER-LESS) АВТОМАТИЧЕСКИЙ ИНСТРУМЕНТ**

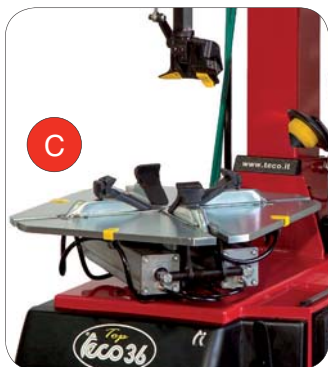
Запатентованный автоматический инструмент в комплекте с пластиковой защитой, управляемый джойстиком. Благодаря быстрой и повторяющейся процедуре автоматического демонтажа колеса, исключается какой-либо риск повреждения обода или шины.



IT PALO VERTICALE: In configurazione extra-rigida, il palo è dotato di boccole coniche e triplo sistema di recupero giochi per facilitare le operazioni di manutenzione. La movimentazione pneumatica del braccio operante e il doppio sistema di bloccaggio completo di rullini di scorrimento del braccio orizzontale permettono di ottenere un migliore livello di precisione di lavoro.

EN VERTICAL POST: Designed for extra heavy duty purposes and equipped with conic bushes and triple regulation system for easy maintenance activity. To achieve a better level of safety and accuracy, the working arm is pneumatically controlled and the horizontal arm is equipped with a double locking system and with rollers to improve the fluidity of its movement.

PY ВЕРТИКАЛЬНАЯ БАЛКА: Экстра жесткая балка, оснащенная коническими втулками и тройной системой намерствывания зазора, облегчает обслуживание. Пневматическое движение стойки и двойная система блокировки и скольжения горизонтальной балки позволяет получить более высокий уровень точности во время работы.



IT PIATTO AUTOCENTRANTE: Sistema che permette di serrare cerchi da 10" a 25" senza regolazioni né adattatori: capacità di serraggio interno 10"-22", esterno 13"-25". La speciale geometria del gruppo di serraggio griffe dotato di bielle curve permette di mantenere costante la forza di bloccaggio al variare del diametro del cerchio.

EN SELF-CENTERING TURNTABLE: System able to lock tyres from 10" to 25" without adapters and adjustments: internal clamping capacity 10"-22", external 13"-25". It employs unique rod geometry to ensure constant and even clamping power throughout all rim diameters.

PY САМОЦЕНТРИРУЮЩИЙ СТОЛ: Система, которая позволяет зажимать колеса от 10" до 25" без регуляторов и адаптеров: мощность внутреннего зажима 10"-22", внешнего 13"-25". Специальная геометрия группы зажимов кулачков позволяет держать усилие зажима неизменным на дисках различных диаметров.



IT SISTEMA DI STALLONATURA: Braccio dotato di cilindro a doppio effetto ad alta efficienza ed equipaggiato con un meccanismo brevettato che permette di ottenere due diverse inclinazioni di lavoro tra paletta e ruota, migliorando così l'accuratezza dell'operazione di stallonatura. Anche l'appoggio ruota è regolabile in 2 posizioni di lavoro.

EN BEAD BREAKING SYSTEM: Bead breaker arm equipped with high efficiency double acting cylinder and with a Teco patented system which allows exactly the right position no matter the wheel diameter or width, thus improving the accuracy of bead breaking operations. Also the wheel support is adjustable in 2 different positions.

PY СИСТЕМА РАЗБОРТОККИ: Рука разбортовки с цилиндром двойным эффектом с высокой эффективностью, оснащенная запатентованным механизмом, который позволяет получить два различных угла наклона между лезвием и колесом увеличивая точность разбортовки. Также опора колеса регулируется в двух рабочих позициях.

**TECO
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IT DISPOSITIVO AUSILIARIO AUTOMATICO TPH: Attrezzatura pneumatica ausiliaria TPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Dotato di utensile alza-tallone brevettato a posizionamento automatico che permette all'utensile Lever-Less di operare su qualsiasi pneumatico presente sui mercati internazionali.

EN AUTOMATIC AUXILIARY DEVICE TPH: Standard supplied patented automatic help arm, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. This new device is equipped with a patented bead-lifter tool, performing an automatic positioning system, which allows the Lever-Less head to handle whatever tyre present on the international markets.

PY ПНЕВМАТИЧЕСКОЕ АВТОМАТИЧЕСКОЕ УСТРОЙСТВО TPH: Вспомогательное автоматическое оборудование TPH, которое помогает оператору во время монтажа и демонтажа жестких, низкопрофильных шин или особо трудных как Run-Flat. Оборудован запатентованным инструментом поднятия борта с автоматической установкой, что позволяет безрычажному инструменту работать на любых шинах имеющихся на международном рынке.

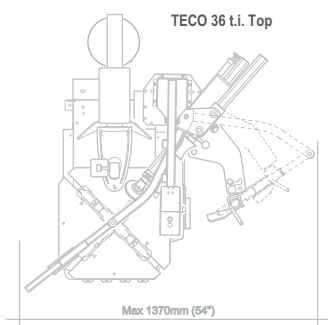
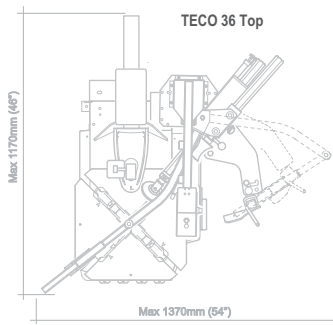
**TECO
PATENTED**



Smontagomme Automatico Lever-Less Automatic Lever-Less Tyre Changer Безрычажный Шиномонтажный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

CAPACITÀ DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	10"-25"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	10"-22"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	13"-25"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1060 mm (42")
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	370 mm (14,5")
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2900 Kgf (6395 lbf)
VELOCITÀ DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	6-12 rpm (8 rpm 1sp)
LIVELLO DI SONORITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,8-1,1 kW (1,1-1,5 Hp)
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	380 Kg (840 lbs)
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	395 Kg (870 lbs)



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

PLS2 – Sollevatore pneumatico completo di appoggio-ruota. Di portata massima 60 kg, posiziona senza sforzo da parte dell'operatore la ruota sul piatto.

US TPH – Spaziatore universale per utilizzo adattatori UWA24, UMA e CRA con braccio ausiliario TPH.

UWA24 – Adattatori per incrementare la capacità di serraggio del piatto autocentrante di 6" (effettivo guadagno capacità utensile di montaggio su TECO 36 TOP con UWA24 +3"). Utilizzo con US TPH.

UMA – Adattatori moto aventi capacità di serraggio da 5" a 27" (effettiva capacità utensile di montaggio su TECO 36 TOP con UMA 10"-27"). Utilizzo con US TPH.

CRA – Adattatori per cerchi con razze sporgenti. Utilizzo con US TPH.

KIT AI – Disco anti-intallamento per il tallone inferiore del pneumatico, da utilizzare sul braccio flottante del dispositivo TPH.

OPTIONAL ACCESSORIES

PLS2 – Pneumatic lift complete with roller rest having maximum working capacity of 60 kg (135 lbs). It quickly positions the wheel on the self-centering turntable without any operator effort.

US TPH – Universal spacer for TPH arm to be used with optional adapter kit UWA24, UMA and CRA.

UWA24 – Wheel adapters to increase the turntable clamping capacity of 6" (effective tool working range gain on TECO 36 TOP with UWA24 +3"). To be used with US TPH.

UMA – Motorcycle adapters having clamping capacity from 5" to 27" (effective tool working range on TECO 36 TOP with UMA 10"-27"). To be used with US TPH.

CRA – Adapters for convex spoke rims. To be used with US TPH.

KIT AI – Lifting disc to prevent tyre lower re-beading. To be assembled on TPH floating arm.

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

PLS2 – Пневматический подъемник с платформой и с рольгангом. Грузоподъемность 60 Кг.

US TPH – Распорная деталь, которая используется вместе с адаптерами UWA24, UMA и CRA с вспомогательным устройством TPH.

UWA24 – Адаптеры для увеличения способности зажима поворотного стола 6" (эффективный выигрыш возможности монтажной головки на TECO 36 TOP с UWA24 +3"). Использовать с US TPH.

UMA – Адаптеры для мотоциклов со способностью зажима от 5" до 27" (эффективный для монтажной головки на TECO 36 TOP с UMA 10"-27"). Использовать с US TPH.

CRA – Адаптеры для колес с выпуклыми дисками. Использовать с US TPH.

KIT AI – Подъемный диск для нижнего борта монтировать на устройство TPH.

leco 40&42

Automotive Equipment



(IT) Smontagomme
Super-Automatici

(EN) Super-Automatic
Tyre Changers

(PY) Суперавтоматические
Шиномонтажные Станки

Key Benefits

Innovazione – Extra Robustezza – Capacità – Design

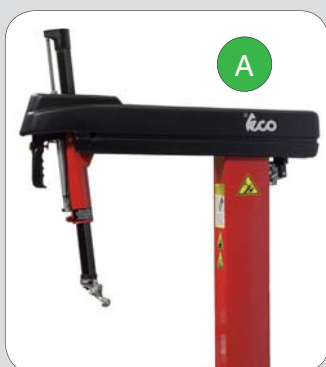
Innovation – Extra Robustness – Capacity – Design

Инновации – Сверх Прочность – Мощность – Дизайн

IT Smontagomme super-automatici concepiti per i professionisti del settore, adatti per lo smontaggio e montaggio di ruote di auto e furgoni di notevole peso e dimensioni: capacità di serraggio esterno da 11" a 24" per la TECO 40 e da 11" a 26" per la TECO 42. La loro particolare robustezza ed affidabilità, ottenute grazie al raccordo girevole in acciaio e al palo verticale in configurazione extra-rigida, la pedaliera estraibile a cassetto e l'adozione di numerose soluzioni tecniche brevettate rendono questi smontagomme ideali per essere utilizzati con il dispositivo ausiliario opzionale brevettato UPH e BPS e per operare su pneumatici particolarmente difficili e ribassati come le Run-Flat. Forniti standard in **versione t.i.** con il dispositivo di gonfiaggio tubeless ed in **versione 2 speed** con piatto a doppia velocità (solo per i modelli trifase), sono, inoltre, disponibili anche in versione con motoinverter (**versione US**).

EN Super-automatic tyre changers specifically conceived for industry professionals and suitable to handle oversized and heavy car and van wheels: external clamping capacity from 11" to 24" for TECO 40 and from 11" to 26" for TECO 42. Their high robustness and reliability, achieved thanks to the steel made rotating air distributor and to the vertical post extra heavy duty construction, the extractable pedal unit for easy maintenance activities and the adoption of many patented technical solutions make these machines ideal to be used with the patented optional auxiliary device UPH and BPS and to operate on particularly tough or low profiled tyres such as Run-Flat. Standard supplied in **t.i. version** with the tubeless inflating device and in **2 speed version** with 2-speed turntable (only for 3-phase models), TECO 40 and TECO 42 are also available in configuration with the motoinverter (**US version**).

РУ Суперавтоматические шинномонтажные станки специально разработанные для профессионалов в этом секторе предназначенные для монтажа и демонтажа колес автомобилей и легких коммерческих транспортных средств, имеющих большой вес и размер: мощность внешнего зажима от 11" до 24" для TECO 40 и от 11" до 26" для TECO 42. Его особенная прочность и надёжность, полученные благодаря вращающимся стальным соединениям поворотного стола/червячного редуктора и экстремально жесткой вертикальной балки, извлекаемые педали на основе концепции съемных ящиков и многочисленные запатентованные технические решения делают эти шинномонтажные станки вместе с факультативными запатентованными устройствами UPH и BPS идеальными для работы с низкопрофильными шинами или с шинами типа Run-Flat. Все станки **версии t.i.** с дополнительным взрывным устройством для накачивания бескамерных шин и в **версии 2 speed** самоцентрирующий стол с двумя скоростями вращения (только для 3-х фазных эл. Моторов). Также доступна версия мотоинвертор (**версия US**).



IT **PALO VERTICALE**
Il palo in configurazione extra-rigida è dotato di boccole coniche e triplo sistema di recupero giochi per facilitare la manutenzione. La movimentazione pneumatica del braccio operante e il doppio sistema di bloccaggio con rullini di scorrimento del braccio orizzontale permettono di ottenere un migliore livello di precisione di lavoro.

EN **VERTICAL POST**
Designed for extra heavy duty purposes and equipped with conic bushes and triple regulation system for easy maintenance activity. To achieve a better level of safety and accuracy, the working arm is pneumatically controlled and the horizontal arm is equipped with a double locking system and with rollers to improve the fluidity of its movement.

РУ **ВЕРТИКАЛЬНАЯ БАЛКА**
Экстремально жесткая балка, оснащенная коническими втулками и тройной системой намерствывания зазора, облегчает обслуживание. Пневматическое движение стойки и двойная система блокировки и скольжения горизонтальной балки позволяет получить более высокий уровень точности во время работы.

teco
PATENTED



- (IT) **SISTEMA DI CAMBIO RAPIDO TORRETTA:** Sistema brevettato di cambio rapido torretta integrato nell'asta verticale che permette un immediato cambio dell'utensile senza perdere l'originaria capacità di lavoro della macchina.
- (EN) **MOUNTING HEAD QUICK CHANGE DEVICE:** Teco patented system integrated inside the hexagonal vertical arm which allows changing mounting heads in seconds without reducing the original machine working capacity.
- (PY) **БЫСТРОРАЗЪЕМНЫЙ ЗАЖИМ МОНТАЖНОЙ ГОЛОВКИ:** Запатентованная быстрая смена монтажных головок, встроенная в вертикальной штанге, позволяет осуществить быструю смену инструмента не теряя рабочую мощность машины.

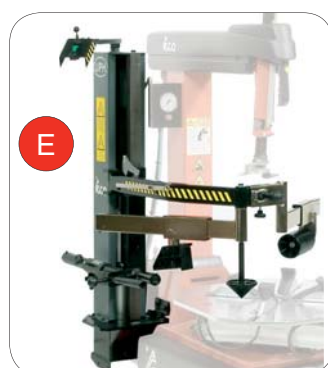


- (IT) **PIATTO AUTOCENTRANTE:** Sistema con capacità di serraggio esterno da 11" a 24" per la TECO 40 e da 11" a 26" per la TECO 42 (con AR10 forniti standard). La speciale geometria del gruppo di serraggio griffe dotato di bielle curve permette di mantenere costante la forza di bloccaggio al variare del diametro del cerchio mentre il raccordo girevole in acciaio concorre a rinforzare tutta la struttura della macchina.
- (EN) **SELF-CENTERING TURNTABLE:** System performing an external clamping capacity from 11" to 24" for TECO 40 and from 11" to 26" for TECO 42 (with AR10 standard supplied). It employs steel made rotating union to stiffen the whole machine structure and unique rod geometry to ensure constant and even clamping power throughout all rim diameters.
- (PY) **САМОЦЕНТРИРУЮЩИЙ СТОЛ:** Система со способностью внешнего зажима от 11" до 24" для TECO 40 и от 11" до 26" для TECO 42 (с AR10 стандартная поставка). Специальная геометрия группы зажимов кулачков, оснащенная шатунами, позволяет держать усилие зажима неизменным на дисках различных диаметров. Структура машины усилена вращающимся стальным соединением поворотного стола червячного редуктора.



- (IT) **SISTEMA DI STALLONATURA:** Braccio dotato di cilindro a doppio effetto ad alta efficienza ed equipaggiato con meccanismo auto-adattativo brevettato che ottimizza l'operazione di stallonatura mantenendo costantemente l'inclinazione ottimale di lavoro tra paletta e fianco del pneumatico. Anche l'appoggio ruota è regolabile in 2 posizioni di lavoro.
- (EN) **BEAD BREAKING SYSTEM:** Bead breaker arm equipped with high efficiency double acting cylinder and with a self-adaptable Teco patented mechanism that optimises bead breaker operations keeping always the ideal working inclination between wheel and blade. Also the wheel support is adjustable in 2 different positions.
- (PY) **СИСТЕМА РАЗБОРТОЧКИ:** Рука разбортовки с цилиндром двойного эффекта с высокой эффективностью, оснащена запатентованным механизмом самоуправления, который оптимизирует операции отрыва борта, держа рабочий угол между лезвием и колесом постоянным. Также опора колеса регулируется в двух рабочих позициях.

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- (IT) **DISPOSITIVO PNEUMATICO UNIVERSALE UPH & BPS (OPTIONAL):** Attrezzatura pneumatica ausiliaria UPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Tale dispositivo brevettato evita di dover utilizzare la leva durante lo smontaggio del secondo tallone. Generalmente fornito completo di secondo pressore flottante BPS.
- (EN) **UNIVERSAL PNEUMATIC DEVICE UPH & BPS (OPTIONAL):** Universal auxiliary device UPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. This patented system allows to handle the second tyre bead without using the lever, thus avoiding any risk of rim damaging. Usually supplied complete with the second floating presser BPS.
- (PY) **ПНЕВМАТИЧЕСКОЕ УНИВЕРСАЛЬНОЕ УСТРОЙСТВО UPH & BPS (ПО ЗАКАЗУ):** Дополнительное пневматическое оборудование помогает оператору при монтаже и демонтаже низкопрофильных шин или колес типа Run-Flat. Это запатентованное устройство избавляет от необходимости пользоваться рычагом при демонтаже второго борта шины. Обычно поставляется второй комплект скользящих отжимов BPS.

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TECO 40&42

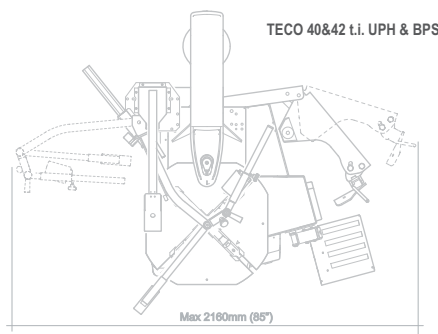
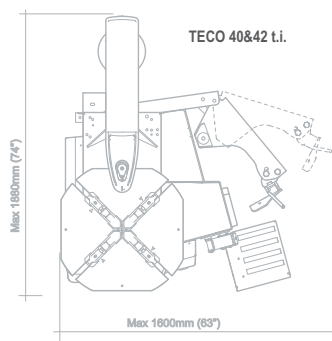
Automotive Equipment



Smontagomme Super-Automatici Super-Automatic Tyre Changers Суперавтоматические Шиномонтажные Станки

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

			TECO 40	TECO 42
CAPACITA DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	11"-27"	11"-28"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	11"-24"	11"-26"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	14"-27"	15"-28"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1110 mm (44")	
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	405 mm (16")	
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2900 Kgf (6395 lbf)	
VELOCITA DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	6-12 rpm (8 rpm 1sp)	
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)	
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)	
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,55 kW (0,75 Hp)	
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)	
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	335 Kg (740 lbs)	



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

IPL – Sollevatore pneumatico di nuova ideazione completo di appoggio-ruota a rulliera. Di portata massima 60 kg, posiziona senza sforzo da parte dell'operatore la ruota sul piatto.

UWA24 – Adattatori per incrementare la capacità di serraggio del piatto autocentrante di 6" (effettivo guadagno capacità utensile di montaggio su TECO 40 con UWA24 +2").

UMA – Adattatori moto aventi capacità di serraggio da 6" a 29" (effettiva capacità utensile di montaggio su TECO 40 con UMA 11"-28").

UPA – Torretta in plastica.

AR 10 – Adattatori per ridurre la capacità di serraggio del piatto autocentrante di 2" (forniti standard con TECO 42).

HPG RF – Morsetto anti-slittamento professionale.

OPTIONAL ACCESSORIES

IPL – New concept pneumatic lift complete with roller rest having maximum working capacity of 60 kg (135 lbs). It quickly positions the wheel on the self-centering turntable without any operator effort.

UWA24 – Wheel adapters to increase the turntable clamping capacity of 6" (effective tool working range gain on TECO 40 with UWA24 +2").

UMA – Motorcycle adapters having clamping capacity from 6" to 29" (effective tool working range on TECO 40 with UMA 11"-28").

UPA – Plastic mounting tool.

AR 10 – Wheel adapters to reduce the turntable clamping capacity of 2" (standard supplied for TECO 42).

HPG RF – Professional bead pressing clamp.

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

IPL – Пневматический подъемник с платформой и с рольганом. Устанавливается легко и без усилий со стороны оператора колеса на самоцентрирующий стол. Грузоподъемность 60 кг.

UWA24 – Адаптеры для увеличения потенциала способности захвата самоцентрирующего стола на 6" (фактически достигается на TECO 40 с монтажной головкой UWA24 +2").

UMA – Адаптеры для мотоциклов имеющие способность зажима от 6" до 29" (фактически достигается на TECO 40 с монтажной головкой UMA 11"-28").

UPA – Монтажная головка из пластика.

AR 10 – Адаптер корректирующий сокращение потенциала захвата самоцентрирующего стола на 2" (стандартный комплект поставки TECO 42).

HPG RF – Профессиональные тиски.



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Automotive Equipment

40&42 Top



- IT Smontagomme Automatici Lever-Less
- EN Automatic Lever-Less Tyre Changers
- PY Безрычажные Шиномонтажные Станки

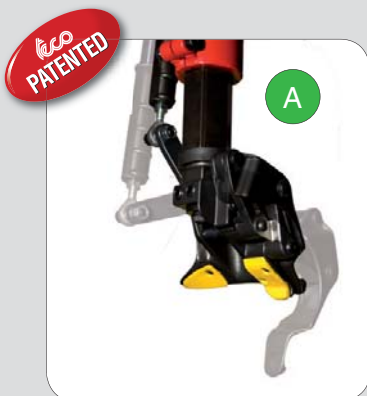
Key Benefits

Innovazione – Tecnologia – Capacità – Design
Innovation – Technology – Capacity – Design
Инновации – Технология – Мощность – Дизайн

IT Smontagomme automatici Lever-Less di nuova concezione, ideati per utilizzi professionali e super-intensivi e adatti per il montaggio e lo smontaggio di ruote di autovetture, furgoni e, tramite opportuni kit di adattatori opzionali, motocicli: capacità di serraggio esterno da 11" a 24" per la TECO 40 e da 11" a 26" per la TECO 42. La nuova gamma Top Line, chiaramente identificata dal carter giallo assemblato sulla testata della macchina, unisce all'affidabile ed economicamente conveniente sistema di bloccaggio a piatto, il palo verticale extra-rigido dotato di utensile brevettato Lever-Less. La TECO 40 TOP e la TECO 42 TOP sono fornite di serie con il nuovo dispositivo brevettato automatico TPH, che assiste l'operatore durante montaggio e smontaggio di pneumatici particolarmente difficili e ribassati come le Run-Flat. Standard in **versione 2 speed** (solo per i modelli trifase) e con il dispositivo di gonfiaggio per pneumatici tubeless in **versione t.i.**, sono, disponibili anche in configurazione con motoinverter (**versione US**).

EN Automatic Lever-Less tyre changers, new in their innovative and unique concept, specifically designed for industry professionals and suitable to handle oversized and heavy car, van and, using an optional clamping kit, motorcycle wheels: external clamping capacity from 11" to 24" for TECO 40 TOP and from 11" to 26" for TECO 42 TOP. The new Top Line product range, clearly identified by the yellow head plastic cover, adds to the traditional, reliable and economically convenient turntable clamping system, an extra-rigid vertical post equipped with the Teco patented automatic Lever-Less mounting head. TECO 40 TOP and TECO 42 TOP are standard supplied with the new and patented automatic device TPH, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. Standard supplied in **2 speed version** with 2-speed turntable (only for 3-phase models) and with the tubeless inflating device in **t.i. version**, the machines are also available in configuration with the motoinverter (**US version**).

РУ Автоматические безрычажные (Lever-Less) шиномонтажные станки современной концепции, предназначенные для профессионального и суперинтенсивного использования при монтаже и демонтаже колес легковых автомобилей и легких коммерческих автомобилей и с соответствующим дополнительным набором адаптеров для мотоциклов: мощность внешнего зажима от 11" до 24" для TECO 40 и от 11" до 26" для TECO 42. Новая гамма Top Line, четко определена желтым картером машины, объединяет надежную и экономичную систему блокировки, экстрас – жесткую вертикальную балку оснащенную запатентованным инструментом безрычажным (Lever-Less). TECO 40 TOP и TECO 42 TOP поставляется со стандартным новым запатентованным автоматическим оборудованием TPH, которое помогает оператору во время монтажа и демонтажа жестких и низкопрофильных шин типа Run-Flat. Все станки **версии t.i.** с дополнительным взрывным устройством для накачивания бескамерных шин и в **версии 2 speed** самоцентрирующий стол с двумя скоростями вращения (только для 3-х фазных эл. Моторов). Также доступна версия мотоинвертор (**версия US**).



IT **UTENSILE AUTOMATIZZATO LEVER-LESS**

Utensile automatico brevettato completo di protezioni di plastica e gestito tramite apposito joystick di comando. Grazie ad una veloce e ripetitiva procedura di smontaggio ruota automatica, si annulla ogni rischio di danneggiare cerchione o pneumatico.

EN **AUTOMATIC LEVER-LESS MOUNTING HEAD**

Patented automatic system equipped with plastic protections controlled by an on-purpose joystick. Thanks to an easy, quick and automatic demounting procedure, no effort is required from the operator side without any risk of rim scratches or tyre damages.

РУ **БЕЗРЫЧАЖНЫЙ (LEVER-LESS) АВТОМАТИЧЕСКИЙ ИНСТРУМЕНТ**

Запатентованный автоматический инструмент в комплекте с пластиковой защитой, управляемый джойстиком. Благодаря быстрой и повторяющейся процедуре автоматического демонтажа колеса, исключается какой-либо риск повреждения обода или шины.



(IT) PALO VERTICALE: In configurazione extra-rigida, il palo è dotato di boccole coniche e triplo sistema di recupero giochi per facilitare le operazioni di manutenzione. La movimentazione pneumatica del braccio operante e il doppio sistema di bloccaggio completo di rullini di scorrimento del braccio orizzontale permettono di ottenere un migliore livello di precisione di lavoro.

(EN) VERTICAL POST: Designed for extra heavy duty purposes and equipped with conic bushes and triple regulation system for easy maintenance activity. To achieve a better level of safety and accuracy, the working arm is pneumatically controlled and the horizontal arm is equipped with a double locking system and with rollers to improve the fluidity of its movement.

(PY) ВЕРТИКАЛЬНАЯ БАЛКА: Экстра жесткая балка, оснащенная коническими втулками и тройной системой намерствывания зазора, облегчает обслуживание. Пневматическое движение стойки и двойная система блокировки и скольжения горизонтальной балки позволяет получить более высокий уровень точности во время работы.



(IT) PIATTO AUTOCENTRANTE: Sistema con capacità di serraggio esterno da 11" a 24" per la TECO 40 TOP e da 11" a 26" per la TECO 42 TOP (con AR10 forniti standard). La speciale geometria del gruppo di serraggio griffe dotato di bielle curve permette di mantenere costante la forza di bloccaggio al variare del diametro del cerchio mentre il raccordo girevole in acciaio concorre a rinforzare tutta la struttura della macchina.

(EN) SELF-CENTERING TURNTABLE: System performing an external clamping capacity from 11" to 24" for TECO 40 TOP and from 11" to 26" for TECO 42 TOP (with AR10 standard supplied). It employs steel made rotating union to stiffen the whole machine structure and unique rod geometry to ensure constant and even clamping power throughout all rim diameters.

(PY) САМОЦЕНТРИРУЮЩИЙ СТОЛ: Система со способностью внешнего зажима от 11" до 24" для TECO 40 TOP и от 11" до 26" для TECO 42 TOP (с AR10 стандартная поставка). Специальная геометрия группы зажимов кулачков, оснащенная шатунами, позволяет держать усилие зажима неизменным на дисках различных диаметров. Структура машины усилена вращающимся стальным соединением поворотного стола червячного редуктора.



(IT) SISTEMA DI STALLONATURA: Braccio dotato di cilindro a doppio effetto ad alta efficienza ed equipaggiato con meccanismo auto-adattativo brevettato che ottimizza l'operazione di stallonatura mantenendo costantemente l'inclinazione ottimale di lavoro tra paletta e fianco del pneumatico. Anche l'appoggio ruota è regolabile in 2 posizioni di lavoro.

(EN) BEAD BREAKING SYSTEM: Bead breaker arm equipped with high efficiency double acting cylinder and with a self-adaptable Teco patented mechanism that optimises bead breaker operations keeping always the ideal working inclination between wheel and blade. Also the wheel support is adjustable in 2 different positions.

(PY) СИСТЕМА РАЗБОРТОВКИ: Рука разбортовки с цилиндром двойного эффекта с высокой эффективностью, оснащена запатентованным механизмом самоуправления, который оптимизирует операции отрыва борта, держа рабочий угол между лезвием и колесом постоянным. Также опора колеса регулируется в двух рабочих позициях.

TECO
PATENTED



(IT) DISPOSITIVO AUSILIARIO AUTOMATICO TPH: Attrezzatura pneumatica ausiliaria TPH che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat. Dotato di utensile alza-tallone brevettato a posizionamento automatico che permette all'utensile Lever-Less di operare su qualsiasi pneumatico presente sui mercati internazionali.

(EN) AUTOMATIC AUXILIARY DEVICE TPH: Standard supplied patented automatic help arm, which assists the operator to easily mount and demount particularly tough or low profile tyres such as Run-Flat. This new device is equipped with a patented bead-lifter tool, performing an automatic positioning system, which allows the Lever-Less head to handle whatever tyre present on the international markets.

(PY) ПНЕВМАТИЧЕСКОЕ АВТОМАТИЧЕСКОЕ УСТРОЙСТВО TPH: Вспомогательное автоматическое оборудование TPH, которое помогает оператору во время монтажа и демонтажа жестких, низкопрофильных шин или особо трудных как Run-Flat. Оборудован запатентованным инструментом поднятия борта с автоматической установкой, что позволяет безрычажному инструменту работать на любых шинах имеющихся на международном рынке.

TECO
PATENTED

TECO 40 & 42 Top

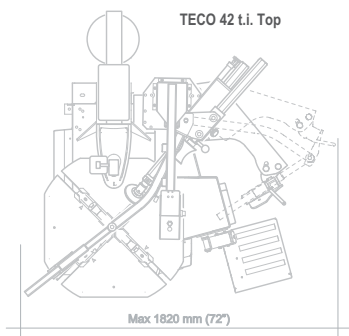
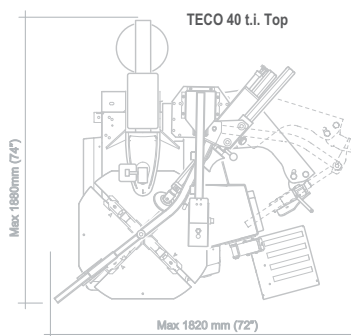
Automotive Equipment



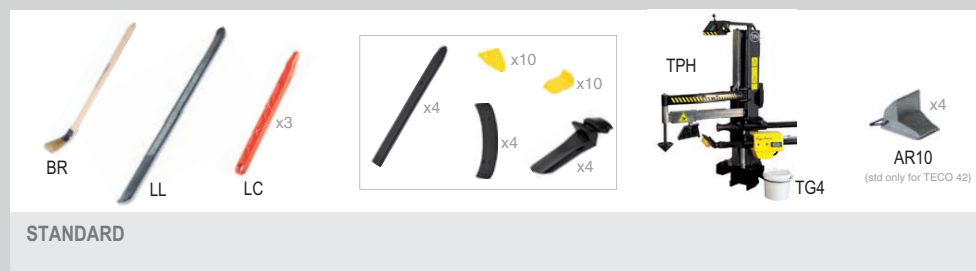
Smontagomme Automatici Lever-Less Automatic Lever-Less Tyre Changers Безрычажные Шиномонтажные Станки

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

			TECO 40	TECO 42
CAPACITÀ DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	11"-27"	11"-28"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	11"-24"	11"-26"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	14"-27"	15"-28"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1110 mm (44")	
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	405 mm (16")	
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2900 Kgf (6395 lbf)	
VELOCITÀ DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	6-12 rpm (8 rpm 1sp)	
LIVELLO DI RUMOROSITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)	
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)	
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,8-1,1 kW (1,1-1,5 Hp)	
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)	
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	435 Kg (960 lbs)	



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

IPL – Sollevatore pneumatico di nuova ideazione completo di appoggio-ruota a rulliera, avente portata massima 60 kg.

US TPH – Spaziatore universale per utilizzo adattatori UWA24, UMA e CRA con braccio ausiliario TPH.

UWA24 – Adattatori per incrementare la capacità di serraggio del piatto autocentrante di 6" (effettivo guadagno capacità utensile di montaggio su TECO 40 TOP con UWA24 +2"). Utilizzo con US TPH.

UMA – Adattatori moto aventi capacità di serraggio da 6" a 29" (effettiva capacità utensile di montaggio su TECO 40 TOP con UMA 11"-28"). Utilizzo con US TPH.

AR 10 – Adattatori per ridurre la capacità di serraggio del piatto di 2" (forniti standard con TECO 42).

KIT AI – Disco anti-intallamento brevettato per il tallone inferiore del pneumatico, da utilizzare sul braccio flottante del dispositivo TPH.

OPTIONAL ACCESSORIES

IPL – New concept pneumatic lift complete with roller rest having maximum working capacity of 60 kg (135 lbs). It quickly positions the wheel on the self-centering turntable without any operator effort.

US TPH – Universal spacer for TPH arm to be used with optional adapter kit UWA24, UMA and CRA.

UWA24 – Wheel adapters to increase the turntable clamping capacity of 6" (effective tool working range gain on TECO 40 TOP with UWA24 +2"). To be used with US TPH.

UMA – Motorcycle adapters having clamping capacity from 6" to 29" (effective tool working range on TECO 40 TOP with UMA 11"-28"). To be used with US TPH.

AR 10 – Wheel adapters to reduce the turntable clamping capacity of 2" (standard supplied for TECO 42 TOP).

KIT AI – Patented lifting disc to prevent tyre lower re-beading. To be assembled on TPH floating arm.

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

IPL – Пневматический подъемник с платформой и с рольганом. Грузоподъемность 60 Кг.

US TPH – Распорная деталь, которая используется вместе с адаптерами UWA24, UMA и CRA с вспомогательным устройством TPH.

UWA24 – Адаптеры для увеличения потенциала способности захвата самоцентрирующего стола на 6" (фактически достигается на TECO 40 TOP с монтажной головкой UWA24 +2"). Использовать с US TPH.

UMA – Адаптеры для мотоциклов имеющие способность зажима от 6" до 29" (фактически достигается на TECO 40 TOP с монтажной головкой UMA 11"-28"). Использовать с US TPH.

AR 10 – Адаптер корректирующий сокращение потенциала захвата самоцентрирующего стола на 2" (стандартный комплект поставки TECO 42).

KIT AI – Подъемный диск для нижнего борта монтируемый на устройство TPH.



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100E

Automotive Equipment

(EN) Universal Lever-Less
Tyre Changer

(FR) Demonte-pneus
Universel Lever-Less

(IT) Smontagomme
Universale Lever-Less



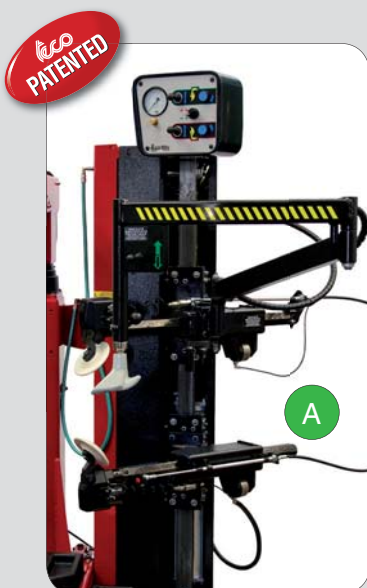
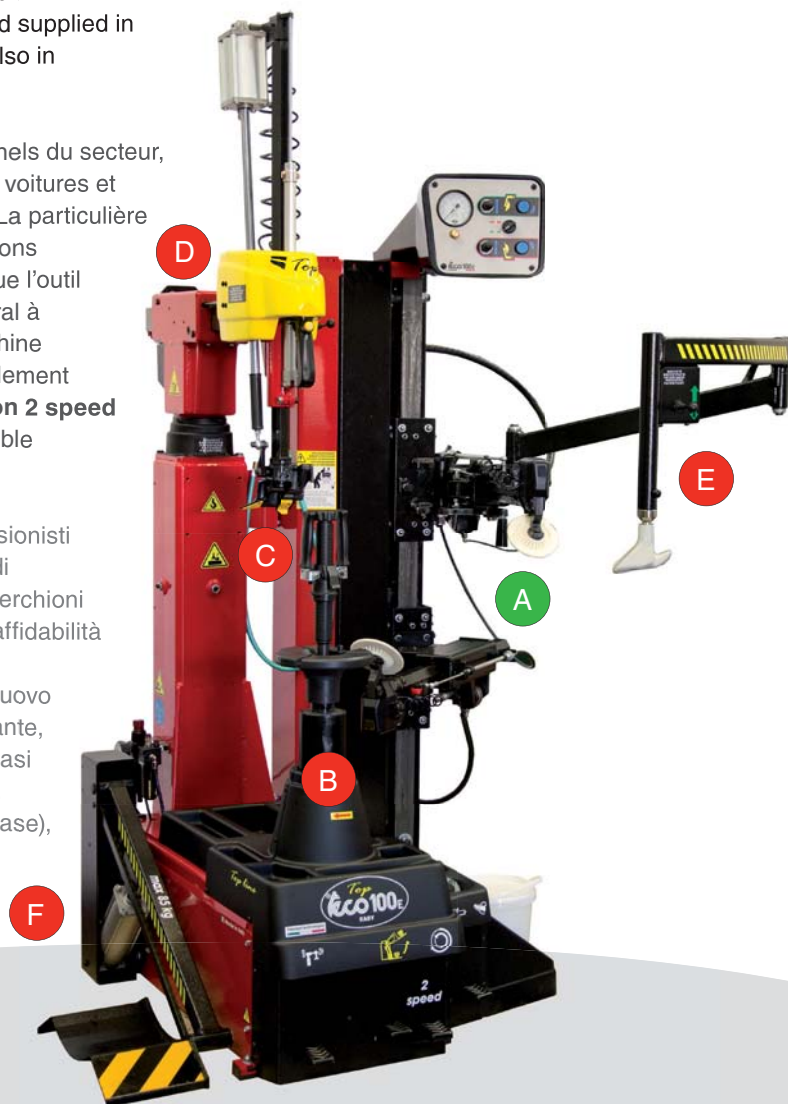
Key Benefits

Technology – Innovation – Extra Capacity
Technologie – Innovation – Extra Capacité
Tecnologia – Innovazione – Extra Capacità

(EN) Universal automatic Lever-Less tyre changer specifically conceived for professional and super-intensive purposes and suitable to handle oversized and heavy car and van wheels from 12" to 30". His extra heavy duty construction and the adoption of many patented and technological solutions, such as the automatic Lever-less tool head, the new roller lateral bead breaking system and the floating bead pressing device, make this tyre changer able to handle whatever tyre present on the international markets. Standard supplied in **2 speed version** (only for 3-phase models), it is available also in configuration with the motoinverter (**US version**).

(FR) Démonte-pneus universel Lever-Less dédié aux professionnels du secteur, qui a été conçu pour le montage et démontage de roues de voitures et fourgons de considérable dimension et poids de 12" à 30". La particulière robustesse et fiabilité, obtenues grâce à l'adoption de solutions techniques brevetées et technologiquement avancées tel que l'outil de travail Lever-Less, le nouveau système détalonneur latéral à disques et le dispositif presse-talon permettent à cette machine d'opérer rapidement sur n'importe quel pneumatique actuellement présent sur les marchés internationaux. Standard en **version 2 speed** (seulement pour modèles triphasés), la machine est disponible aussi avec le motoinverter (**version US**).

(IT) Smontagomme universale Lever-Less concepito per professionisti del settore, adatto per lo smontaggio e montaggio di ruote di autovetture e furgoni di notevole peso e dimensioni aventi cerchioni di diametro da 12" a 30". La sua particolare robustezza ed affidabilità e l'adozione di numerose soluzioni tecniche brevetate e tecnologicamente avanzate, come l'utensile Lever-Less, il nuovo sistema di stallonatura a rulli laterale ed il premitalone flottante, permettono alla macchina di operare rapidamente su qualsiasi pneumatico attualmente presente sui mercati internazionali. Fornita standard in **versione 2 speed** (solo per i modelli trifase), è disponibile anche in configurazione con motoinverter (**versione US**).



(EN) **LATERAL BEAD BREAKING SYSTEM**

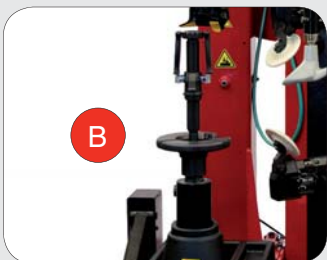
Lateral system with patented rollers which performs a controlled penetration under the tyre edge and rotation of the upper arm for free working area access. The arm synchronization avoids the necessity of mirrors or cameras, while the disengagement system of upper arm allows to perform in series the bead breaking activity on wheels having the same diameter.

(FR) **SYSTEME DE DETALONNAGE LATERAL**

Système breveté à disques, indépendants et synchronisés, avec mouvement de pénétration du disque détalonneur et système de dégagement de la zone de travail par rotation du bras supérieur qui permet d'opérer sur roues en série sans nécessité de repositionner les bras chaque fois. La synchronisation des bras évite l'utilisation de miroirs ou télé-cameras.

(IT) **SISTEMA DI STALLONATURA LATERALE**

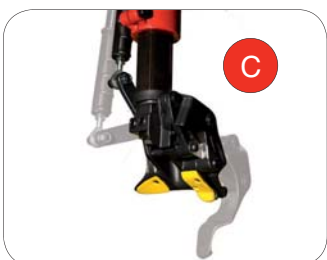
Stallonatura a 2 rulli brevetati, indipendenti e sincronizzati, con movimento di penetrazione sotto il bordo del pneumatico e sistema di disimpegno dell'area di lavoro mediante rotazione del braccio superiore, che permette di stallonare ruote in serie senza dover riposizionare i bracci. La sincronizzazione dei rulli elimina la necessità di specchi o telecamere.



(EN) **UNIVERSAL WHEEL LOCKING SYSTEM:** Manual wheel clamping system equipped with removable central fixing shaft able to lock tyres from 12" to 30" without adapters and adjustments. Optional clamping accessories are available for non-standard rim shapes.

(FR) **SYSTEME DE BLOCAGE ROUE UNIVERSEL:** Système de serrage manuel équipé avec axe de blocage pour jantes de 12" à 30" sans régulation ni adaptateur. Accessoires optionnels de serrage sont aussi disponibles pour jantes de forme non-standard.

(IT) **SISTEMA DI BLOCCAGGIO RUOTA UNIVERSALE:** Sistema di bloccaggio manuale dotato di asta di fissaggio rimovibile in grado di serrare cerchi da 12" a 30" senza regolazioni né adattatori. Accessori opzionali di serraggio sono disponibili per cerchi di forma non-standard.

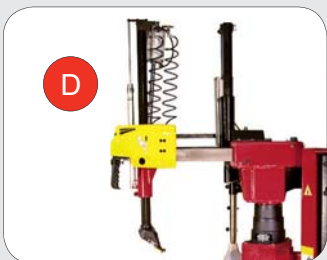


(EN) **AUTOMATIC LEVER-LESS MOUNTING HEAD:** Patented system equipped with plastic protections controlled by an on-purpose joystick. Thanks to an easy, quick and automatic demounting procedure, no effort is required from the operator side without any risk of rim scratches or tyre damages.

(FR) **TETE DE MONTAGE AUTOMATIQUE LEVER-LESS:** Système automatique breveté complète de protections en plastique et géré par un joystick de contrôle dédié. Ce dispositif a été conçu pour appliquer une rapide procédure automatisée de démontage afin de respecter l'intégrité de jante et pneu.

(IT) **UTENSILE AUTOMATIZZATO LEVER-LESS:** Utensile automatico brevettato completo di protezioni di plastica e gestito tramite apposito joystick di comando. Grazie ad una veloce e ripetitiva procedura di smontaggio ruota automatica, si annulla ogni rischio di danneggiare cerchione o pneumatico.

eco
PATENTED

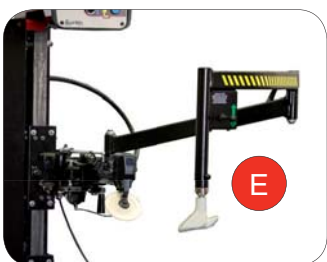


(EN) **VERTICAL POST:** Patented helicoidal automatic swing arm configuration complete with pneumatic control of the working arm. The horizontal head is equipped with triple regulation system for easy maintenance, double locking system and with rollers to improve its movement fluidity.

(FR) **MONTANT VERTICAL:** Système de basculement automatique breveté à mouvement hélicoïdal en configuration extra-rigide et contrôle pneumatique du bras de travail. La tête horizontale est équipée avec triple système de récupération jeux, double système de blocage et galets de roulements.

(IT) **PALO VERTICALE:** Sistema brevettato a ribaltamento automatico elicoidale in configurazione extra rigida e movimentazione pneumatica del braccio operante. La testa orizzontale è dotata di triplo sistema di recupero giochi, doppio sistema di bloccaggio e rullini di scorrimento.

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PATENTED



(EN) **BEAD PRESSING DEVICE IPH2:** Standard supplied patented floating bead presser, integrated in the bead breaking upper arm and equipped with independent control switch, for particularly tough or low profile tyres such as Run-Flat. The bead pressing tool height do not need to be adjusted for reverse rims handling.

(FR) **DISPOSITIF PRESSE-TALON IPH2:** Presse-talon pneumatique basculant breveté intégré sur le bras détalonneur supérieur. Fourni de série pour roues surbaissées ou particulièrement difficiles comme les Run-Flat. La hauteur de l'outil de pression ne nécessite pas de réglages pour opérer sur roues à creux renversées.

(IT) **DISPOSITIVO PREMITALLONE IPH2:** Pressore flottante brevettato fornito di serie solidale al braccio stallonatore e dotato di comando di movimentazione indipendente per ruote ribassate o particolarmente difficili come le Run-Flat. Non necessita di regolazioni per operare efficacemente su cerchi a canale rovescio.

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(EN) **PNEUMATIC LIFT IPL2:** Standard supplied pneumatic lift controlled by an on-purpose pedal, having maximum working capacity of 85 kg (185 lbs). It quickly positions the wheel on the self-centering turntable without any operator effort.

(FR) **ELEVATEUR PNEUMATIQUE IPL2:** Élévateur pneumatique, fourni de série, contrôlé par pédale de capacité maximale 85 kg. Il positionne rapidement et sans particulière contrainte la roue sur le plateau auto-centreur.

(IT) **SOLLEVATORE PNEUMATICO IPL2:** Sollevatore pneumatico fornito di serie e comandato tramite apposito pedale. Di portata massima 85 kg, posiziona velocemente e senza alcuno sforzo da parte dell'operatore la ruota sul piatto autocentrante.

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PATENTED

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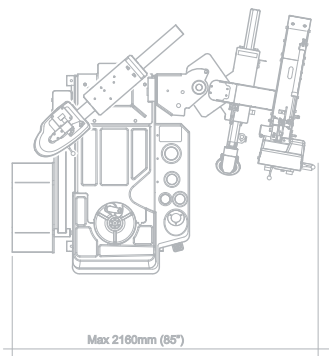
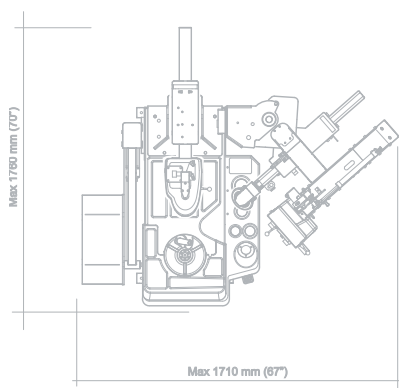
Automotive Equipment



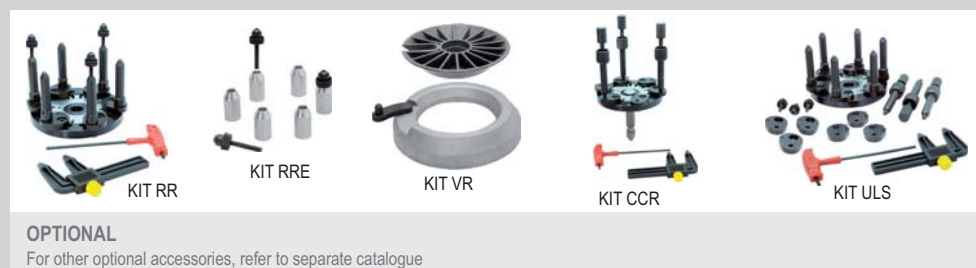
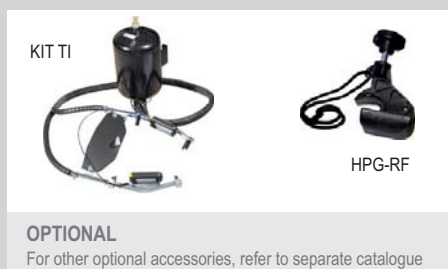
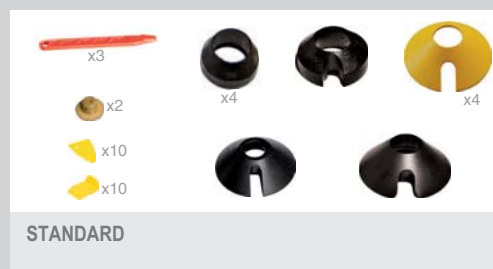
Universal Lever-Less Tyre Changer Demonte-Pneus Universel Lever-Less Smontagomme Universale Lever-Less

TECHNICAL DATA - DONNEES TECHNIQUES - DATI TECNICI

CLAMPING CAPACITY	CAPACITE DE SERRAGE	CAPACITA DI SERRAGGIO	12"-30"
MAX WHEEL DIAMETER	DIAMETRE MAXI ROUE	DIAMETRO MASSIMO RUOTA	1150 mm (45")
MAX WHEEL WIDTH	LARGEUR MAXI ROUE	LARGHEZZA MASSIMA RUOTA	380 mm (15")
BEAD BREAKER FORCE	FORCE DECOLLEUR	FORZA STALLONATORE	800 Kg (1765 lbf)
TURNTABLE SPEED	VITESSE DE ROTATION	VELOCITA DI ROTAZIONE	6-12 rpm (8 rpm 1sp)
NOISE LEVEL	NIVEAU SONORE	LIVELLO DI SONORITA	< 70 ± 3 dB(A)
WORKING PRESSURE	PRESSION DE SERVICE	PRESSIONE DI ESERCIZIO	10 Bar (145 psi)
LIFT CAPACITY	CAPACITE ELEVATEUR	CAPACITA SOLLEVATORE	85 Kg (185 lbs)
3-PHASE EL. MOTOR	MOTEUR EL. TRIPHASE	MOTORE EL. TRIFASE	0,8-1,1 kW (1,1-1,5 Hp)
1-PHASE EL. MOTOR	MOTEUR EL. MONOPHASE	MOTORE EL. MONOFASE	0,75 kW (1,0 Hp)
NET WEIGHT	POIDS NET	PESO NETTO	465 Kg (1025 lbs)



ACCESSORIES - ACCESSOIRES - ACCESSORI



OPTIONAL ACCESSORIES

KIT TI – Tubeless inflating device with variable setting system.

KIT RR – Fixing flange for reverse rims. The disc of the upper bead breaker arm can be manually rotated during the demount activity of reverse rim wheels.

KIT CCR – Fixing flange for rims without central hole.

KIT VR – Fixing accessories for light commercial vehicle rims.

KIT ULS – Universal fixing flange for reverse and without central hole rims.

HPG RF – Professional bead pressing clamp.

RCP5 – Plastic protection kit for alloy rims (22 pieces).

ACCESSOIRES OPTIONNELS

KIT TI – Dispositif de gonflage rapide pour pneus tubeless.

KIT RR – Bride de serrage pour jantes à creux renversées. Le disque du bras supérieur peut être manuellement basculé pendant le démontage de roues à creux renversé.

KIT CCR – Bride de serrage pour jantes sans trou central.

KIT VR – Accessoires de blocage pour jantes de véhicules commerciaux légers.

KIT ULS – Bride universelle pour jantes sans trou central et à creux renversées.

HPG RF – Pince presse-talon professionnelle.

RCP5 – Jeu de protection en plastique pour jantes en alliage (22 pièces).

ACCESSORI OPZIONALI

KIT TI – Dispositivo di gonfiaggio rapido per pneumatici tubeless a diametro variabile.

KIT RR – Flangia di fissaggio per cerchi rovesci. Il disco del braccio superiore può essere ruotato manualmente durante lo smontaggio di ruote con cerchio a canale rovescio.

KIT CCR – Flangia di fissaggio per cerchi senza foro centrale.

KIT VR – Accessori di fissaggio per cerchi di veicoli commerciali leggeri.

KIT ULS – Flangia universale per cerchi rovesci e senza foro centrale.

HPG RF – Morsetto anti-slitamento professionale.

RCP5 – Set di protezioni in plastica per cerchi in lega leggera (22 pezzi).



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teco 60

Automotive Equipment

(IT) Equilibratrice
Elettronica

(EN) Electronic
Wheel Balancer

(PY) Балансировочный
Станок



Key Benefits

Dimensioni – Valore
Dimensions – Value
Размеры – Стоимость



Equilibratrice Elettronica Electronic Wheel Balancer Балансировочный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

DIAMETRO MASSIMO CERCHIO	MAX RIM DIAMETER	МАКС ИЗМЕРЯЕМЫЙ ДИАМЕТР	23"
LARGHEZZA MASSIMA CERCHIO	RIM WIDTH	ШИРИНА ОБОДА	1,5"-20"
PESO MASSIMO RUOTA	MAX WHEEL WEIGHT	МАКС ВЕС КОЛЕСА	65 Kg (145 lbs)
DIAMETRO ALBERO	SHAFT DIAMETER	ДИАМЕТР ВАЛА	38 mm (1,5")
VELOCITA DI ROTAZIONE	BALANCING SPEED	СКОРОСТЬ БАЛАНСИРОВКИ	< 100 rpm
PRECISIONE DI EQUILIBRATURA	BALANCING PRECISION	ТОЧНОСТЬ БАЛАНСИРОВКИ	± 1 gr (± 0,05 oz)
TEMPO DI CICLO	CYCLE TIME	ПРОДОЛЖИТЕЛЬНОСТЬ ЦИКЛА	9 sec
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	110/240V 1ph
PESO NETTO	NET WEIGHT	ВЕС NETTO	60 Kg (130 lbs)

Equilibratrice elettronica a display per ruote auto e, tramite opportuni accessori opzionali, ruote moto, concepita per utilizzi in officine o stazioni di servizio. Dotata di lancio motorizzato attivabile abbassando la protezione ruota, la TECO 60 prevede il fissaggio al suolo e l'inserimento manuale dei parametri di lancio (distanza, diametro, larghezza ruota). Disponibile anche in **versione senza protezione ruota**.

Electronic wheel balancer for car and, using specific optional accessories, motorcycle wheels, conceived for repair shops or petrol stations. To be fixed on floor, TECO 60 features a motorized balancing cycle to be activated lowering down the wheel guard and manual data entry system of spin parameters (distance, rim diameter, wheel width). The product is available also in **version without the wheel cover**.

Электронный балансировочный стенд с дисплеем для балансировки колес автомобилей и с соответствующими дополнительными аксессуарами для мотоциклетных колес. Автоматический запуск двигателя, когда опускается защитный кожух. TECO 60 предусматривает ручной ввод параметров (расстояние, диаметр, ширина колеса). Доступны также версии без защитного кожуха.

Overall dimensions

H max 925 mm (36")

L max 330 mm (13")

W max 946 mm (37")

PROGRAMMI OPERATIVI

- Modalità di equilibratura statica, su un solo piano di correzione, o dinamica, sui due fianchi del cerchio;
- 6 programmi ALU per cerchi in lega leggera di cui 2 programmi ALU P "Precision";
- 2 programmi dedicati all'equilibratura di ruote moto, dinamico e statico;
- Programma "Peso Nascosto" dedicato a cerchi in alluminio per migliorare l'accuratezza operativa della macchina;
- Programma "Auto-taratura" ed "Auto-diagnosi".

OPERATIONAL PROGRAMS

- Static balancing mode on one correction plane only or dynamic on both sides of the rim;
- 6 ALU programs dedicated to alloy rims, including 2 ALU-P "Precision" programs;
- 2 motorcycle balancing programs, dynamic mode and static;
- "Hidden Weight" program for alloy rims to improve the machine balancing accuracy;
- "Self-calibration" and "Self-diagnosis" programs.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue



teco 88

Automotive Equipment

- IT Equilibratrice Elettronica
- EN Electronic Wheel Balancer
- PY Балансировочный Станок



Key Benefits

Innovazione – Tecnologia – Capacità – Design
Innovation – Technology – Capacity – Design
Инновации – Технология – Мощность – Дизайн

- IT** Equilibratrice elettronica dotata di monitor LCD 19" per ruote auto, furgoni e ruote moto aventi diametro cerchio, misurabile con tastatore digitale interno, di 30" e peso massimo di 75 Kg. **Concepita per utilizzi professionali e super-intensivi**, la TECO 88 prevede: acquisizione automatica di serie di tutti i parametri di lancio, ricerca automatica della posizione di equilibratura, **sistema di bloccaggio ruota automatico con controllo elettronico della forza di serraggio**, freno di stazionamento elettronico e sistema di arresto automatico ruota a fine lancio ad elevate prestazioni. La dotazione software è comprensiva dei seguenti principali programmi operativi: modalità di equilibratura statica e dinamica, 7 programmi ALU per cerchi in lega leggera di cui 2 programmi ALU P "Precision", 3 programmi per ruote moto (Dinamico, ALU e "Split Moto"), programma "Ottimizzazione Rapida", controllo visivo dell'eccentricità, contatore lanci, programmi "Auto-taratura" ed "Auto-diagnosi". L'equilibratrice è anche disponibile in **versione TC** (Total Control) con dispositivi di misura sonar per il rilevamento dell'eccentricità radiale e del fuori piano laterale della ruota.
- EN** Electronic wheel balancer with 19" LCD monitor for car, van and, using specific optional accessories, motorcycle wheels having maximum weight of 75 Kg (165 lbs) and maximum rim diameter measurable with the digital internal gauge of 30". **Specifically conceived for professional and super-intensive purposes**, TECO 88 offers the following technical features: automatic spin data entry system (distance, rim diameter, wheel width), automatic search of the balancing position, **electronically controlled wheel clamping device**, electronic shaft locking system and automatic spin stop thanks to an high performance braking device. The product is supplied complete with the following main software programs: static and dynamic balancing mode, 7 ALU programs dedicated to alloy rims including 2 ALU-P "Precision" programs, 3 motorcycle balancing programs (Dynamic, ALU and "Split Moto"), "Quick Optimisation" program, Run-Out visual control, spin counter, "Self-calibration" and "Self-diagnosis" programs. The balancer is also available in **TC version** (Total Control) with sonar measuring devices to calculate both radial and lateral wheel run-out.
- РУ** Электронный балансировочный стенд для колес автомобилей, furgonov и колес мотоциклов, имеющих диаметр обода, измеряемых автоматическим датчиком, до 30" и макс вес 75 Кг. **Специально разработанный для супер-интенсивного использования**. Для TECO 88 предусмотрен автоматический ввод всех параметров, автоматический поиск позиции балансировки, **автоматическая система блокировки колеса с электронным управлением силы зажима** и автоматической системой остановки колеса с высокой эксплуатационной характеристикой. Программное обеспечение включает в себя следующие основные оперативные программы: статическая и динамическая процедуры, 7 программ ALU для алюминиевых дисков, 3 программы для колес мотоциклов, программа "Быстрой Оптимизации", визуальный контроль эксцентриситета, счетчик оборотов, программы "Самокалибровка" и "Самодиагноз". Поставляется также станок в **версии TC** (Полный контроль) с измерительными гидроакустическими приборами для измерения эксцентриситета радиального и бокового.



E



A

IT

BLOCCAGGIO RUOTA ELETTRONICO

Sistema di bloccaggio ruota automatico ad elevata corsa (70mm) con controllo elettronico della forza di serraggio attivabile tramite pedale. Insieme al dispositivo di frenatura ad elevata potenza permette di ottenere una sensibile riduzione dei tempi di lavoro.

EN

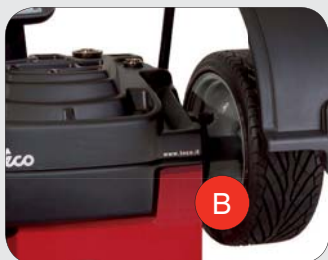
ELECTRONIC WHEEL CLAMPING SYSTEM

Automatic wheel clamping system, controlled by an on-purpose pedal, with extended stroke (70mm - 3") and electronic control of the locking force. Together with the high performance braking device, it allows to sensibly reduce cycle time.

РУ

ЭЛЕКТРОННАЯ БЛОКИРОВКА КОЛЕСА

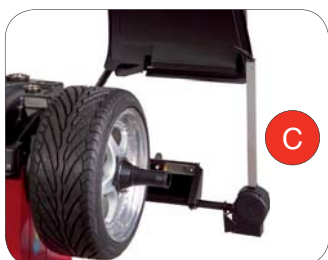
Система автоматической блокировки колеса с высоким ходом (70 мм) с электронным управлением силы зажима, который активируется педалью. Наряду с высокой мощностью тормозного устройства позволяет существенно снизить затраты рабочего времени.



IT SISTEMA DI LANCIO: Sistema di lancio a cinghia a velocità variabile per ottenimento massima affidabilità e silenziosità di marcia ed ampia distanza (275mm) tra corpo macchina e piano di appoggio ruota, ideale per il serraggio di ruote Racing senza necessità di flange supplementari.

EN SPIN SYSTEM: Variable speed belt spin system to reduce operational noise and improve working lifetime and increased distance (275mm - 11") between machine body and wheel support flange, ideal to handle Racing wheels without any additional clamping accessory.

PY СИСТЕМА ЗАПУСКА: Ременная система привода с переменной скоростью, для обеспечения макс надёжности, без шумного вращения и достаточное расстояние между корпусом станда и плоскостью опоры колеса (275 мм), идеально подходит для крепления колес Racing без использования дополнительных фланцев.



IT TASTATORE DIGITALE INTERNO ED ESTERNO: Inserimento automatico dei parametri di lancio distanza e diametro cerchio (diametro massimo acquisibile automaticamente 30", impostabile manualmente 35"). Tastatore digitale esterno fornito di serie per memorizzare anche il parametro larghezza ruota.

EN INTERNAL AND EXTERNAL DIGITAL GAUGE: Automatic acquisition of wheel distance and rim diameter spin parameters (max diameter measurable with internal digital gauge 30", manually settable 35"). External digital gauge standard supplied to automatically store also the wheel width parameter.

PY ЦИФРОВОЙ ВНУТРЕННИЙ И ВНЕШНИЙ ДАТЧИКИ: Автоматический ввод параметров расстояния и диаметра обода (макс диаметр измеряемый автоматически 30", устанавливаемый вручную 35"). Серийный внешний цифровой датчик создан для сохранения в памяти также и параметра ширины.



IT MONITOR LCD E PROGRAMMA MULTI-OPERATORE: Monitor LCD 19" ad alta definizione con grafica tridimensionale disponibile in 20 differenti lingue. La funzione multi-operatore permette a 3 operatori differenti di richiamare i parametri ruota durante l'uso contemporaneo della macchina.

EN LCD MONITOR AND MULTI-OPERATOR PROGRAM: High definition 19" LCD monitor with 3-dimensional graphics system available in 20 different languages. "Multi-Operator" program allows 3 operators to work on the balancer at the same time, without loss of wheel parameters.

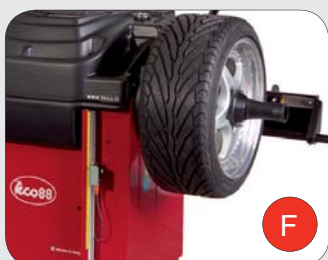
PY МОНИТОР LCD И ПРОГРАММА МУЛЬТИОПЕРАТОР: Балансировочный стенд оснащен монитором LCD 19" высокой четкости с 3-Х мерной графикой доступен на 20 различных языках. Программа МУЛЬТИ-оператор позволяет трем операторам вызывать параметры колеса во время одновременного использования станда.



IT PROGRAMMA PESO NASCOSTO E PIANI MOBILI (ALU P): "Peso Nascosto" suddivide il peso adesivo esterno in due parti posizionabili in area nascosta dietro le razze del cerchio. Il programma brevettato "Piani mobili" ricalcola la posizione di equilibratura per utilizzare pesi multipli di 5 gr.

EN HIDDEN WEIGHT AND SHIFT PLANE PROGRAMS (ALU P): "Hidden weight" subdivides the external adhesive weight in 2 parts to be positioned behind the spokes of the rim. The patented "Shift Plane" program calculates the balancing position to allow using commercial adhesive weights.

PY ПРОГРАММА СКРЫТЫЙ ГРУЗИК И МОБИЛЬНОЙ ПЛОСКОСТИ (ALU P): "Скрытый Грузик" разделяет внешний самоклеящийся груз на 2 части, которые устанавливаются в скрытом положении за спицами обода колеса. "Мобильные Плоскости" пересчитывает позиции балансировки для использования грузиков кратных 5гр.



IT VERSIONE TECO 88 TC "TOTAL CONTROL": Versione completa di dispositivi sonar per la rilevazione precisa dell'eccentricità radiale e del fuori piano laterale della ruota. La TECO 88 TC permette di identificare il migliore accoppiamento ruota-cerchione al fine di massimizzare il comfort generale di marcia.

EN VERSION TECO 88 TC "TOTAL CONTROL": Version complete with sonar measuring devices to precisely calculate both radial and lateral tyre Run-Out. TECO 88 TC allows to identify the best tyre-rim coupling in order to maximize the driving comfort of the vehicle.

PY ВЕРСИЯ TECO 88 TC "ПОЛНЫЙ КОНТРОЛЬ": Полная версия гидроакустических устройств для точного обследования эксцентриситета радиального и бокового. TECO 88 TC позволяет определять наилучшее соответствие между шиной и ободом для максимального повышения общего комфорта при движении.

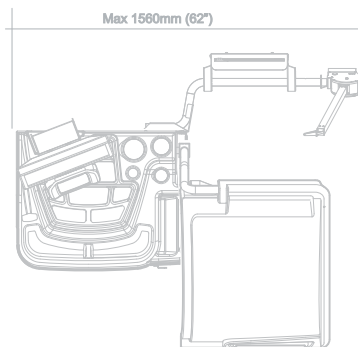
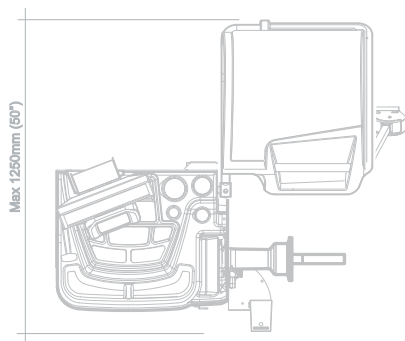




Equilibratrice Elettronica Electronic Wheel Balancer Балансировочный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

DIAMETRO MASSIMO CERCHIO	MAX RIM DIAMETER	МАКС ИЗМЕРЯЕМЫЙ ДИАМЕТР	30"
LARGHEZZA MASSIMA CERCHIO	RIM WIDTH	ШИРИНА ОБОДА	1,5"-20"
PESO MASSIMO RUOTA	MAX WHEEL WEIGHT	МАКС ВЕС КОЛЕСА	75 Kg (165 lbs)
DIAMETRO ALBERO	SHAFT DIAMETER	ДИАМЕТР ВАЛА	40 mm (1,6")
DISTANZA MACCHINA-CERCHIO	DISTANCE MACHINE-RIM	РАССТОЯНИЕ КОЛЕСА-СТЕНДА	275 mm (11")
VELOCITA DI ROTAZIONE	BALANCING SPEED	СКОРОСТЬ БАЛАНСИРОВКИ	75-98 rpm
PRECISIONE DI EQUILIBRATURA	BALANCING PRECISION	ТОЧНОСТЬ БАЛАНСИРОВКИ	± 1 gr (± 0,05 oz)
TEMPO DI CICLO	CYCLE TIME	ПРОДОЛЖИТЕЛЬНОСТЬ ЦИКЛА	5 sec
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	110/240V 1ph
PESO NETTO	NET WEIGHT	ВЕС ЧЕТТО	195 Kg (430 lbs)



ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



STANDARD



Ø101-119mm



Ø95-137mm



Ø120-174mm



RR MM



WR

OPTIONAL

For other optional accessories, refer to separate catalogue

ACCESSORI OPZIONALI

C119 – Cono avente capacità di bloccaggio da Ø101 mm a Ø119 mm.

C137 – Cono avente capacità di bloccaggio da Ø95 mm a Ø137 mm.

G40/VL40 – Cono bifronte per ruote di furgoni avente capacità di bloccaggio da Ø120 mm a Ø174 mm.

FRU345/2 – Flangia rapida universale con perni mobili avente capacità da Ø90 mm a Ø208 mm utilizzata per il bloccaggio di ruote a 3,4,5 fori o multipli.

CGA – Calotta in plastica Ø210 mm per cerchi in lega leggera. Da assemblare sulla ghiera di fissaggio GA.

WEIGHT RIGHT – Programma di risparmio peso che minimizza la domanda di pesi da applicare.

PLE – Sollevatore pneumatico autocentrante con colonna porta-utensili avente capacità di 65 Kg.

OPTIONAL ACCESSORIES

C119 – Cone having working capacity from Ø101 mm (4") to Ø119 mm (4,7").

C137 – Cone having working capacity from Ø95 mm (3,7") to Ø137 mm (5,4").

G40/VL40 – Double front cone for van wheels having capacity from Ø120 mm (4,7") to Ø174 mm (6,8").

FRU345/2 – Universal quick adapter with movable pins having capacity from Ø90 mm (3,5") to Ø208 mm (8,2") for wheels having 3,4,5 or multiple holes.

CGA – Plastic disc with O-Ring Ø210 mm (8,2") for alloy rims. To be assembled on quick release nut GA.

WEIGHT RIGHT – Weight saving program which minimizes correction weight usage.

PLE – Pneumatic self-centering lift with tool holding column having maximum capacity of 65 Kg (145 lbs).

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

C119 – Конус со способностью зажима от Ø101 мм до Ø119 мм.

C137 – Конус со способностью зажима от Ø95 мм до Ø137 мм.

G40/VL40 – Конус для колес фургонов, имеющий способность зажима от Ø120 мм до Ø174 мм.

FRU345/2 – Универсальный фланец от Ø90 мм до Ø208 мм, используемые для блокировки колес в 3, 4, 5 или несколько отверстий.

CGA – Пластиковые крышки Ø210 мм для блокировки алюминиевых дисков.

WEIGHT RIGHT – Программа экономии грузика, которая сводит к минимуму применение грузиков.

PLE – Пневматический самоцентрирующийся подъемник, имеющий макс грузоподъемность 65 кг.

tesco 616

Automotive Equipment

- (IT) Equilibratrice Di Finitura
- (EN) Finishing Wheel Balancer
- (PY) Балансировочный Станок



Key Benefits

Robustezza – Facilità d'uso

Robustness – Ease of use

Прочность – Простота использования



Equilibratrice Di Finitura Finishing Wheel Balancer Балансировочный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

VELOCITÀ DI ROTAZIONE	BALANCING SPEED	СКОРОСТЬ БАЛАНСИРОВКИ	150 Km/h (93 mph)
PRECISIONE DI EQUILIBRATURA	BALANCING PRECISION	ТОЧНОСТЬ БАЛАНСИРОВКИ	± 1 gr (± 0,05 oz)
TEMPO DI CICLO	CYCLE TIME	ПРОДОЛЖИТЕЛЬНОСТЬ ЦИКЛА	5 sec
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	3,7-4,7 kW (5,0-6,3 Hp)
LIVELLO DI RUMOROSITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	230/400V 3ph
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	114 Kg (250 lbs)

Equilibratrice di finitura per ruote di autovetture, autocarri e autobus con rilevazione angolare della posizione di squilibrio a raggi infrarossi.

Concepita per i professionisti del settore, la TECO 616 è utilizzata per ridurre il valore totale di squilibrio risultante dall'accoppiamento tra cerchio e pneumatico e tra ruota e struttura del veicolo.

Come accessori di completamento sono disponibili:

PA 7 - Pick up per ruote di auto e furgoni avente capacità massima di 700Kg;

PT 35 - Pick up per ruote di autocarri ed autobus avente capacità massima di 3500Kg;

ORT - Ripetitore ottico a raggi infrarossi per l'equilibratura contemporanea delle 2 ruote motrici.

Electronic finishing balancer for cars, vans, trucks and buses with detection of the unbalancing position by infrared rays.

Conceived for industry professionals, TECO 616 is used to reduce the total unbalance value resulting from the coupling between rim and tyre and between wheel and vehicle structure.

Concerning optional devices, the following items are available:

PA 7 - Pick-up for car and van wheels having maximum capacity of 700 Kg (1545 lbs);

PT 35 - Pick-up for truck and bus wheels having maximum capacity of 3500 Kg (7715 lbs);

ORT - Infrared ray optical repeater to contemporarily balance the 2 drive wheels of the vehicle.

Завершающая балансировка для колес автомобилей, грузовых автомобилей и автобусов с обнаружением угловой позиции дисбаланса в инфракрасных лучах. Станок предназначен для специалистов в этом секторе. TECO 616 используется для снижения общего значения дисбаланса между колесом и конструкцией транспортного средства.

Доступны следующие дополнительные аксессуары:

PA 7 - Дополнительная измерительная опора для легковых автомобилей и малых грузовиков под колесо, макс нагрузка 700кг.;

PT 35 - Дополнительная измерительная опора для грузовых автомобилей и автобусов под колесо, макс нагрузка 3500кг.;

ORT - Оптический ретранслятор в инфракрасных лучах для одновременной балансировки 2-х ведущих колес.

Overall dimensions

H max 670 mm (27")

L max 550 mm (22")

W max 1150 mm (45")

CARATTERISTICHE TECNICHE

- Rilevazione dei valori di squilibrio attraverso sistema a raggi infrarossi.

- Trasmissione graduale della potenza dal motore a 2 velocità alla ruota tramite giunto oleodinamico e freno elettromagnetico servo-assistito.

- Consolle di comando mobile per permettere all'operatore di eseguire le operazioni di equilibratura dall'interno del veicolo.

- Puleggia motrice con profilo concepito per ottenere un accoppiamento ideale con tutti i tipi di pneumatico.

- Display LCD per visualizzazione immediata dei valori di squilibrio.

- Sensibilità di rilevazione squilibri impostabile manualmente.

TECHNICAL FEATURES

- Unbalance position detection by means of an infrared ray system.

- Gradual transmission of power from the 2-speed motor to wheel through an hydraulic coupling and servo-assisted electro-magnetic brake.

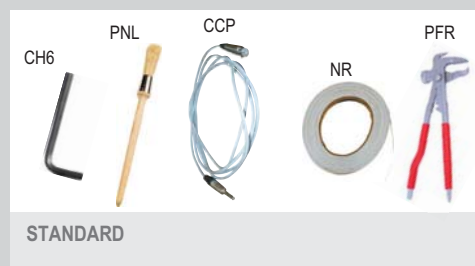
- Portable control panel to allow the operator performing the balancing activity also from the inside of the vehicle.

- Drive pulley profile designed for optimal matching with all types of tyres.

- LCD display for easy read-off of unbalance values.

- Reading sensitivity manually settable.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

- Сбор данных значений дисбаланса с помощью системы инфракрасных лучей.

- Прогрессивная передача мощности 2-х скоростного двигателя колесу с помощью жидкостной муфты и электромагнитного тормоза с сервоприводом.

- Подвижный пульт управления позволяет оператору делать балансировку на транспортном средстве.

- Ведущий шкив направленный на достижение идеального соответствия со всеми типами шин.

- Дисплей LCD для мгновенного изображения значений дисбаланса.

- Чувствительность сбора данных дисбаланса можно устанавливать вручную.

tesco 616

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Equilibratrice Di Finitura Finishing Wheel Balancer Балансировочный Станок

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LIVELLO DI RUMOROSITÀ	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
ALIMENTAZIONE	POWER SUPPLY	ЭЛЕКТРОПИТАНИЕ	230/400V 3ph
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- Consolle di comando mobile per permettere all'operatore di eseguire le operazioni di equilibratura dall'interno del veicolo.

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- Unbalance position detection by means of an infrared ray system.

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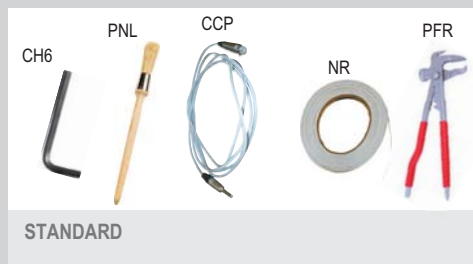
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- Drive pulley profile designed for optimal matching with all types of tyres.

- LCD display for easy read-off of unbalance values.

- Reading sensitivity manually settable.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

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- Дисплей LCD для мгновенного изображения значений дисбаланса.

- Чувствительность сбора данных дисбаланса можно устанавливать вручную.

tcco 804

Automotive Equipment

IT Assetto
Ruote

EN Wheel
Aligner

PY Стенд
Сход-Развал



Key Benefits

Valore – Tecnologia – Affidabilità

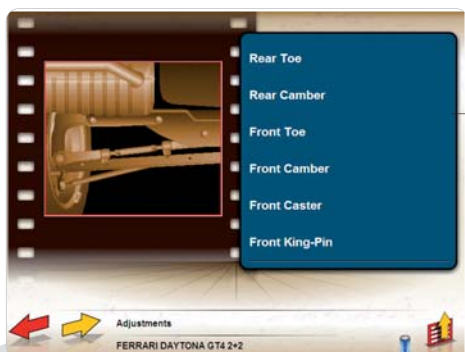
Value – Technology – Reliability

Стоимость – Технология – Надёжность

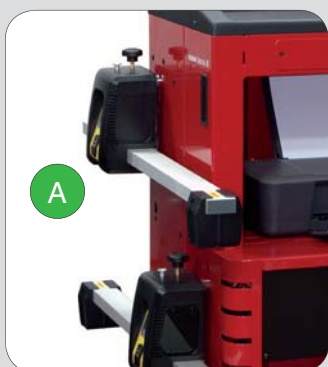
- IT** Allineatore ruote computerizzato in ambiente Windows XP dotato di tecnologia di misura tramite **sensori CMOS** per il rilevamento ed il calcolo di tutti gli angoli di assetto di auto e veicoli commerciali leggeri e sistema trasmissione dati wireless. L'allineatore TECO 804 è equipaggiato di 4 testine di misura leggere e maneggevoli, mobile carrellato per una facile movimentazione all'interno dell'area di lavoro, banca dati primaria comprensiva di oltre 20.000 veicoli e software di allineamento professionale completo di programma altezze telaio. L'allineatore è disponibile anche nella **versione TECO 804 E** con 2 soli rilevatori di misura.
- EN** Electronic wheel aligner based on Windows XP Professional software platform, suitable to perform wheel alignment adjustments for cars and light commercial vehicles. TECO 804 is equipped with 4 **CMOS measuring heads**, wireless data transmission system, wheeled cabinet for easy shifting inside the working area, primary data bank composed of more than 20.000 vehicles and professional alignment software. The wheel aligner is also available in **TECO 804 E version** equipped with only 2 measuring heads.
- PY** Компьютеризированный в среде Windows XP стенд сход-развал колес оснащен **датчиками CMOS** для измерения и регулировки всех углов легковых и легких коммерческих автомобилей. Стенд TECO 804 оснащен 4-мя измерительными головками, движущейся тележкой для удобства передвижения в пределах рабочего пространства; первичной базой данных, включающей более 20.000 автомобилей; и профессиональным программным обеспечением выравнивания с полной программой высот шасси. Имеются в наличии стенды в **версии TECO 804 E** только с 2 измерительными головками.



C D



F



IT

TECNOLOGIA DI MISURA

Il sistema di misura degli angoli di assetto avviene tramite sensori CMOS nell'infrarosso particolarmente leggeri e maneggevoli, aventi peso di 3,2 Kg. Il sistema di trasmissione dati è wireless tramite Radio 2,4 GHz.

EN

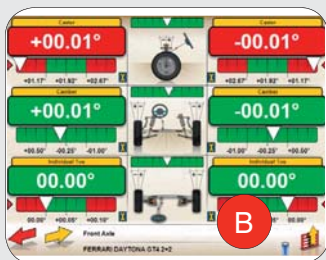
MEASURING TECHNOLOGY

Measuring technology of alignment characteristic angles by means of 4 CMOS measuring heads, particularly light and easy to be placed in operation, having weight of 3,2 Kg (7 lbs). Transmission data system wireless with Radio 2,4 GHz.

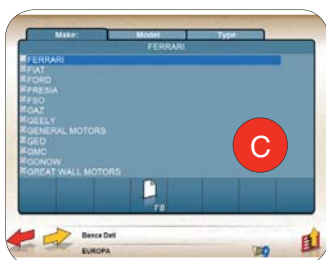
PY

ТЕХНОЛОГИЯ ИЗМЕРЕНИЯ

Система измерения углов поворота колес производится с помощью 4-х инфокрасных датчиков CMOS. Время система передачи данных выполнена по радио на частоте 2,4 Гц.



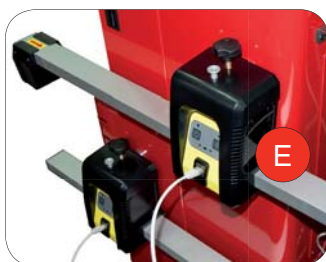
- (IT) **SOFTWARE DI ALLINEAMENTO:** Programma completo di allineamento professionale con interfaccia utente chiara ed intuitiva per evitare di indurre l'operatore in errore durante le varie fasi di lavoro. Possibilità di personalizzare lingua, display e tasti funzione.
- (EN) **ALIGNMENT SOFTWARE:** Professional alignment software complete with an easy-to-use and intuitive user interface to prevent operators from making errors during the different working phases. Possibility to customize display, key functions and languages.
- (PY) **ПРОГРАММА ВЫРАВНИВАНИЯ:** Комплексная программа профессионального регулирования колес, четкий и интуитивно понятный пользовательский интерфейс, чтобы избежать ошибок оператора во время различных этапов работы. Возможность адаптировать язык, дисплей и функциональные клавиши.



- (IT) **BANCA DATI:** Disponibili una banca dati principale costituita da oltre 20.000 veicoli suddivisi per area geografica per facilità di consultazione ed una banca dati secondaria gestibile e personalizzabile direttamente dall'operatore.
- (EN) **DATA BANK:** The primary data bank is composed of more than 20.000 vehicles, adequately subdivided into different geographical areas for easy data searching. Available also a secondary data bank to be managed and customized directly from the user.
- (PY) **БАЗА ДАННЫХ:** Доступна основная база данных, которая состоит из более чем 20.000 транспортных средств разделенные на географические области для удобства ссылок и втростепенная база данных пользователя управляемая и настраиваемая оператором.



- (IT) **PROGRAMMI DI COMPENSAZIONE RUN-OUT:** Disponibili 2 tipologie di programmi ROC per compensare errori di run-out della ruota e possibili imperfezioni di accoppiamento graffa-cerchione: ROC a 3 punti ruotando la graffa di 180° e ROC a spinta che elimina la necessità di sollevare le ruote.
- (EN) **RUN-OUT COMPENSATION PROGRAMS:** Available 2 different programs to compensate run-out problems and possible mistakes caused by an incorrect coupling between rim and clamp: 3-point ROC by rotating the clamp of 180° and push mode ROC which eliminates the need to lift the vehicle.
- (PY) **ПРОГРАММА КОМПЕНСАЦИИ RUN-OUT:** Есть 2-а типа программ ROC, чтобы компенсировать биение колеса и возможные недостатки спаривания диска и обода: 3-х точечная компенсация, вращая зажимное устройство на 180° и ROC корректировка компенсации ошибок, которая устраняет необходимость поднятия колес.



- (IT) **SISTEMA ALIMENTAZIONE:** Sistema alimentazione tramite batterie ricaricabili commerciali di tipo AA con dispositivo di ricarica integrato su mobile carrellato. Disponibili su richiesta anche i cavi di emergenza.
- (EN) **POWER SUPPLY SYSTEM:** Power supply system by means of commercially available type AA rechargeable batteries with recharger device integrated on cabinet. Emergency cables are also available on demand.
- (PY) **ИСТОЧНИК ПИТАНИЯ ОБОРУДОВАНИЯ:** Источник питания оборудования серийно выпускаемые аккумуляторы типа AA, со встроенным в кабинет зарядным устройством. Сетевой кабель поставляется на заказ.



- (IT) **PROGRAMMA GUIDA GRAFICA OPERATIVA (OPZIONALE):** Disponibile su richiesta un programma di animazione grafica che rappresenta un ulteriore utile ed immediato strumento di supporto per l'operatore durante tutte le fasi di registrazione degli angoli di assetto.
- (EN) **OPERATIVE GRAPHIC GUIDANCE PROGRAM (OPTIONAL):** Available on demand a guidance program to support the user with an easy-to-understand graphic assistance on operating functions and workflow visualization.
- (PY) **ПРОГРАММА ОПЕРАТИВНОГО ГРАФИЧЕСКОГО РУКОВОДСТВА (ПО ЗАКАЗУ):** Графическая программа анимации является стандартной и представляет собой инструмент поддержки оператора во время различных этапов регистрации и установки углов.



Assetto Ruote Wheel Aligner Стенд Сход-Развал

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

SISTEMA TRASMISSIONE DATI	DATA TRANSMISSION SYSTEM	СИСТЕМА ПЕРЕДАЧИ ДАННЫХ	Radio 2,4 GHz
SISTEMA MISURA ANGOLI	ANGLE MEASURING SYSTEM	УСТРОЙСТВО ИЗМЕРЕНИЯ УГЛОВ	CMOS
SISTEMA OPERATIVO	OPERATING SYSTEM	ОПЕРАТИВНАЯ СИСТЕМА	Win XP Embedded
PRECISIONE DI ALLINEAMENTO	ALIGNMENT PRECISION	ТОЧНОСТЬ ИЗМЕРЕНИЙ	0,01°
CONVERGENZA	TOTAL TOE	СХОДИМОСТЬ	± 20,00°
CAMPANATURA	CAMBER	ИЗГИБ	± 10,00°
INCIDENZA	CASTER	CASTER	± 30,00°
INCLINAZIONE PERNO FUSO	KING PIN	ПОВОРОТНЫЙ ШКВОРЕНЬ	± 30,00°
DISASSAMENTO	SET BACK	СМЕЩЕНИЕ ОСЕЙ КОЛЕС	± 10,00°
ANGOLO DI SPINTA	THRUST ANGLE	УГОЛ ТОЛЧКА	± 10,00°
ANGOLO DI STERZATA	STEERING ANGLE	УГОЛ ОТКЛОНЕНИЯ	± 10,00°
BANCA DATI	DATA BANK	БАЗА ДАННЫХ	> 20.000
ALIMENTAZIONE	POWER SUPPLY	ПИТАНИЕ	240V 1ph
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PESO UNITA CENTRALE	CENTRAL UNIT WEIGHT	ВЕС ЦЕНТРАЛЬНОГО УСТРОЙСТВА	130 Kg (285 lbs)

Overall dimensions

H max 1600 mm (63")

L max 870 mm (34")

W max 840 mm (33")

ACCESSORI OPZIONALI

AS – Serie di 2 graffe auto a 4 punte aventi capacità da 10" a 21".

AR2 – Serie di 2 graffe autocentranti "No-Roc" auto a 3 punte aventi capacità da 12" a 21".

AS26 – Serie di 2 graffe auto a 4 punte aventi capacità da 10" a 26".

STP – Stampante a getto di inchiostro.

KC3 – Telaio di calibrazione per le testine di rilevazione.

CPRM2 – Coppia di piatti rotanti per la misura della sterzata massima auto aventi capacità di 1,0 T.

CEM – Cavi ausiliari di emergenza.

CBE – Carica batterie esterno (solo per versioni wireless).

BANCA DATI – Aggiornamento banca dati.

OPTIONAL ACCESSORIES

AS – Set of 2 standard 4-point clamps for cars having capacity from 10" to 21".

AR2 – Set of 2 standard 3-point self-centering "Nor-Roc" clamps for cars having capacity from 12" to 21".

AS26 – Set of 2 standard 4-point clamps for cars having capacity from 10" to 26".

STP – Inkjet printer complete with USB cable.

KC3 – Calibration frame for measuring heads.

CPRM2 – Pair of turntables for car steering measurement having max capacity of 1,0 T (2205 lbs).

CEM – Auxiliary emergency cables.

CBE – External battery charger (only for wireless).

DATA BANK – Data bank update.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ

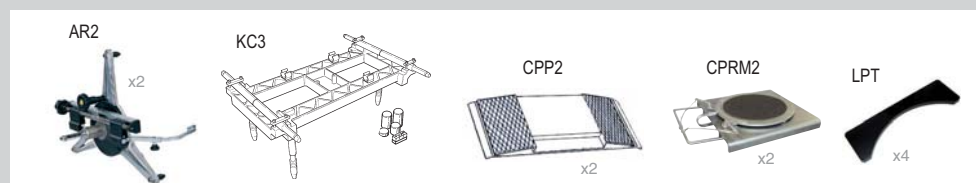


STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue



OPTIONAL

For other optional accessories, refer to separate catalogue

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

AS – Комплект из 2-х фигурных скоб автомобилей с 4-мя точками мощностью от 10" до 21".

AR2 – Комплект из 2-х самоцентрирующих зажимов "No-Roc" с 3-мя точками мощностью от 12" до 21".

AS26 – Комплект из 2-х фигурных скоб автомобилей с 4 точками мощностью от 10" до 26".

STP – Струйный принтер.

KC3 – Рамка калибровки для головок датчиков.

CPRM2 – Пара вращающихся платформ для измерения максимального привода рулевого управления с мощностью 1,0 т.

CEM – Аварийный кабель.

CBE – Внешнее зарядное устройство (только для версий wireless).

DATA BANK – Обновление базы данных.

teco 812

Automotive Equipment

IT Assetto
Ruote

EN Wheel
Aligner

PY Стенд
Сход-Развал



Key Benefits

Tecnologia – Affidabilità – Precisione

Technology – Reliability – Precision

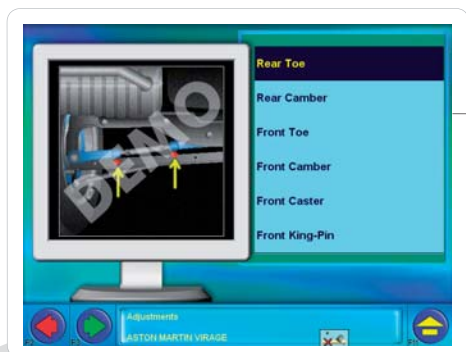
Технология – Надежность – Точность

- IT** Allineatore ruote computerizzato in ambiente Windows XP dotato di tecnologia di misura tramite **sensori CCD** per il rilevamento ed il calcolo di tutti gli angoli di assetto di auto, veicoli commerciali leggeri e, tramite software ed accessori opzionali, camion e rimorchi. L'allineatore TECO 812 è equipaggiato di 4 testine di misura, mobile carrellato per una facile movimentazione all'interno dell'area di lavoro, banca dati primaria comprensiva di oltre 20.000 veicoli e software di allineamento professionale completo di programma altezze telaio. L'allineatore è disponibile in **versione TECO 812 wireless**, in **versione TECO 812 C** con trasferimento dati all'unità centrale tramite cavi ed in **versione TRUCK** completa di programmi di allineamento e banca dati camion ed autobus.
- EN** Electronic wheel aligner based on Windows XP Professional software platform, suitable to perform wheel alignment adjustments for cars, light commercial vehicles and, using optional software and accessories, trucks and buses. Conceived for industry professionals, TECO 812 is equipped with 4 **CCD measuring heads**, wheeled cabinet for easy shifting inside the working area, primary data bank composed of more than 20.000 vehicles and professional alignment software. The wheel aligner is available in the following versions: **TECO 812 wireless**, **version TECO 812 C** with data transmission system by cables and in **TRUCK version** complete with truck and bus alignment functions.
- PY** Компьютеризированный в среде Windows XP стенд сход-развал колес оснащен **датчиками CCD** для измерения и регулировки всех углов легковых и легких коммерческих автомобилей. Стенд TECO 812 оснащен 4-мя измерительными головками, движущейся тележкой для удобства передвижения в пределах рабочего пространства; первичной базой данных, включающей более 20000 автомобилей; и профессиональным программным обеспечением выравнивания с полной программой высот шасси. Имеются в наличии стенды в версии **TECO 812 wireless** с беспроводной передачей данных к центральному блоку, **TECO 812 C** с кабельной передачей и **версия TRUCK** с полной программой регулировки колес и базой данных для грузовых автомобилей и автобусов.



C D

F

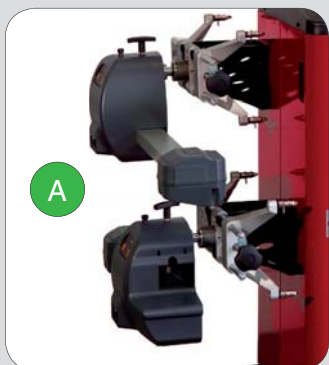


E

A



B



A

IT

TECNOLOGIA DI MISURA

Il sistema di misura degli angoli di assetto avviene tramite sensori CCD nell'infrarosso, mentre il sistema di trasmissione dati può essere via Radio 2,4 GHz per il TECO 812 wireless e via cavi per la versione TECO 812 C.

EN

MEASURING TECHNOLOGY

Measuring technology by means of 4 CCD measuring heads to be assembled on wheels using different type of clamps. Transmission data system wireless with Radio 2,4 GHz for TECO 812 and through cables for the version TECO 812 C.

PY

ТЕХНОЛОГИЯ ИЗМЕРЕНИЯ

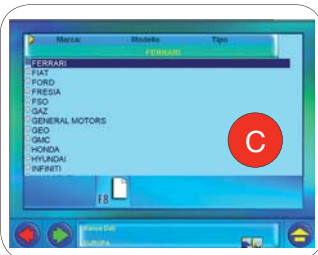
Система измерения углов поворота колес производится с помощью 4-х инфокрасных датчиков CCD, в тоже время система передачи данных может быть выполнена по радио на частоте 2,4 Гц для TECO 812 беспроводной и с помощью кабеля для версии TECO 812 C.



IT SOFTWARE DI ALLINEAMENTO: Programma completo di allineamento professionale con interfaccia utente chiara ed intuitiva per evitare di indurre l'operatore in errore durante le varie fasi di lavoro. Possibilità di personalizzare lingua, display e tasti funzione.

EN ALIGNMENT SOFTWARE: Professional alignment software complete with an easy-to-use and intuitive user interface to prevent operators from making errors during the different working phases. Possibility to customize display, key functions and languages.

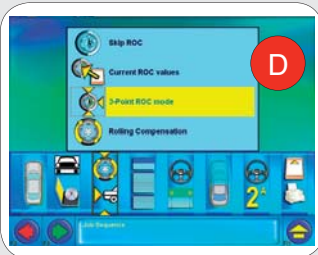
PY ПРОГРАММА ВЫРАВНИВАНИЯ: Комплексная программа профессионального регулирования колес, четкий и интуитивно понятный пользовательский интерфейс, чтобы избежать ошибок оператора во время различных этапов работы. Возможность адаптировать язык, дисплей и функциональные клавиши.



IT BANCA DATI: Disponibili una banca dati principale costituita da oltre 20.000 veicoli suddivisi per area geografica per facilità di consultazione ed una banca dati secondaria gestibile e personalizzabile direttamente dall'operatore.

EN DATA BANK: The primary data bank is composed of more than 20.000 vehicles, adequately subdivided into different geographical areas for easy data searching. Available also a secondary data bank to be managed and customized directly from the user.

PY БАЗА ДАННЫХ: Доступна основная база данных, которая состоит из более чем 20.000 транспортных средств разделенные на географические области для удобства ссылок и влоростепенная база данных пользователя управляемая и настраиваемая оператором.



IT PROGRAMMI DI COMPENSAZIONE RUN-OUT: Disponibili 2 tipologie di programmi ROC per compensare errori di run-out della ruota e possibili imperfezioni di accoppiamento graffa-cerchione: ROC a 3 punti ruotando la graffa di 180° e ROC a spinta che elimina la necessità di sollevare le ruote.

EN RUN-OUT COMPENSATION PROGRAMS: Available 2 different programs to compensate run-out problems and possible mistakes caused by an incorrect coupling between rim and clamp: 3-point ROC by rotating the clamp of 180° and push mode ROC which eliminates the need to lift the vehicle.

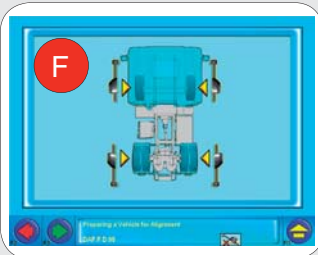
PY ПРОГРАММА КОМПЕНСАЦИИ RUN-OUT: Есть 2-а типа программ ROC, чтобы компенсировать биение колеса и возможные недостатки спаривания диска и обода: 3-х точечная компенсация, вращая зажимное устройство на 180° и ROC корректировка компенсации ошибок, которая устраняет необходимость поднятия колес.



IT PROGRAMMA GUIDA GRAFICA OPERATIVA (OPZIONALE): Disponibile su richiesta un programma di animazione grafica che rappresenta un ulteriore utile ed immediato strumento di supporto per l'operatore durante tutte le fasi di registrazione degli angoli di assetto.

EN OPERATIVE GRAPHIC GUIDANCE PROGRAM (OPTIONAL): Available on demand a guidance program to support the user with an easy-to-understand graphic assistance on operating functions and workflow visualization.

PY ПРОГРАММА ОПЕРАТИВНОГО ГРАФИЧЕСКОГО РУКОВОДСТВА (ПО ЗАКАЗУ): Графическая программа анимации является стандартной и представляет собой инструмент поддержки оператора во время различных этапов регистрации и установки углов.



IT VERSIONE TECO 812 TRUCK (OPZIONALE): Versione completa di programmi di allineamento per camion e rimorchi attivabili tramite smart card, banca dati dedicata e cavi di lunghezza 16 metri per collegare i rilevatori all'unità centrale. Disponibile in versione con trasmissione dati via Radio o tramite cavi.

EN VERSION TECO 812 TRUCK (OPTIONAL): Version equipped with complete alignment programs for truck and buses to be activated using an on-purpose smart card, dedicated data bank and 16 meter cables to connect the measuring heads with the central unit. Available in wireless and cables version.

PY ВЕРСИЯ TECO 812 TRUCK (ПО ЗАКАЗУ): Полная версия программ регулировки колес для грузовых автомобилей и прицепов можно активировать с помощью смарт-карты, посвященная им база данных и кабеля длиной 16 метров для подключения датчиков к центральному блоку. Имеется версия передачи данных с помощью радио или кабельная.



Assetto Ruote Wheel Aligner Стенд Сход-Развал

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

			TECO 812	TECO 812 C
SISTEMA TRASMISSIONE DATI	DATA TRANSMISSION SYSTEM	СИСТЕМА ПЕРЕДАЧИ ДАННЫХ	Radio	Cables
SISTEMA MISURA ANGOLI	ANGLE MEASURING SYSTEM	УСТРОЙСТВО ИЗМЕРЕНИЯ УГЛОВ	CCD	
SISTEMA OPERATIVO	OPERATING SYSTEM	ОПЕРАТИВНАЯ СИСТЕМА	Win XP Embedded	
PRECISIONE DI ALLINEAMENTO	ALIGNMENT PRECISION	ТОЧНОСТЬ ИЗМЕРЕНИЙ	0,01°	
CONVERGENZA	TOTAL TOE	СХОДИМОСТЬ	± 48,00°	
CAMPANATURA	CAMBER	ИЗГИБ	± 10,00°	
INCIDENZA	CASTER	CASTER	± 30,00°	
INCLINAZIONE PERNO FUSO	KING PIN	ПОВОРОТНЫЙ ШКВОРЕНЬ	± 30,00°	
DISASSAMENTO	SET BACK	СМЕЩЕНИЕ ОСЕЙ КОЛЕС	± 24,00°	
ANGOLO DI SPINTA	THRUST ANGLE	УГОЛ ТОЛЧКА	± 24,00°	
ANGOLO DI STERZATA	STEERING ANGLE	УГОЛ ОТКЛОНЕНИЯ	± 24,00°	
BANCA DATI	DATA BANK	БАЗА ДАННЫХ	> 20.000	
ALIMENTAZIONE	POWER SUPPLY	ПИТАНИЕ	240V 1ph	
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)	
PESO UNITA CENTRALE	CENTRAL UNIT WEIGHT	ВЕС ЦЕНТРАЛЬНОГО УСТРОЙСТВА	150 Kg (330 lbs)	

Overall dimensions

H max 1600 mm (63")

L max 950 mm (37")

W max 700 mm (27")

ACCESSORI OPZIONALI

AS – Serie di 2 graffe auto a 4 punte aventi capacità da 10" a 21".

AR2 – Serie di 2 graffe autocentranti "No-Roc" auto a 3 punte aventi capacità da 12" a 21".

AS26 – Serie di 2 graffe auto a 4 punte aventi capacità da 10" a 26".

STP – Stampante a getto di inchiostro.

KC3 – Telaio di calibrazione per le testine di rilevazione.

CPRM2 – Coppia di piatti rotanti per la misura della sterzata massima auto aventi capacità di 1,0 T.

CPP2 – Coppia di pedane oscillanti posteriori auto.

CBE – Carica batterie esterno (solo per wireless).

BANCA DATI – Aggiornamento banca dati.

OPTIONAL ACCESSORIES

AS – Set of 2 standard 4-point clamps for cars having capacity from 10" to 21".

AR2 – Set of 2 standard 3-point self-centering "No-Roc" clamps for cars having capacity from 12" to 21".

AS26 – Set of 2 standard 4-point clamps for cars having capacity from 10" to 26".

STP – Inkjet printer complete with USB cable.

KC3 – Calibration frame for measuring heads.

CPRM2 – Pair of turntables for car steering measurement having max capacity of 1,0 T (2205 lbs).

CPP2 – Pair of rear oscillating tables for cars.

CBE – External battery charger (only for wireless).

DATA BANK – Car and truck data bank update.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ

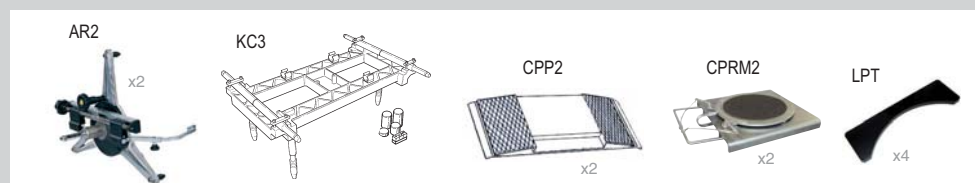


STANDARD



OPTIONAL

For other optional accessories, refer to separate catalogue



OPTIONAL

For other optional accessories, refer to separate catalogue

ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

AS – Комплект из 2-х фигурных скоб автомобилей с 4-мя точками мощностью от 10" до 21".

AR2 – Комплект из 2-х самоцентрирующих зажимов "No-Roc" с 3-мя точками мощностью от 12" до 21".

AS26 – Комплект из 2-х фигурных скоб автомобилей с 4 точками мощностью от 10" до 26".

STP – Струйный принтер.

KC3 – Рамка калибровки для головок датчиков.

CPRM2 – Пара вращающихся платформ для измерения макс привода рулевого управления с мощностью 1,0 т.

CBE – Внешнее зарядное устройство (только для версий wireless).

DATA BANK – Обновление базы данных легковых и грузовых автомобилей.

laco 830

Automotive Equipment

IT Assetto
Ruote

EN Wheel
Aligner

PY Стенд
Сход-Развал

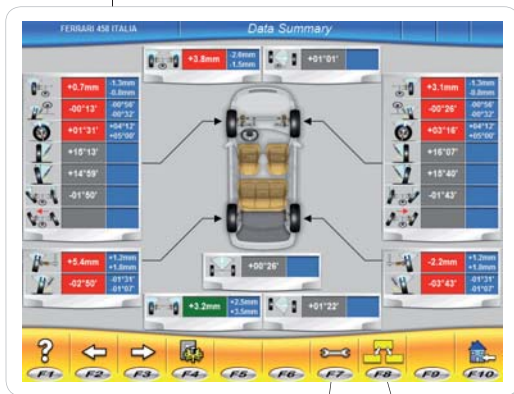


Key Benefits

Tecnologia – Facilità d'uso - Precisione
Technology – Ease of use – Precision
Технология – Простота использования – Точность

- IT** Allineatore ruote computerizzato in ambiente Windows XP dotato di tecnologia di misura ad **8 telecamere digitali ad alta risoluzione ed utilizzato dai professionisti del settore** per il rilevamento ed il calcolo di tutti gli angoli di assetto di auto e veicoli commerciali leggeri. Il TECO 830 è equipaggiato di target visivi anti-urto, mobile carrellato per una facile movimentazione all'interno dell'area di lavoro, banca dati primaria comprensiva di oltre 20.000 veicoli e software di allineamento professionale completo di programma di guida grafica. Il gruppo telecamere, adatto per utilizzi in piccoli ambienti e anche con ponti a 4 colonne, può essere installato al suolo tramite l'utilizzodi una apposita colonna di sostegno o a parete tramite staffa dedicata.
- EN** Electronic wheel aligner based on Windows XP Professional software platform, suitable to perform wheel alignment adjustments for cars and light commercial vehicles. **Conceived for industry professionals**, TECO 830 is equipped with **8 high resolution digital cameras**, 4 anti-shock visual targets, wheeled cabinet for an easy shifting inside working area, primary data bank composed of more than 20.000 vehicles and professional alignment software complete with graphic guidance program. The camera measuring system can be installed on floor by means of an on-purpose column and on wall using a specific support bracket.

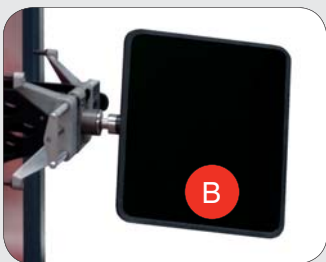
PY Компьютеризированный в среде Windows XP стенд сход-развал колес, оснащен измерительной техникой из 8-ми цифровых телекамер высокого разрешения предназначен для использования профессионалами в данном секторе для обнаружения и регулировки всех углов легковых автомобилей и легких коммерческих автомобилей. Сход-развал TECO 830 оснащена амортизирующими визуальными целями, движущейся тележкой для удобства передвижения в пределах рабочего пространства; первичной базой данных, включающей более 20.000 автомобилей; и профессиональным программным обеспечением регулировки колес в комплекте с программой графического руководства. Группы телекамер приспособлены для использования в небольших помещениях а также с 4-х стоечными мостами; могут быть установлена на полу с помощью соответствующей удерживающей стойки или на стене с помощью специального поддерживающего кронштейна.



IT **TECNOLOGIA DI MISURA**
Tecnologia di visione tramite 8 telecamere ad alta risoluzione, dotate di ampio campo di lavoro in grado di compensare una eventuale variazione di altezza del ponte senza perdere la visione dei target. L'allineatore prevede, comunque, la possibilità di ruotare manualmente il gruppo telecamere in caso di necessità.

EN **MEASURING TECHNOLOGY**
Measuring technology by means of 8 high resolution digital cameras with wide working range in order to compensate eventual vehicle lifting height variations without losing the sight of visual targets. In case of need, the wheel aligner TECO 830 offers, anyway, the possibility to manually rotate the measuring camera system.

PY **ИЗМЕРИТЕЛЬНЫЕ ТЕХНОЛОГИИ**
Технология изображения восьмью телекамерами высокого разрешения обеспечивает большую рабочую зону и может компенсировать возможные изменения высоты моста не теряя из виду цель. В случае необходимости стенд Сход-Развал предусматривает возможность вращать группу телекамер вручную.



IT TARGET VISIVI: Bersagli passivi privi di componenti elettronici che non necessitano di operazioni di calibrazione. Progettati in materiale resistente agli urti e dotati di filtro solare aggiuntivo per operare correttamente anche in condizioni ambientali sfavorevoli.

EN VISUAL TARGETS: Visual targets manufactured in shock resistant material and protected with a thin solar filter film to make them operate correctly even in unfavorable environmental conditions. Conceived without any electronic component which do not require any calibration activity.

PY ВИЗУАЛЬНЫЕ ЦЕЛИ: Пассивные цели лишённые электронных компонентов, которые не требуют операций калибровки. Сконструированы из устойчивого противоударного материала и оснащены дополнительными солнечными фильтрами для правильной работы даже в неблагоприятных условиях окружающей среды.



IT SOFTWARE DI ALLINEAMENTO: Programma completo di allineamento professionale con interfaccia utente chiara ed intuitiva per evitare di indurre l'operatore in errore durante le varie fasi di lavoro. Possibilità di personalizzare lingua, display e tasti funzione.

EN ALIGNMENT SOFTWARE: Professional alignment software complete with an easy-to-use and intuitive user interface to prevent operators from making errors during the different working phases. Possibility to customize display, key functions and languages.

PY ПРОГРАММА ВЫРАВНИВАНИЯ: Комплексная программа профессионального регулирования колес, четкий и интуитивно понятный пользовательский интерфейс, чтобы избежать ошибок оператора во время различных этапов работы. Возможность адаптировать язык, дисплей и функциональные клавиши.



IT BANCA DATI: Disponibili una banca dati principale costituita da oltre 20.000 veicoli suddivisi per area geografica per facilità di consultazione ed una banca dati secondaria gestibile e personalizzabile direttamente dall'operatore.

EN DATA BANK: The primary data bank is composed of more than 20.000 vehicles, adequately subdivided into different geographical areas for easy data searching. Available also a secondary data bank to be managed and customized directly from the user.

PY БАЗА ДАННЫХ: Доступна основная база данных, которая состоит из более чем 20.000 транспортных средств разделенные на географические области для удобства ссылок и второстепенная база данных пользователя управляемая и настраиваемая оператором.



IT PROGRAMMA DI COMPENSAZIONE RUN-OUT: Programma ROC a spinta per compensare eventuali errori di run-out della ruota e possibili imperfezioni di accoppiamento graffa-cerchione. I valori di compensazione sono calcolati simultaneamente sulle 4 ruote favorendone una rotazione di soli 30°.

EN RUN-OUT COMPENSATION PROGRAM: Program to compensate run-out problems on tyre and rim and possible mistakes caused by an incorrect coupling between rim and self-centering clamp. The compensation value is calculated by pushing the vehicle for a distance corresponding to a wheel rotation of only 30°.

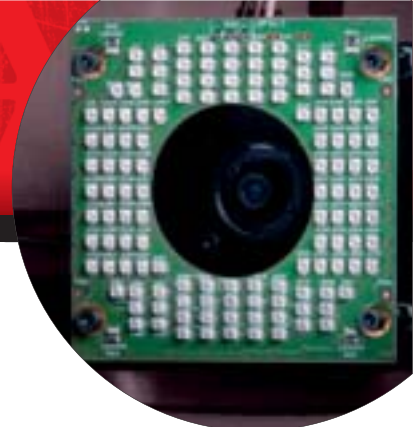
PY ПРОГРАММА КОМПЕНСАЦИИ RUN-OUT: Программа ROC предназначена для компенсации биения колеса и возможных дефектов центровки колеса и дефектов края диска. Значение компенсации рассчитываются одновременно на все 4-ре колеса при вращении всего лишь на 30°.



IT PROGRAMMA GUIDA GRAFICA OPERATIVA: Il programma di animazione grafica è fornito di serie e rappresenta un ulteriore utile ed immediato strumento di supporto per l'operatore durante tutte le fasi di registrazione degli angoli di assetto.

EN OPERATIVE GRAPHIC GUIDANCE PROGRAM: The wheel aligner is standard supplied with a guidance program to support the user with an easy-to-understand graphic assistance on operating functions and work-flow visualization.

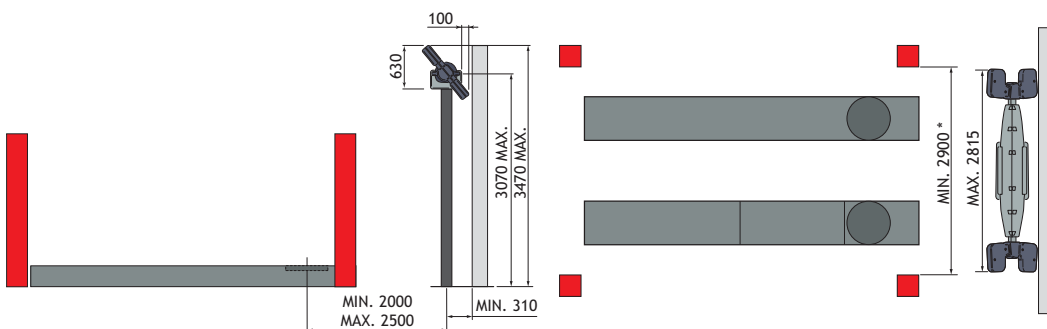
PY ПРОГРАММА ОПЕРАТИВНОГО ГРАФИЧЕСКОГО РУКОВОДСТВА: Графическая программа анимации является стандартной и представляет собой инструмент поддержки оператора во время различных этапов регистрации и установки углов.



Assetto Ruote Wheel Aligner Стенд Сход-Развал

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

TECNOLOGIA DI MISURA	MEASURING TECHNOLOGY	ИЗМЕРИТЕЛЬНАЯ ТЕХНОЛОГИЯ	Cameras
DISPOSITIVO MISURA ANGOLI	ANGLE MEASURING DEVICE	УСТРОЙСТВО ИЗМЕРЕНИЯ УГЛОВ	Targets
SISTEMA OPERATIVO	OPERATING SYSTEM	ОПЕРАЦИОННАЯ СИСТЕМА	Windows XP Embedded
PRECISIONE DI ALLINEAMENTO	ALIGNMENT PRECISION	ТОЧНОСТЬ ИЗМЕРЕНИЙ	0,01°
BANCA DATI	DATA BANK	БАЗА ДАННЫХ	> 20.000
ALIMENTAZIONE	POWER SUPPLY	ПИТАНИЕ	240V 1ph
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PESO UNITA CENTRALE	CENTRAL UNIT WEIGHT	ВЕС ЦЕНТРАЛЬНОГО УСТРОЙСТВА	150 Kg (330 lbs)
PESO TESTATA TELECAMERE	CAMERA HEAD WEIGHT	ВЕС ТЕЛЕКАМЕР	35 Kg (77 lbs)



ACCESSORI OPZIONALI

C830 – Colonna completa per installazione a pavimento. Disponibile in 3 differenti altezze (3,1-2,5-1,9m).

S830 – Staffa di fissaggio testata telecamere per installazione a parete.

MNT – Monitor LCD 19”.

STP – Stampante a getto di inchiostro.

CU830 – Unità di calibrazione completa di barra e target.

AS – Serie di 2 graffe a 4 punte aventi capacità da 10” a 21”.

AS26 – Serie di 2 graffe a 4 punte aventi capacità da 10” a 26”.

CPRM2 – Coppia di piatti rotanti per la misura della sterzata massima aventi capacità di 1,0 T.

BANCA DATI – Aggiornamento banca dati auto.

OPTIONAL ACCESSORIES

C830 – Complete column for on-floor installation. Available in 3 different heights (3,1-2,5-1,9m).

S830 – Camera head fixing bracket for on-wall installation.

MNT – LCD monitor 19”.

STP – Inkjet printer complete with USB cable.

CU830 – Calibration unit complete with single bar and target.

AS – Set of 2 standard 4-point clamps having capacity from 10” to 21”.

AS26 – Set of 2 standard 4-point clamps having capacity from 10” to 26”.

CPRM2 – Pair of turntables for steering measurement having max capacity of 1,0 T (2205 lbs).

DATA BANK – Car data bank update.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ДОПОЛНИТЕЛЬНЫЕ ПРИНАДЛЕЖНОСТИ

C830 – Стойка для напольной установки.

S830 – Крепежный кронштейн для настенного монтажа телекамеры.

MNT – Monitor LCD 19”.

STP – Струйный принтер.

CU830 – Калибровочный блок с набором стержня и цели.

AS – Комплект из 2-х скоб с 4 точками мощностью от 10” до 21”.

AS26 – Комплект из 2-х скоб с 4 точками мощностью от 10” до 26”.

CPRM2 – Пара вращающихся платформ, для измерения максимального привода рулевого управления, мощностью 1,0T.

DATA BANK – Обновление базы данных автомобилей.



NEW

ELECTRONIC WHEEL WASHER

IT ES

LR400

**CLEAN
PRESERVE
ENHANCE**



**LR400
Lavaruote Elettronica
Lavarruedas Electrónico**

IT

Dotata di sistema di lavaggio a ciclo chiuso ad acqua a bassa pressione e granuli, concepita per operare su ruote di auto, SUV e veicoli commerciali leggeri di elevate dimensioni e peso. Progettata e testata anche per funzionamento ottimale su ruote chiodate.

Ideale per utilizzi presso gommisti specializzati, il prodotto offre all'operatore la possibilità di impostare tramite consolle 6 diversi cicli di lavaggio in funzione di diverse tipologie e stato di pulizia dei cerchioni. L'adozione di numerose soluzioni tecniche brevettate, che coinvolgono i principali gruppi funzionali del prodotto, permettono al gommista di eliminare efficacemente da cerchi e pneumatici sporcizia, polvere di ferro e eventuali residui salini, garantendone così un perfetto e sicuro servizio di manutenzione ed eventualmente stoccaggio.

Le performance della lavaruoete LR400 possono essere ulteriormente esaltate grazie all'utilizzo di un sistema opzionale di riscaldamento acqua gestibile elettronicamente tramite display.

ES

Dotado de sistema de lavado de ciclo cerrado con agua a baja presión y gránulos, concebida para operar en ruedas de turismos, vehículos todoterreno ligeros y vehículos comerciales ligeros de grandes dimensiones y peso. Diseñado y probado también para el funcionamiento óptimo en ruedas de clavos.

Ideal para usos en centros de neumáticos especializados, el producto ofrece al operador la posibilidad de configurar mediante una consola 6 ciclos de lavado distintos en función de distintos tipos y estado de limpieza de las llantas. La adopción de numerosas soluciones técnicas patentadas, que incluyen los principales grupos funcionales del producto, permiten al profesional de los neumáticos eliminar eficazmente de llantas y neumáticos suciedad, polvo de ferodo y eventuales residuos salinos, garantizando así su perfecto y seguro servicio de mantenimiento y eventualmente su almacenamiento.

El rendimiento del lavarruedas LR400 se puede aumentar aún más gracias al uso de un sistema opcional de calentamiento de agua gestionable electrónicamente mediante la pantalla.



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LAVARUOTE ELETTRONICA

LR400



Lavaggio ed asciugatura sono operazioni indispensabili per i gommisti che offrono un servizio professionale di stoccaggio ai propri clienti.

Il lavaggio di pneumatico e cerchione su base periodica elimina i residui salini e le polveri del sistema di frenatura dannosi per l'integrità del bordo del pneumatico, consentendo una maggiore sicurezza su strada ed una più precisa rilevazione dei valori di squilibrio durante il processo di equilibratura ruota.

LR400 è un prodotto dal design innovativo nato per rispondere a queste esigenze. Il sistema di lavaggio a ciclo chiuso con granuli di plastica evita l'utilizzo di aggressivi e dannosi agenti chimici ed isola i residui di scarto consentendone un adeguato trattamento eco-compatibile. Le geometrie di spruzzo ed i granuli di plastica puliscono efficacemente anche i cerchi con profilo speciale garantendone impatto estetico in termini di brillantezza e maggiore durata nel tempo. Il lavaggio con acqua riscaldata (opzionale), oltre ad esaltare le performance di lavaggio della macchina, permette di portare il bordo del pneumatico alla temperatura ideale per rendere meno traumatiche le tensioni a cui è sottoposto durante le operazioni di montaggio. La geometria del sistema di asciugatura elimina i residui d'acqua sui pneumatici ed evita di compromettere ordine e pulizia della postazione di lavoro.



DATI TECNICI	
DIAMETRO RUOTA	540-850 mm (21"-33")
LARGHEZZA RUOTA	140-360 mm (6"-14")
PROTRUSIONE MASSIMA RAZZE	15 mm (0,6") per marcia silenziosa
PESO MASSIMO RUOTA	65 Kg (145 lbs)
TIPOLOGIA RUOTA	Idonea anche per ruote chiodate
VOLUME DI ACQUA	290 lit
QUANTITÀ DI GRANULI	23 Kg (50 lbs)
CICLI DI LAVAGGIO	6
TEMPI DI LAVAGGIO	10 - 30 - 60 - 90 - 120 - 600 sec
TEMPO DI ASCIUGATURA	20 sec
PRESSIONE DI ESERCIZIO	8-10 Bar (116-145 psi)
INSONORIZZAZIONE	Totale su 4 lati
MOTORE ELETTRICO	0,375 kW (0,5 Hp)
POMPA IDRAULICA	5,5 kW (7,4 Hp) con portata 500 lit/min
ALIMENTAZIONE	230-400V 3ph 50Hz
RISCALDATORE	4,0 kW (5,4 Hp) disponibile su richiesta
DIMENSIONI	1015x1305x1475 mm (40"x52"x58")
PESO NETTO	330 Kg (725 lbs)

GRUPPI FUNZIONALI

- CAMERA DI LAVAGGIO** in acciaio inox con pareti esterne dotate di copertura insonorizzante su 4 lati per riduzione al minimo della rumorosità di lavoro.
- SISTEMA DI TRASCINAMENTO** ruote brevettato per silenziosità di marcia ed incremento stabilità di rotolamento durante le fasi di lavaggio ed asciugatura. Progettato per funzionamento ottimale anche su ruote chiodate.
- SISTEMA DI LAVAGGIO** ad acqua a bassa pressione e granuli di materiale plastico dotato di ugelli di spruzzo brevettati per ottenere un perfetto risultato di pulizia anche su cerchi in lega di particolare profilo.
- SISTEMA DI ASCIUGATURA** brevettato per migliorarne le performance di asciugatura e, quindi, mantenere pulita l'area di lavoro durante le attività di scarico della lavaruote. L'attivazione della fase di asciugatura è prevista al termine di ogni ciclo di lavaggio ed azionabile da consolle ogniqualvolta l'operatore lo ritenga necessario.
- CONSOLLE DI COMANDO** intuitiva con LED a luminosità variabile e messaggi disponibili in 6 differenti lingue. Sono selezionabili 6 cicli di lavaggio: 1 pre-lavaggio di 10s, 2 cicli principalmente per ruote in ferro da 30s e 60s, 2 cicli principalmente per cerchi in lega da 90s e 120s ed 1 ciclo di lavaggio continuo.
- VASCA DI CONTENIMENTO** acqua di capacità 290 litri che permette un'agevole raccolta e smaltimento eco-compatibile dei residui di lavaggio. Il cambio acqua è previsto ogni 500 cicli ed è gestito elettronicamente tramite consolle.
- DISPOSITIVO DI RISCALDAMENTO** acqua gestito elettronicamente e disponibile su richiesta per migliorare ulteriormente le performance di lavaggio della macchina. Sono previste due procedure di riscaldamento ed un timer di programmazione per attivare il funzionamento del riscaldatore all'ora desiderata dall'operatore.
- TRAVESEDI MOVIMENTAZIONE** posizionate sulla parte inferiore della vasca di contenimento per una facile movimentazione della macchina all'interno dell'area di lavoro.

LAVARRUEDAS ELECTRÓNICO

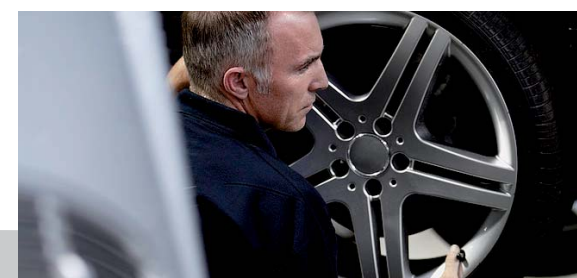
LR400



El lavado y el secado son operaciones indispensables para los profesionales de los neumáticos que ofrecen un servicio profesional de almacenamiento a sus clientes.

El lavado de neumático y llanta de manera periódica elimina los residuos salinos y el polvo del sistema de frenado perjudiciales para la integridad del borde del neumático, permitiendo una mayor seguridad en carretera y una detección más precisa de los valores de desequilibrio durante el proceso de equilibrado de la rueda.

LR400 es un producto de diseño innovador nacido para responder a estas exigencias. El sistema de lavado de ciclo cerrado con granulos de plástico evita el uso de agentes químicos agresivos y dañinos y aísla los residuos de desecho permitiendo un tratamiento ecológico adecuado de los mismos. La geometría de pulverización y los granulos de plástico limpian eficazmente incluso las llantas con perfil especial garantizando su impacto estético en términos de brillo y mayor duración en el tiempo. El lavado con agua calentada (opcional), además de mejorar el rendimiento de lavado de la máquina, permite poner el borde del neumático a la temperatura ideal para hacer menos traumáticas las tensiones a las que se somete durante las operaciones de montaje. La geometría del sistema de secado elimina los residuos de agua en los neumáticos y evita comprometer orden y limpieza del puesto de trabajo.



DATOS TÉCNICOS	
DIÁMETRO RUEDA	540-850 mm (21"-33")
ANCHURA RUEDA	140-360 mm (6"-14")
SALIENTE MÁXIMO RADIOS	15 mm (0,6") para funcionamiento silencioso
PESO MÁXIMO RUEDA	65 Kg (145 lbs)
TIPO RUEDA	Adecuada también para ruedas de clavos
VOLUMEN DE AGUA	290 l
CANTIDAD DE GRÁNULOS	23 Kg (50 lbs)
CICLOS DE LAVADO	6
TIEMPOS DE LAVADO	10 - 30 - 60 - 90 - 120 - 600 seg
TIEMPO DE SECADO	20 seg
PRESIÓN DE TRABAJO	8-10 Bares (116-145 psi)
INSONORIZACIÓN	Total en 4 lados
MOTOR ELÉCTRICO	0,375 kW (0,5 Hp)
BOMBA HIDRÁULICA	5,5 kW (7,4 Hp) con caudal de 500 l/min
ALIMENTACIÓN	230-400V 3ph 50Hz
CALENTADOR	4,0 kW (5,4 Hp) disponible a petición
DIMENSIONES	1015x1305x1475 mm (40"x52"x58")
PESO NETO	330 Kg (725 lbs)

GRUPOS FUNCIONALES

- CÁMARA DE LAVADO** de acero inoxidable con paredes externas dotadas de cubierta insonorizante en 4 lados para la reducción al mínimo del ruido de trabajo.
- SISTEMA DE ACCIONAMIENTO** ruedas patentado para el silencio de funcionamiento y el aumento de estabilidad de giro durante las fases de lavado y secado. Diseñado para un funcionamiento óptimo incluso en ruedas de clavos.
- SISTEMA DE LAVADO** con agua a baja presión y granulos de material plástico dotado de boquillas de pulverización patentadas para obtener un perfecto resultado de limpieza incluso en llantas de aleación de perfil especial.
- SISTEMA DE SECADO** patentado para mejorar su rendimiento de secado, y por tanto, mantener limpia la zona de trabajo durante las actividades de vaciado del lavarruedas. La activación de la fase de secado está prevista al término de cada ciclo de lavado y se puede accionar desde la consola siempre que el operador lo considere necesario.
- CONSOLA DE MANDO** intuitiva con LED de luminosidad variable y mensajes disponibles en 6 idiomas distintos. Se pueden seleccionar 6 ciclos de lavado: 1 prelavado de 10s, 2 ciclos principalmente para ruedas de hierro de 30s y 60s, 2 ciclos principalmente para llantas de aleación de 90s y 120s y 1 ciclo de lavado continuo.
- CUBA DE CONTENCIÓN** agua con una capacidad de 290 litros que permite una fácil recogida y eliminación ecológica de los residuos de lavado. El cambio de agua se prevé cada 500 ciclos y se gestiona electrónicamente mediante la consola.
- DISPOSITIVO DE CALENTAMIENTO** de agua gestionado electrónicamente y disponible a petición para mejorar aún más el rendimiento de lavado de la máquina. Se incluyen dos procedimientos de calentamiento y un temporizador de programación para activar el funcionamiento del calentador a la hora deseada por el operador.
- TRAVESAÑOS DE DESPLAZAMIENTO** situados en la parte inferior de la cuba de contención para un desplazamiento sencillo de la máquina dentro de la zona de trabajo.



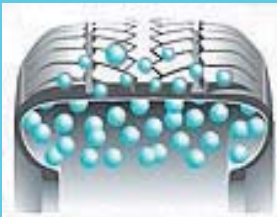
GENERATORI D'AZOTO NITROGEN GENERATOR



	Pressione di alimentazione <i>Working pressure</i>	Portata <i>Flow Capacity</i>	Purezza azoto <i>N₂ purity</i>	Peso <i>Weight</i>	Dimensioni <i>Sizes</i>	Capacità serbatoio <i>Tank Capacity</i>
SA 150	8-10 Bar	1,5 Nm ³ /h	95%	85 Kg	645x985x1430	100 l
SA 300	8-10 Bar	3,0 Nm ³ /h	95%	87 Kg	645x985x1430	100 l
SA 2000	10-13 Bar	20 Nm ³ /h	95%	52 Kg	635x610x1295	NO

GENERATORE - GENERATOR	UTILIZZATORI - END USERS
SA 150	Piccole officine - Gommisti moto - Stazioni di servizio <i>Garage - Motorcycle workshops - Petrol stations</i>
SA 300	Gommisti auto professionali - Concessionari auto <i>Professional tyre workshops - Car dealers</i>
SA 2000	Gommisti professionisti camion - Aziende per trasporti <i>Professional truck tyre workshops - Transport companies</i>

Pneumatici gonfiati con aria compressa *Tyres inflated with compressed air*



Nei pneumatici gonfiati ad aria le molecole di ossigeno e vapore acqueo tendono a migrare attraverso la carcassa.

In air-inflated tyres oxygen and steam molecules migrate through the casing.

Pneumatici gonfiati con azoto *Tyres inflated with nitrogen*



L'azoto puro allo stato secco riduce le perdite di pressione diminuendo il consumo di carburante.

High purity dry nitrogen reduces pressure losses thus reducing fuel consumption



ACCESSORI OPTIONAL - OPTIONAL ACCESSORIES

Avvolgi tubo

Lunghezza totale di mt.15 con struttura antiurto e dispositivo automatico di arresto.

Hose reel

15 m total hose length with shock resistant housing and automatic stop device

Pistoletta

Pistoletta di gonfiaggio professionale con corpo in alluminio e manometro

Inflating gun

Professional inflating gun with alloy body and manometer



TECO s.r.l.
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TECO si riserva il diritto di apportare ogni modifica alle macchine in qualsiasi momento senza obbligo di preavviso.
TECO reserves the right to make any modification to its machines at any time without prior notice or obligation.

GENERATORI D'AZOTO NITROGEN GENERATOR



SA150



SA300



SA 2000



Perchè l'azoto

1. Pressione del pneumatico costante per un periodo di tempo superiore rispetto a quanto avviene utilizzando la normale aria compressa. Una corretta pressione permette di ridurre la resistenza al rotolamento con conseguente riduzione del consumo del carburante.
2. Pressione costante significa anche maggior sicurezza nella guida grazie alla migliore aderenza del pneumatico.
3. Ridotto degrado del pneumatico: l'ossigeno ed il vapore acqueo presenti nei pneumatici gonfiati ad ARIA ossidano la miscela del pneumatico e gli inserti metallici al suo interno. L'AZOTO evita l'ossidazione perché privo di umidità riducendo il rischio di cedimenti improvvisi della struttura.
4. Riduzione dell'ossidazione delle parti metalliche del cerchio, quali tortiglie e valvola, quindi miglioramento della tenuta, del tempo di gonfiaggio e della facilità di smontaggio.
5. Eliminazione del rischio di esplosione del pneumatico dovuto a surriscaldamento.

Come funzionano i generatori di azoto

I nuovi generatori TECO producono azoto dalla distillazione frazionata dell'aria compressa in ingresso (min 8 bar per SA150-SA300, min 12 bar per SA2000) attraverso filtri a membrana in grado di separare le molecole di ossigeno da quelle di azoto. All'uscita del generatore la purezza ottenibile è del 95%.

Ciclo di funzionamento

Per ottenere un buon stato iniziale di purezza, l'aria compressa in ingresso passa attraverso una serie di filtri disoliatori, con indicatore di intasamento a vista, in grado di trattenere particelle solide ed oleose fino a 0,01 micron. Successivamente passa attraverso il filtro a carboni attivi per rendere l'azoto prodotto privo di qualsiasi tipo di vapore. I generatori SA 300 ed SA 2000 hanno un prefiltro per una maggior durata del filtro disoliatore. L'ultima fase di separazione è attraverso il filtro a membrana permeabile per raggiungere lo stato di purezza finale dell'azoto.

SA 150

Macchina per il gonfiaggio ruote di vetture e motocicli, con portata nominale di 1,5 Nm³/h, completa di ruote per effettuare operazioni a bordo veicolo. Serbatoio integrato di grande capacità (100l) per avere sempre pronta un'ampia riserva di azoto e ridurre i tempi di ricarica, manometro per il controllo della pressione nel serbatoio d'accumulo e in ingresso. Selettore aria azoto che permette l'utilizzo come stazione di gonfiaggio integrata. Attacco rapido femmina per serbatoio aggiuntivo.



SA 150

Generator for the inflation of car and motorbike wheels, with nominal capacity of 1,5 Nm³/h, complete with wheels to operate by the vehicle. Integrated high capacity tank (100 l) to always have available a nitrogen reserve and reduce the inflating time. Manometer to control the inlet and storage tank pressure. Air-nitrogen Selector allowing to use the generator as an integrated inflating station. Female quick coupling for connecting to an auxiliary second tank.

SA 300

Macchina professionale per il gonfiaggio ruote di furgoni, vetture e motocicli, con portata nominale del generatore 3,0 Nm³/h, completa di ruote per effettuare operazioni a bordo veicolo. Serbatoio da 100l integrato permette di avere sempre pronta un'ampia riserva di azoto e ridurre i tempi di ricarica, manometro per il controllo della pressione nel serbatoio d'accumulo e in ingresso. Completo di prefiltro. Selettore aria azoto che permette l'utilizzo come stazione di gonfiaggio integrata. Attacco rapido femmina per serbatoio aggiuntivo.



SA 300

Professional generator for the inflation of van, car and motorbike wheels, with a nominal capacity of 3,0 Nm³/h, complete with wheels to operate by the vehicle. Integrated high capacity tank (100 l) to always have available a nitrogen reserve and reduce the inflating time. Manometer to control the inlet and storage tank pressure. Complete with pre-filter. Air-nitrogen Selector allowing to use the generator as an integrated inflating station. Female quick coupling for connecting to an auxiliary second tank.

SA 2000

Il generatore SA2000 è un sistema completo progettato per trasformare in continuo l'aria compressa di rete in azoto. Macchina professionale per il gonfiaggio ruote da autocarro, bus, movimento terra, con portata nominale del generatore 20 Nm³/h, completa di ruote per effettuare operazioni a bordo veicolo. Manometro per il controllo della pressione in ingresso. Selettore aria azoto che permette l'utilizzo come stazione di gonfiaggio integrata. Attacco rapido femmina per serbatoio aggiuntivo.



SA 2000

The SA2000 generator is a complete system conceived to continuously transform compressed air into nitrogen. Professional generator for inflating truck, bus, grade and earth moving machine wheels, with a nominal capacity of 20,0 Nm³/h, complete with wheels to operate by the vehicle. Manometer for the control of the inlet pressure. Complete with pre-filter. Air-nitrogen Selector allowing to use the generator as an integrated inflating station. Female quick coupling for connecting to an auxiliary tank.

Why nitrogen

1. The tyre pressure remains constant, due to the inner characteristics of the nitrogen, for a longer period of time in comparison with normal compressed air. A correct pressure allows to decrease the tyre rolling resistance with a consequent reduction in the fuel consumption
2. Constant pressure also means a higher driving safety, thanks to the better grip of the tyre to the road (steering and braking).
3. Reduction of tyre degrading: the oxygen and the steam inside the tyres inflated with air can cause damages to the tyre compound and to the internal metal inserts. The NITROGEN avoids the oxidation, as it contains no humidity, and the consequent risk of sudden failures.
4. Oxidation reduction in the metal parts of the rim, of the internal parts of the tyre and of the valve, with consequent improvement of seal, inflating time and demounting procedure. Between aging rubber and corroding steel cords oxygen reduces retreadability.
5. Nitrogen is an inert, dry and non-flammable gas and, consequently, reduces the risk of explosion due to overheating.

How nitrogen generators work

The new nitrogen generators from TECO produce nitrogen by the separation of the entering compressed air (min 8 bar for SA150-SA300, min 12 bar for SA2000) through membrane filters able to separate the oxygen molecules from the nitrogen ones. At the generator outlet the nitrogen purity is 95%.

Working cycle

To reach a good starting level of purity, the entering compressed air passes through some oil-separating filters having on sight stoppage indicator in order to retain solid and oil particles up to 0,01 micron. After that, the air passes through an activated carbon filter to eliminate any trace of vapour from the nitrogen. SA300 and SA 2000 generators are provided also with a pre-filter for a longer life of the oil-separating filter. The last separating step is through a permeable membrane filter to achieve the maximum purity of the nitrogen.

teco 35

Automotive Equipment



(IT) Smontagomme
Automatico

(EN) Automatic
Tyre Changer

(PY) Автоматический
Шиномонтажный Станок

Key Benefits

Affidabilità – Durata – Robustezza

Reliability – Durability – Robustness

Надёжность – Продолжительность – Прочность



Smontagomme Automatico Automatic Tyre Changer Автоматический Шиномонтажный Станок

DATI TECNICI - TECHNICAL DATA - ТЕХНИЧЕСКИЕ ДАННЫЕ

CAPACITA DI SERRAGGIO	CLAMPING CAPACITY	ЗАЖИМ ДИСКА	10"-23"
SERRAGGIO ESTERNO	EXTERNAL CLAMPING	ВНЕШНИЙ ЗАЖИМ	10"-20"
SERRAGGIO INTERNO	INTERNAL CLAMPING	ВНУТРЕННИЙ ЗАЖИМ	13"-23"
DIAMETRO MASSIMO RUOTA	MAX WHEEL DIAMETER	МАКС ДИАМЕТР КОЛЕСА	1000 mm (39,5")
LARGHEZZA MASSIMA RUOTA	MAX WHEEL WIDTH	МАКС ШИРИНА КОЛЕСА	320 mm (12,5")
FORZA STALLONATORE	BEAD BREAKER FORCE	УСИЛИЕ ЦИЛИНДРА ОТЖИМА	2800 Kgf (6175 lbf)
VELOCITA DI ROTAZIONE	TURNTABLE SPEED	СКОРОСТЬ ВРАЩЕНИЯ	8 rpm (6-12 rpm 2sp)
LIVELLO DI RUMOROSITA	NOISE LEVEL	УРОВЕНЬ ШУМА	< 70 ± 3 dB(A)
PRESSIONE DI ESERCIZIO	WORKING PRESSURE	РАБОЧЕЕ ДАВЛЕНИЕ	8-10 Bar (116-145 psi)
MOTORE EL. TRIFASE	3-PHASE EL. MOTOR	ЭЛ. МОТОР 3-Х ФАЗНЫЙ	0,55 kW (0,75 Hp)
MOTORE EL. MONOFASE	1-PHASE EL. MOTOR	ЭЛ. МОТОР ОДНОФАЗНЫЙ	0,75 kW (1,0 Hp)
PESO NETTO	NET WEIGHT	ВЕС НЕТТО	205 Kg (450 lbs)
PESO NETTO - VERSIONE T.I.	NET WEIGHT - T.I. VERSION	ВЕС НЕТТО - ВЕРСИЯ Т.И.	215 Kg (475 lbs)

Smontagomme automatico ideale per utilizzi in officine meccaniche professionali e gommisti, concepito per operare su ruote di autovetture e veicoli commerciali leggeri.

La macchina è disponibile anche nella versione con dispositivo per il gonfiaggio di pneumatici tubeless (versione t.i.) e con piatto autocentrante a doppia velocità di rotazione (versione 2 speed).

Automatic tyre changer, ideal to be used in professional repair shops and tyre shops, conceived to mount and demount car and light commercial vehicle wheels.

The product can be also customized with air reserve tank and inflating nozzles for tubeless tyre inflation (t.i. version) and with a 2-speed self-centering turntable (2 speed version).

Автоматический шиномонтажный станок идеален для использования в автосервисах предназначен для монтажа и демонтажа колес легковых автомобилей и легких коммерческих автомобилей. Стенд доступен по заказу с поворотным столом с двумя скоростями (версия 2 speed). Стенд доступен также с дополнительным взрывным устройством для накачивания бескамерных шин (версия t.i.).

Overall dimensions

H max 1770 mm (70")

L max 1590 mm (63")

W max 1150 mm (45")

CARATTERISTICHE TECNICHE

- Piatto autocentrante a doppio senso di rotazione dotato bielle curve per mantenere costante la forza di serraggio al variare del diametro del cerchio;
- Palo verticale dotato di sistema recupero giochi a boccole coniche;
- Torretta di montaggio con inserti in plastica di protezione per cerchi in lega;
- Cilindro stallonatore a semplice effetto;
- Corpo macchina ideale per utilizzo congiunto con dispositivo pneumatico brevettato UPH e BPS, attrezzatura ausiliaria che assiste l'operatore durante il montaggio e lo smontaggio di ruote ribassate o particolarmente difficili come le Run-Flat.

TECHNICAL FEATURES

- 2 way rotation turntable clamping system which employs unique rod geometry to ensure constant and even clamping power throughout all rim diameters;
- Vertical post equipped with conic bushes to recover clearances, which could appear after an intensive use of the machine;
- Single acting bead breaker cylinder;
- Tool head complete with plastic protection inserts for alloy rims;
- Body ideal to be coupled with the patented pneumatic device UPH and BPS, auxiliary system available on demand to mount and demount particularly tough or low profile tyres such as Run-Flat.

ACCESSORI - ACCESSORIES - ПРИНАДЛЕЖНОСТИ



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ

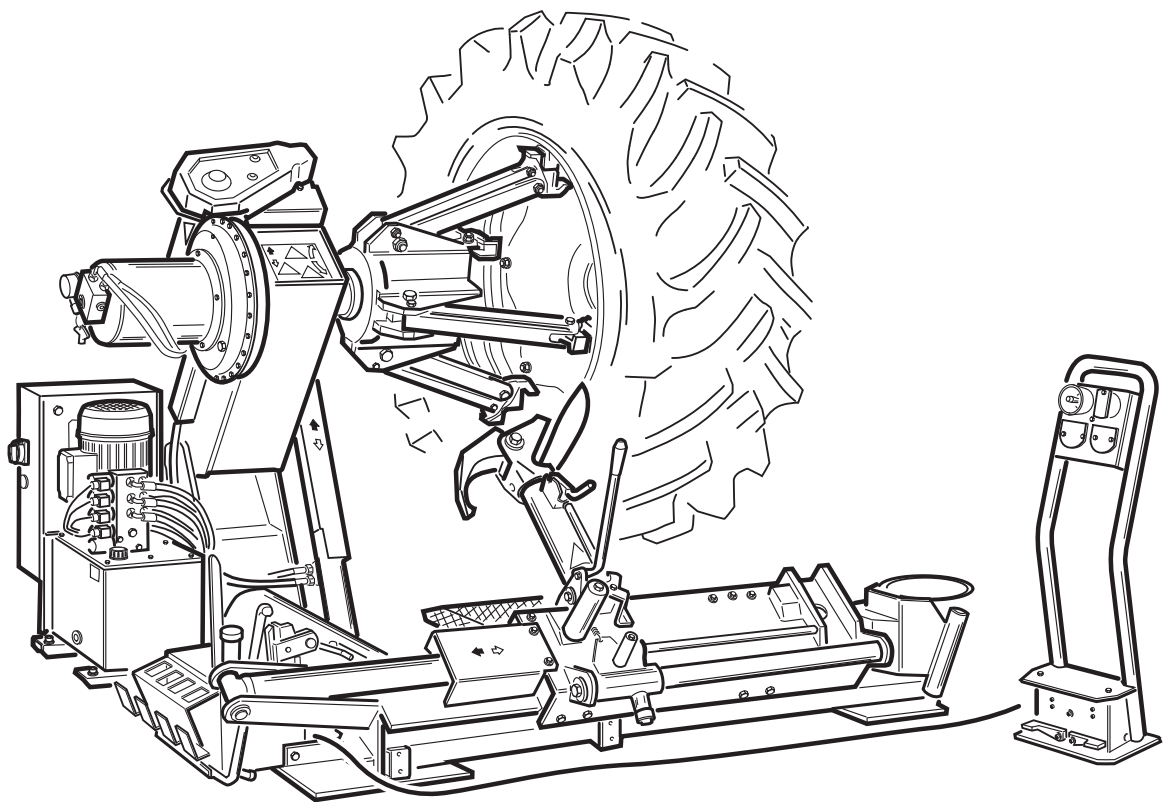
- Самоцентрирующий стол с двусторонним вращением. Специальная геометрия единицы зажима, которая позволяет держать усилие зажима неизменным на дисках различных диаметров;
- Вертикальная балка с системой накерстывания зазора коническими втулками;
- Цилиндр разбортовки с простым эффектом;
- Монтажная головка с защитными пластиковыми насадками для легкосплавных дисков;
- Совместно с дополнительными запатентованными пневматическими устройствами UPH и BPS станок облегчает работу оператора во время монтажа и демонтажа низкопрофильных шин и колес высокой сложности типа Run-Flat.



Automotive Equipment

UNIVERSAL TRUCK TYRE CHANGER

TECO 55A



INSTRUCTION MANUAL

3



MADE IN ITALY
CORREGGIO - R.E.



**DICHIARAZIONE CE DI CONFORMITA'
CE DECLARATION OF CONFORMITY
DECLARATION CE DE CONFORMITE
CE -KONFORMITÄTSEKTLÄRUNG
DECLARACION CE DE CONFORMIDAD**

TECO S.R.L.
via Pio La Torre, 10 - 42015 Correggio (RE) ITALY

DICHIARA CHE IL PRODOTTO A CUI QUESTO MANUALE FA RIFERIMENTO, UTILIZZATO UNICAMENTE CON ACCESSORI ORIGINALI E IN OSSERVANZA ALLE INDICAZIONI CONTENUTE NEL PRESENTE MANUALE, E' CONFORME ALLE SEGUENTI DIRETTIVE E DOCUMENTI NORMATIVI:

Direttive applicabili: 98/37/CE, 2006/95/CE; 2004/108/CE; 86/217/CEE; 87/404/CEE (modificata con la direttiva 93/68/CEE).

Normative applicabili: EN ISO 12100-1; EN ISO 12100-2; EN 60204-1.

DECLARES THAT THE PRODUCT TO WHICH THIS MANUAL REFERS, USED ONLY WITH ORIGINAL ACCESSORIES AND IN ACCORDANCE WITH THE INSTRUCTIONS IN THIS MANUAL, IS COMPLIANT WITH THE FOLLOWING DIRECTIVES AND STANDARDS:

Applicable directives: 98/37/CE, 2006/95/CE; 2004/108/CE; 86/217/CEE; 87/404/CEE (amended with directive 93/68/CEE).

Applicable standards: EN ISO 12100-1; EN ISO 12100-2; EN 60204-1.

DECLARE QUE LE PRODUIT AUQUEL CE MANUEL SE REFERE, UTILISE UNIQUEMENT AVEC DES ACCESSOIRES D'ORIGINE ET EN SUIVANT LES INDICATIONS DONNEES DANS CE MANUEL, EST CONFORME AUX DIRECTIVES ET DOCUMENTS SUIVANTS :

Directives applicables: 98/37/CE, 2006/95/CE; 2004/108/CE; 86/217/CEE; 87/404/CEE (modifiée avec la directive 93/68/CEE).

Normes applicables: EN ISO 12100-1; EN ISO 12100-2; EN 60204-1.

ERKLÄRT HIERMIT, DASS DAS PRODUKT, AUF DAS SICH DIE VORLIEGENDE BETRIEBSANLEITUNG BEZIEHT, BEI VERWENDUNG AUSSCHLIESSLICH MIT ORIGINAL-ZUBEHÖRTEILEN UND GEMÄSS DEN ANWEISUNGEN IM VORLIEGENDEN HANDBUCH DEN VORGABEN FOLGENDER RICHTLINIEN UND NORMEN ENTSPRICHT:

Anwendbare Richtlinien: 98/37/CE, 2006/95/CE; 2004/108/CE; 86/217/EEG; 87/404/EEG (mit der Richtlinie 93/68/EEG modifiziert).

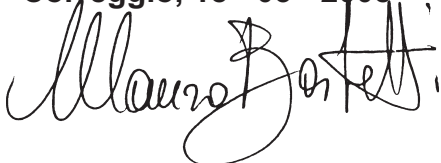
Anwendbare Normen: EN ISO 12100-1; EN ISO 12100-2; EN 60204-1.

DECLARA QUE EL PRODUCTO AL QUE SE REFIERE ESTE MANUAL, UTILIZADO ÚNICAMENTE CON ACCESORIOS ORIGINALES Y CON OBSERVANCIA DE LAS INDICACIONES DEL PRESENTE MANUAL, ES CONFORME CON LO DISPUESTO EN LAS SIGUIENTES DIRECTIVAS Y DOCUMENTOS NORMATIVOS:

Directivas aplicables: 98/37/CE, 2006/95/CE; 2004/108/CE; 86/217/CEE; 87/404/CEE (modificada segun la directiva 93/68/CEE).

Normativas aplicables: EN ISO 12100-1; EN ISO 12100-2; EN 60204-1.

Correggio, 18 - 03 - 2008



TECO srl
Barbetti Ing. Mauro

**SMONTAGOMME PER RUOTE CAMION UNIVERSALE- UNIVERSAL TRUCK
TYRE CHANGER - DEMONTE-PNEUS UNIVERSEL POUR PL - UNIVERSAL
LKW-REIFENMONTIERMASCHINE - DESMONTADORA DE NEUMATICOS
UNIVERSAL PARA CAMIONES**



Il modello della presente dichiarazione è conforme a quanto previsto nella EN 45014
The form of this statement conforms to EN 45014 specifications

Le modèle de la présente déclaration est conforme à ce qui est prévu par la Norme
EN 45014

Das Formular dieser Bestätigung entspricht den Bestimmungen der EN 45014

El modelo de la presente declaración es conforme a cuanto está previsto en las
especificaciones EN 45014

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1. GENERAL INFORMATION

The TECO 55A tyre changer has been specifically designed to demount and mount truck, bus, tractors and earth moving vehicles tyres, with rims from 14" to 46" (56" with SE extension) and a maximum 2300 mm diameter.

Any other use is improper and therefore not authorized.

Before beginning any kind of work on or with this machine, carefully read and understand the contents of these operating instructions.

TECO srl shall not liable for any injury to persons or damage to things caused by improper use of this machine.

KEEP THIS MANUAL NEAR THE MACHINE AND CONSULT IT AS NEEDED DURING OPERATIONS.

2. TECHNICAL DATA

Pump motor	1,5 kW
Gear-box motor	1,3 - 1,85 kW
Handles rim from - to	14" - 46" (56" with SE)
Max. wheel diameter	2300 mm (90")
Max. wheel width	1065 mm (42")
Max. wheel weight	1600 kg
Weight (with standard accessories)	762 kg
Acoustic pressure level (at work)	LpA < 70 dB(A)

3. GENERAL SAFETY REGULATIONS

Operators who work with this machine must be qualified and authorized.

To be considered qualified, an operator must understand the written instructions given by the manufacturer, be trained and be familiar with the regulations governing labour safety.

Operators must not make use of drugs or alcohol which could alter their faculties.

It is, however, essential to:

- Know how to read and understand the descriptions.
- Know the performances and characteristics of this machine.
- Keep unauthorized persons away from the operating zone.
- Make sure that the installation has been made in compliance with all the pertinent regulations and standards in force.
- Make sure that all the operators have been sufficiently trained, that they know how to use the equipment in a correct and safe way and that there is adequate supervision.
- Never touch the electrical equipment or power lines unless the power has been previously turned off.
- Carefully read this manual and learn how to correctly and safely use the machine.
- Always keep this manual ready to hand in an easily accessible place and consult it when necessary.



WARNING!

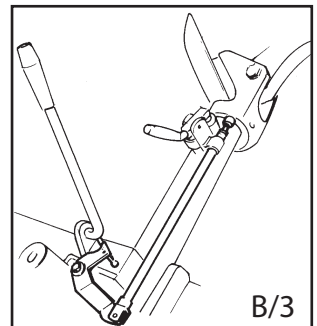
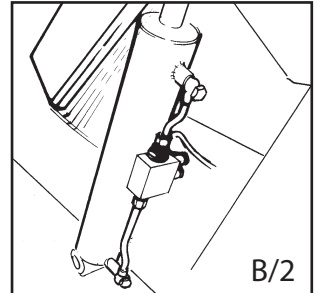
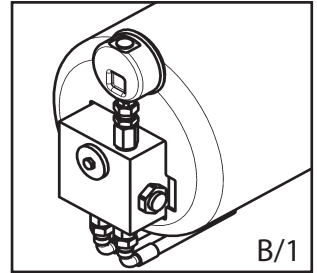
Unauthorized variations or modifications to the machine shall relieve the manufacturer from all liability for any deriving damages or accidents.

In particular, removal or tampering with the safety devices represents a violation of the Labour Safety regulations.

4. SAFETY DEVICES

The TECO 55A tyre changer has a number of safety devices designed to guarantee the utmost operator safety:

1. Check valve on the spindle opening hydraulic line (inside the swivel connector, see fig. B/1). This prevents the wheel from falling from the spindle if the hydraulic line is accidentally broken.
2. Pilot operated dual seal check valve (see Fig. B/2). This prevents the spindle carrier arm from dropping if the hydraulic circuit accidentally breaks.
3. Pump motor overload cut-out (inside the electric enclosure). This cuts in if the motor overheats to prevent it from burning out.
4. Mechanical tool arm tip lock device (See Fig. B/3). Prevents the arm from being moved to its "non-working position" if the tool has been removed.



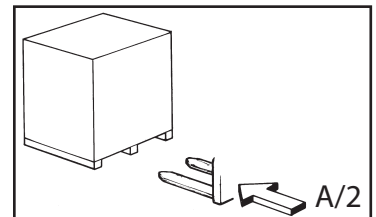
CAUTION: Removing or tampering with the safety devices is in violation of European safety regulations and releases the manufacturer from all liability for damage caused by or related to such actions.

5. TRANSPORT

The machine is delivered in a wooden box with pallet.

Shipping weight is 892 kg.

The machine must be handled with a fork-lift truck with the forks positioned as shown in the figure A/2.



6. INSTALLATION

6.1 INSTALLATION PLACE

Choose the place the machine is to be installed in compliance with current work place safety regulations.

The floor should not be broken or uneven so that the machine will be stable.

If the installation is outdoors, it must be protected by some kind of roofing against rain.

The following work environment conditions are applicable:

Relative humidity: from 30-95% without condensation;

Temperature: from 0-55° C.



WARNING!
The machine must not be operated in explosive environments.

6.2 UNPACKING

Once the packing material has been removed, check the machine visually for any signs of damage.

Keep the packing materials out of the reach of children as they can be a source of danger.

N.B.: Keep the packing for possible future transport.

6.3 INSTALLATION PLACE

Maximum machine space requirements are 2200 x 1640 mm with a minimum distance from walls as shown in the diagram B/4.



CAUTION! These measurements are also the tyre changers working range. Persons other than specially trained and authorized operators are expressly forbidden to enter this area.

Position the tyre changer lifting it with the specific bracket (1, Fig. A) with the tool carrier arm (2, Fig. A) lowered all the way, the spindle (3, Fig. A) closed and the tool carrier slide (4, Fig. A) at its stop close to the arm.

If you work with wheels weighing less than 1000 kg, the machine need not be anchored to the floor. In any case, the floor must be smooth and allow the platform rollers to move without hindrance.

FIXING THE MACHINE

The machine should be fixed to the floor when the wheels handled weigh more than 1000 kg.

To anchor the machine to the floor use 3 Ø 16 metal expanding bolts.

Drill holes in the floor at the fixing points in the machine's feet as indicated by the arrows in Figure B/5.

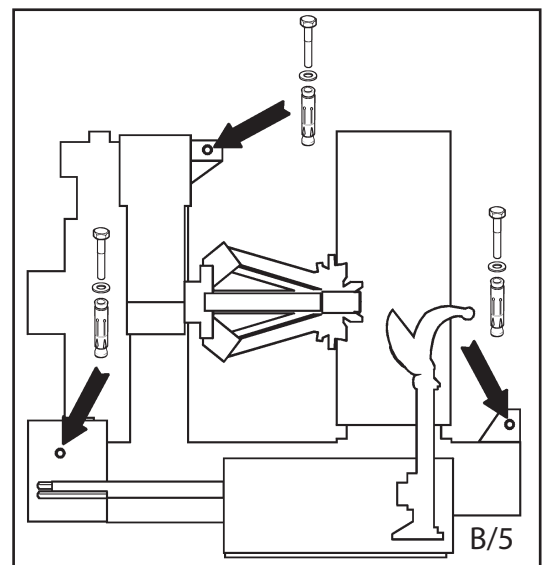
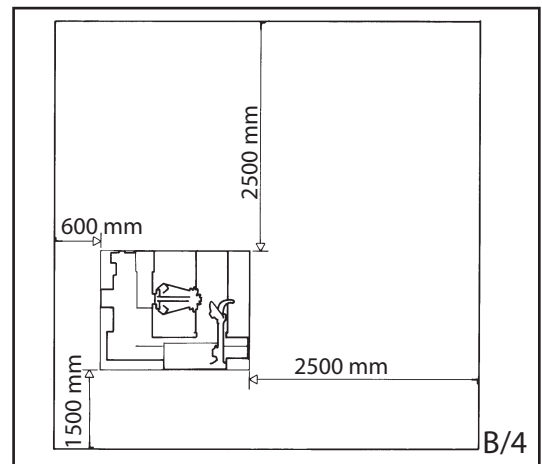
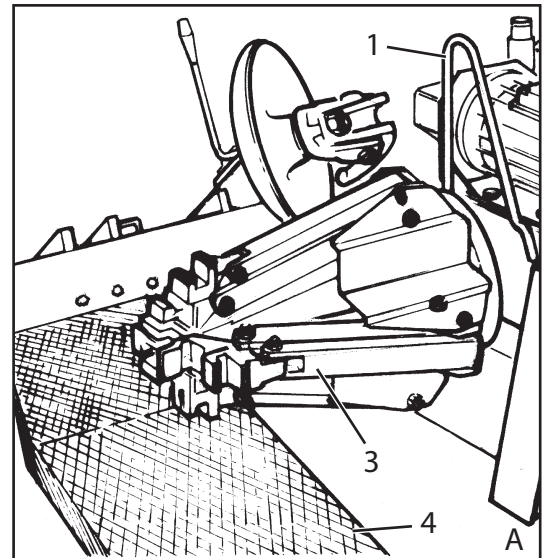
Insert the expansion bolts in the drilled holes and tighten the screws all the way.

6.4 ELECTRIC HOOK UP

Before making any electric hook up, check to be certain that the mains voltage corresponds to that stamped on the voltage tag (attached to the cord near the tyre changer's plug).

It is absolutely essential that :

- the system is equipped with a good grounding circuit.
- The machine is connected to a power supply line circuit breaker set for 30 mA.
- The power socket take is adequately protected against overcurrents with fuses or circuit-breakers with rated values as shown in the table below.



Note the required power draw as highlighted on the data plate fixed to the tyre changer.
 Check to make sure the shop electric wiring circuit is dimensioned sufficiently to carry this.

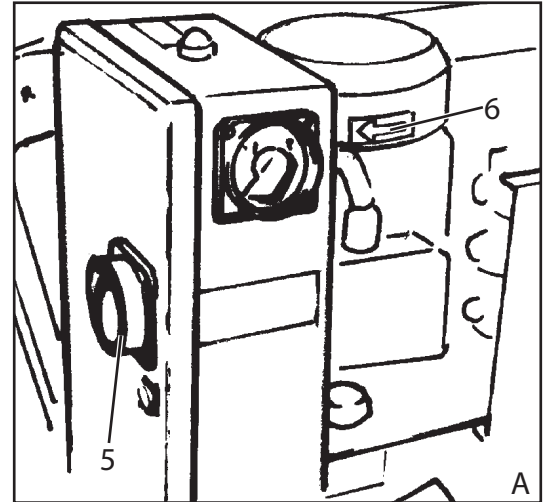
POWER SUPPLY	RATED CURRENT	
	FUSE	SWITCH
230V - 3Ph - 50/60Hz	32A AM	32A
400V - 3Ph - 50/60Hz	16A AM	25A



Work on the electric system, even if minor, must be done exclusively by professionally qualified personnel. Manufacturer shall not be liable for any injury to persons or damage to property caused by failure to comply with these regulations and can cancel warranty coverage.

TURNING DIRECTION CHECKS

Connect the machine to the mains, switch "ON" (5, fig. A) and check that the hydraulic power pack motor rotation corresponds to the indicating arrow (6, fig. A).
 Otherwise, have an electrician switch two wires in the power supply plug.



7. IDENTIFYING WARNING SIGNALS



Hand-crushing hazard between turntable jaws.



Crushing hazard between turntable arm and tyre changer body.



Mind to the tool-holding arm during tilting or opening.



Crushing hazard between turntable and tool.



Feet-crushing hazard during turntable turning or opening



Wheel-faling hazard



Do not leave working place if the wheel is still mounted on the turntable.

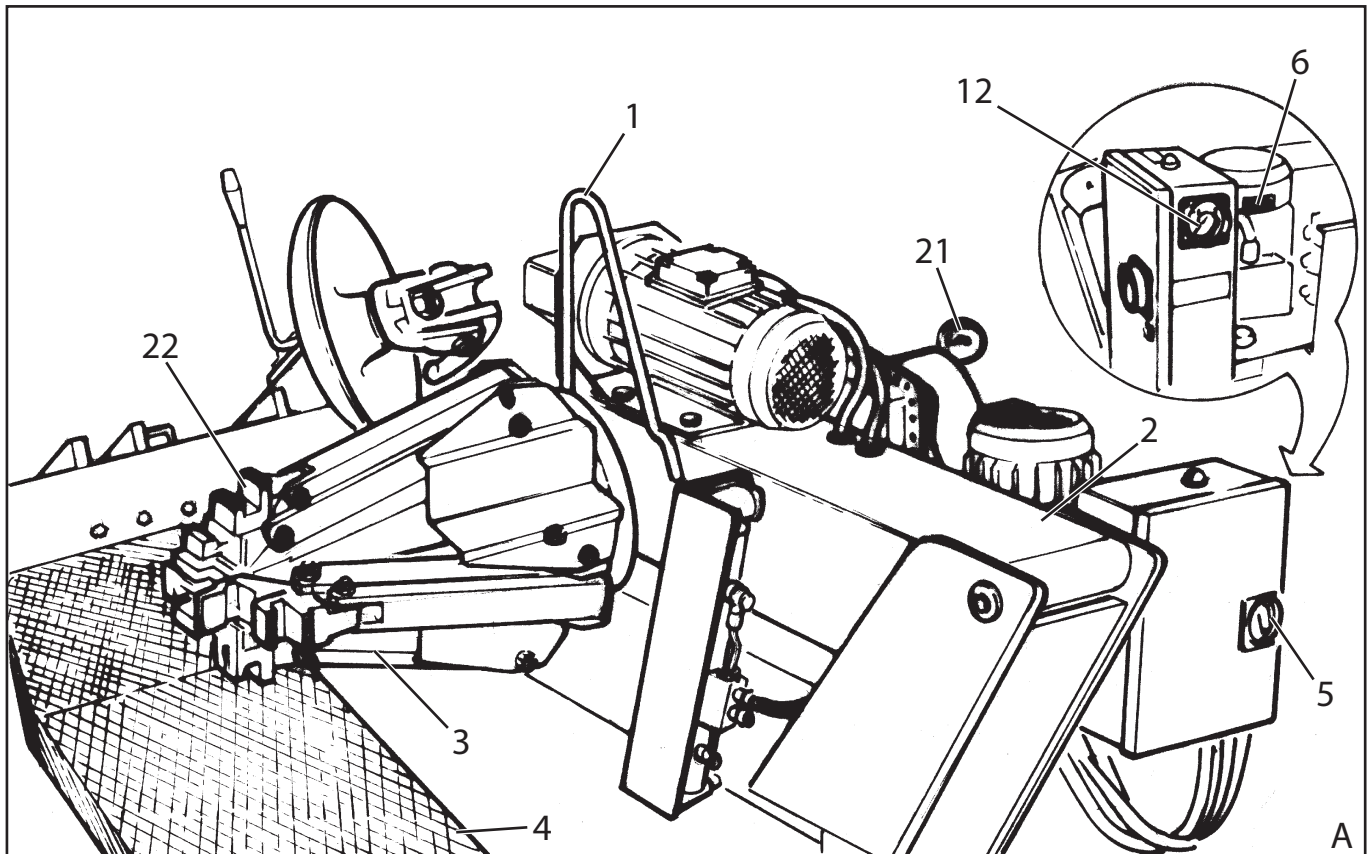


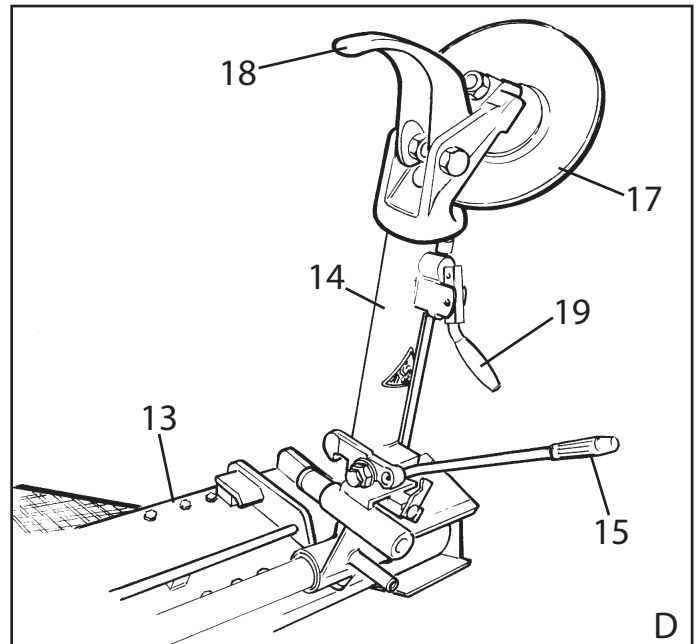
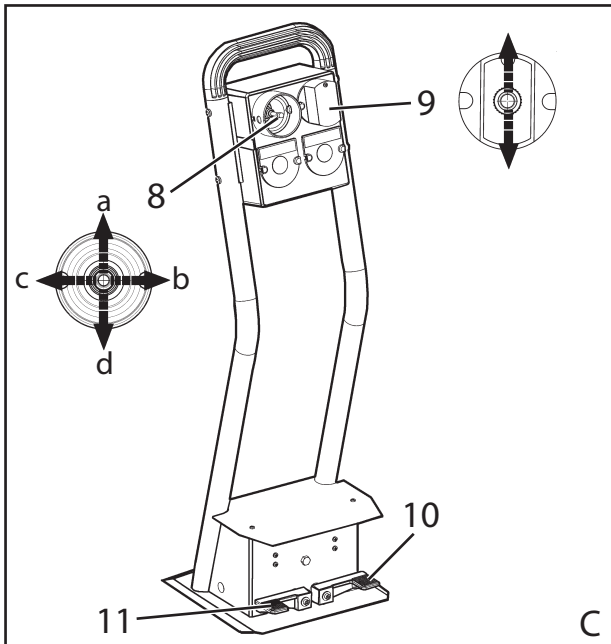
Danger:electric voltage presence.



WARNING:
Unreadable and missing warning labels must be replaced immediately.
Do not use the tyre changer if one or more labels are missing.
Do not add any object that could prevent the operator from seeing the labels.
Use the code in this table to order labels you need.

8. FUNCTIONAL PARTS LAYOUT





- 1 - Lifting bracket
- 2 - Self-centering chuck holding arm
- 3 - Self-centering chuck
- 4 - Sliding table
- 5 - Main switch
- 8 - Handler
- 9 - Switch
- 10 - Chuck clockwise rotation pedal
- 11 - Chuck anticlockwise rotation pedal

- 12 - 2nd-speed switch
- 13 - Carriage
- 14 - Tool holding arm
- 15 - Arm lever
- 17 - Bead breaking disk
- 18 - Tool
- 19 - Tool handle
- 21 - Manometer
- 22 - Jaw

9. IDENTIFYING CONTROLS

The mobile control centre (fig. C) enables the operator to work at any position around the machine. On this mobile control centre the following controls are located:

-The lever (8, fig. C) which in position a lifts the chuck arm and in position b lowers it; in position c moves the tool holder arm and the sliding table towards the self-centering chuck and in position d moves them away.

Note: in order to memorise this operation, there is a hole in the lever guard corresponding to position c.

-The chuck switch (9, fig. C) when moved upwards, opens the arms of the self-centering chuck (LOCKING), and when moved down, closes the arm of the self-centering chuck (UN-LOCKING).

- The clockwise rotation pedal (10, fig. C): pressed to turn the chuck clockwise.

- The anticlockwise rotation pedal (11, fig. C): pressed to turn the chuck anticlockwise.

NOTE: all the controls are very sensitive and small movements of the machine can be done with precision.

The TECO 55A tyre changer also has:

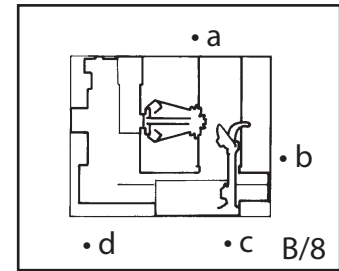
Lever (15, Fig. D) to tip the tool carrier arm (14, Fig. D) from its work to its non-working position and vice-versa.

Handle (19, Fig. D) that permits alternative use of the bead-breaking disk (17, Fig. D) or the hooked tool (18, Fig. D).

10. WORKING POSITION

The diagram B/8 illustrates the various working positions (a, b, c, d) referred to in the following pages describing how to use the tyre changer.

Use of these positions ensures greater precision, speed and safety for those using the machine.



11. CORRECT OPERATION CHECKS

Before using the tyre changer, a number of checks should be made to ensure it works correctly.



CAUTION! The operations described here should be done with the tool carrier arm in its non-working position. First use lever (15, Fig. C) to tip the arm to this position.



CAUTION!
Do not move your face close to the tool carrier arm when you release it to tip it as needed.

- 1) move the joystick (8, Fig. C) up (a): the spindle carrier arm (2, Fig. A) should lift;
move the joystick down (b): the arm should lower.
move the joystick towards the left (c): the tool carriage and the mobile platform (13, Fig. D) should move towards the spindle (3, Fig. A);
move the joystick towards the right (d) the carriage and platform should move away from the spindle.



DANGER!
When the spindle carrier arm is lowered, there is always a potential for crushing anything in its movement range. Always work from the position given in the instructions keep well out of the working of the various moving arms.

- 2) turn switch lever (9, Fig. C) towards the top: the spindle arms (3, Fig. A) should open;
move the lever down and the spindle arms should close.

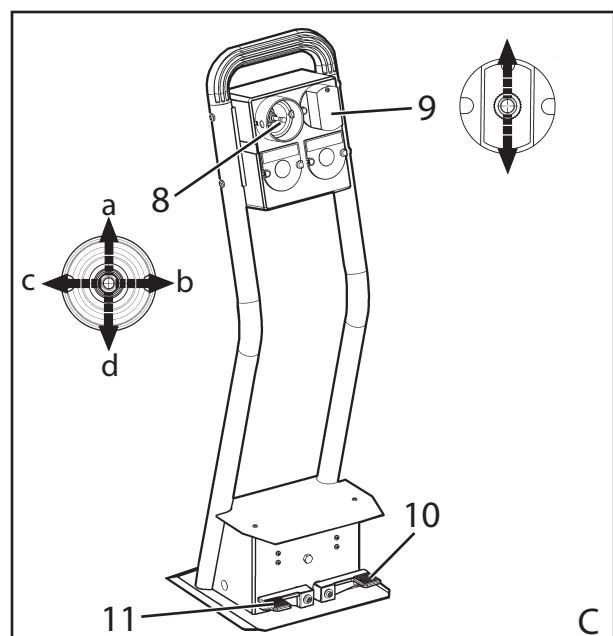


DANGER!

When the spindle arms open or closed, there is always a potential for crushing anything in their movement range. Always work from the position given in the instructions keep well out of the spindle's working range.

- 3) depress the pedal (10, Fig. C): the spindle (3, Fig. A) should turn clockwise;
depress the pedal (11, Fig. C): the spindle should turn anticlockwise.

- 4) Check to be certain the hydraulic circuit is working correctly:
 - move switch lever (9, Fig. C) towards the top until the spindle arms are fully extended.
 - hold the switch lever in this position (top) and check if the pressure shown on the gauge on the swivel fitting is 130 bar \pm 5%.





If the pressure value is not within the above indicate range see the "MAINTENANCE" of this manual to solve this problem.
 If the pressure shown in the manometer, is still not within this range, DO NOT USE the tyre changer and call your nearest TECO Assistance Centre.

12. OPERATION



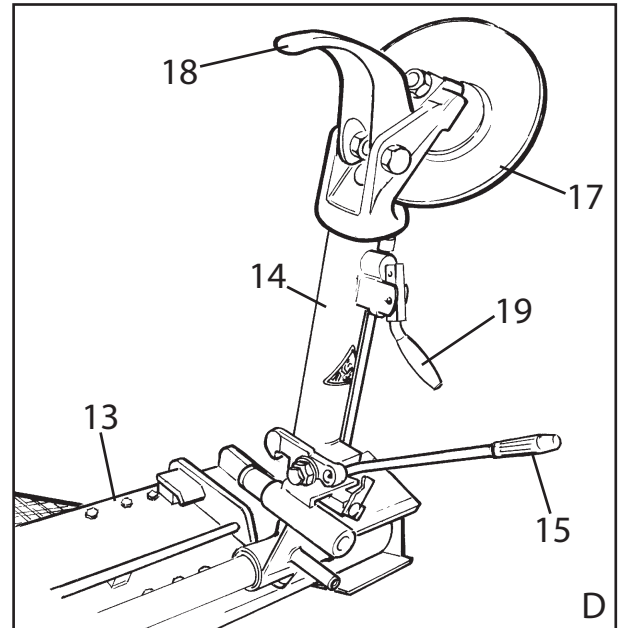
DANGER! During all operations, keep hands and other parts of the body as far as possible from moving parts of the machine.
 Necklaces, bracelets and too large clothes, can be dangerous for the operator.

12.1 LOCKING THE WHEEL



WARNING!
 In locking the wheel, make sure that clamps are properly positioned on the rim, so as to prevent the tyre from falling.

- 1) Take the mobile control unit to work position B.
- 2) Pull the tool-holder arm (14, fig. D) into the upright position.

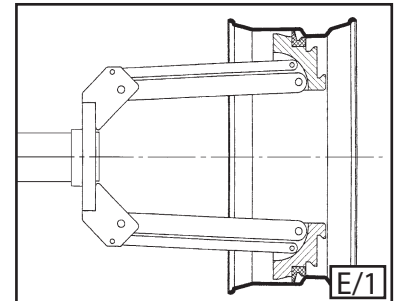


- 3) Operating from the mobile control centre, move the sliding table (13, fig. D) away from the self-centering chuck and place the wheel in vertical position on the sliding table.



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.

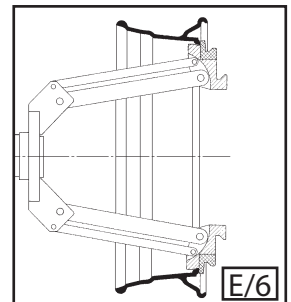
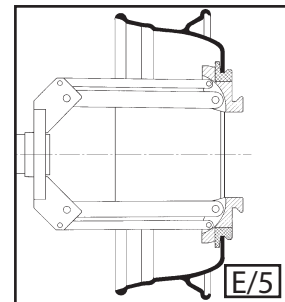
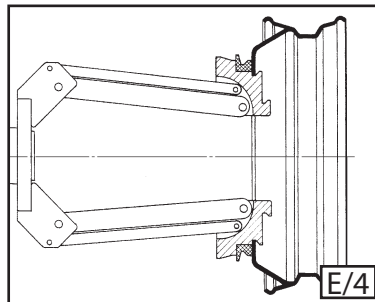
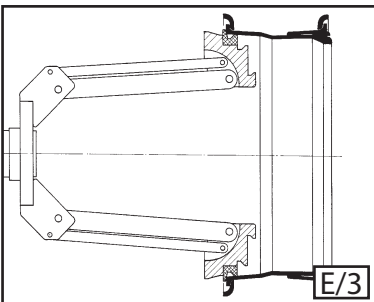
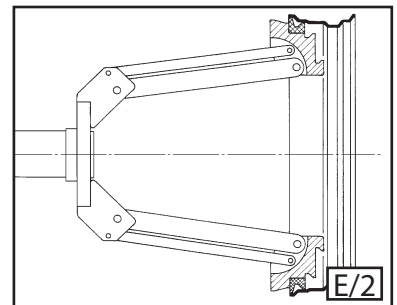
- 4) Continuing to operate from the mobile control centre, lift or lower the arm in order centre the self-centering chuck (3, fig. A) relative to the rim.



- 5) With the jaws (22, fig. A) in the closed position, move the wheel on the sliding table to the self-centering chuck. Operate the chuck switch (9, fig. C) to open the self-centering chuck and lock onto the inside wheel rim.

The most convenient locking position on the rim may be selected according to figs E/1 - E/2 - E/3 - E/4 - E/5 and E/6.

Always remember that the safest locking is on the central flange.



N.B. for rims with channel, clamp the wheel so that the channel is near the outside of the rim (fig. E/1).



DANGER!
Do not vary the work area with a wheel clamped on the tyre changer and lifted up from the floor.

LIGHT-ALLOY RIM LOCKING

The JAR clamps - especially designed for operating on light alloy rims without damaging them - is available upon request.

The JAR 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 JAR 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 PAR alloy-rim pliers are also available.

CAUTION:

The spindle may "slip" during the various operating phases when the rims are locked on the central hole (especially with alloy wheels where JAR clamps are used).

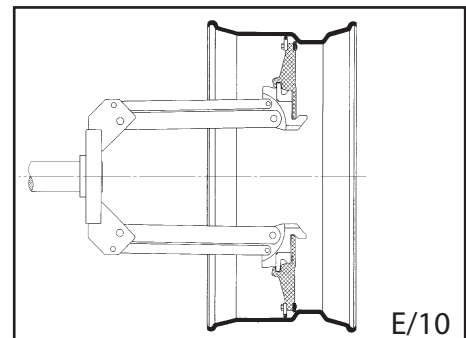
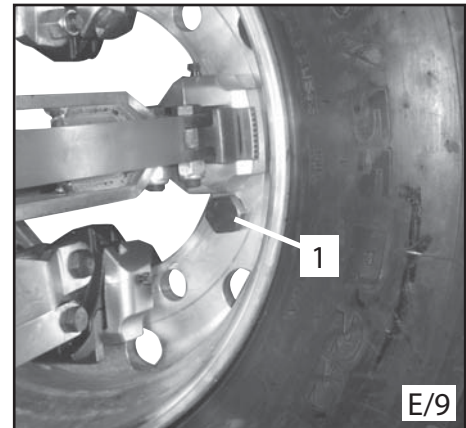
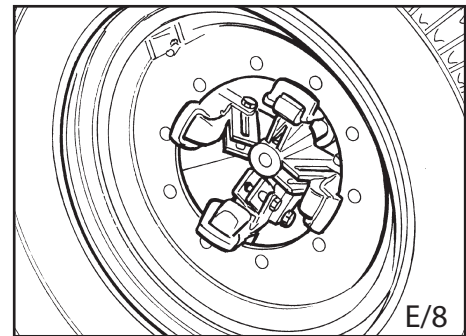
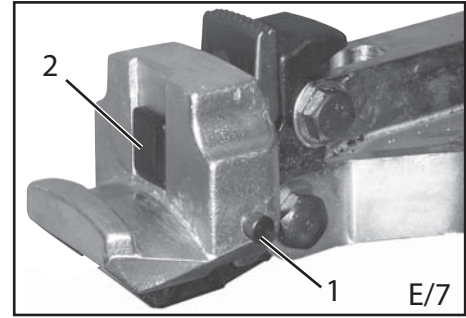
This can be avoided by fitting a bolt into one of the wheel fixing holes (1, Fig. E/9) and locking it in place with the relative nut.

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 SE 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).



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 its 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.
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) Push the double headed tool lever (19, fig. G) and turn the head 180° until it locks automatically.

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.

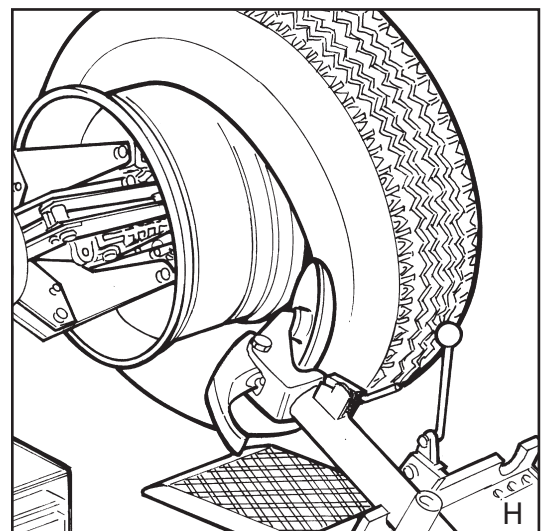
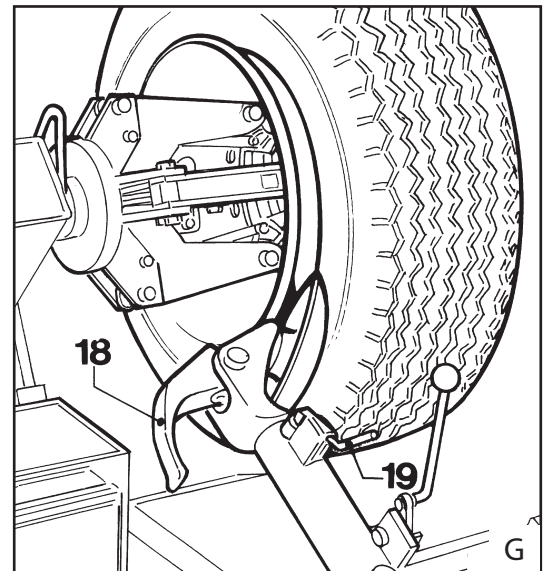
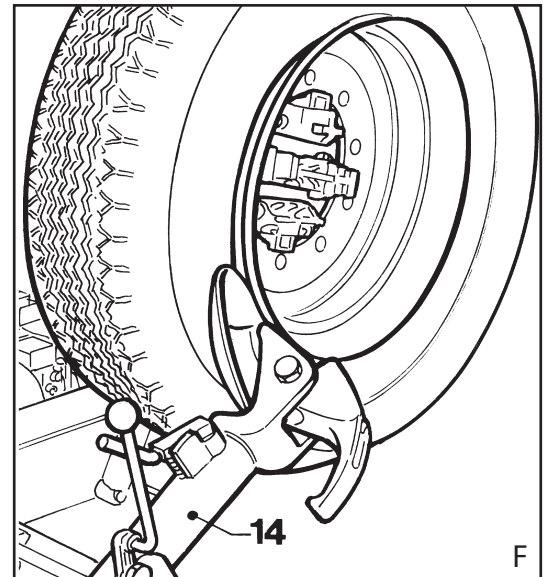
DEMOUNTING

Tubeless tyres can be demounted in two ways:

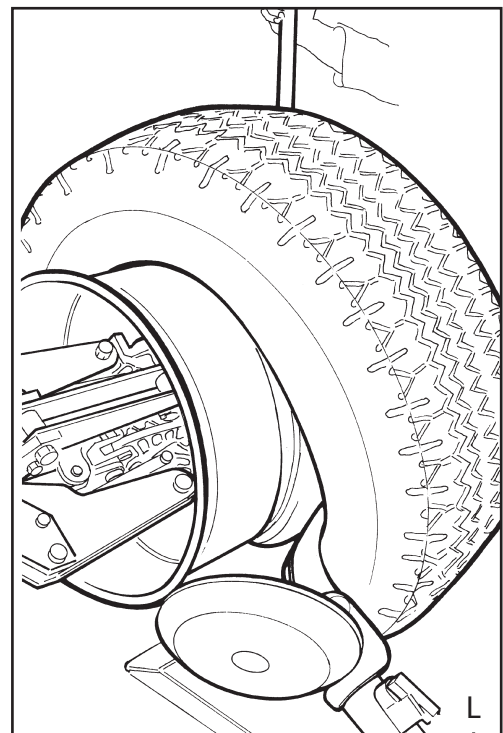
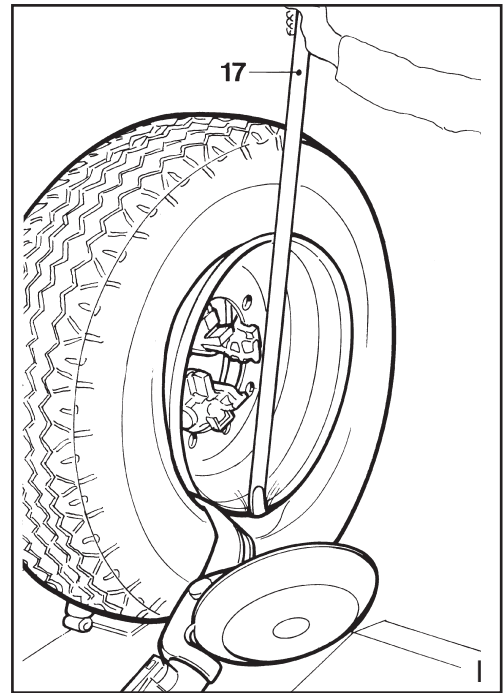
a) If the tyre is not difficult to demount, once the beads have been loosened, use the bead disk to push against the inside plane of the tyre until both beads come off the rim (See Fig. H).

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 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 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.

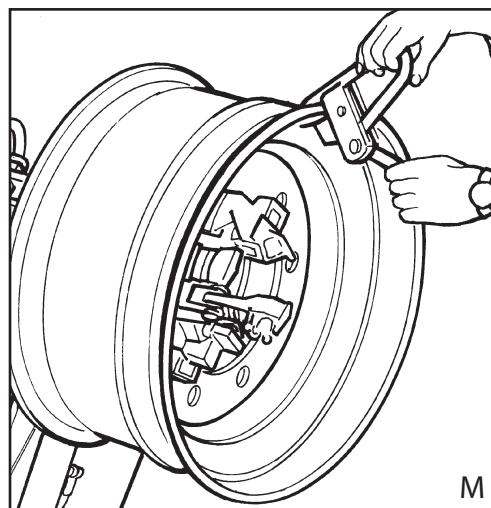
TYRE MOUNTING WITH THE DISK

Follow these steps:

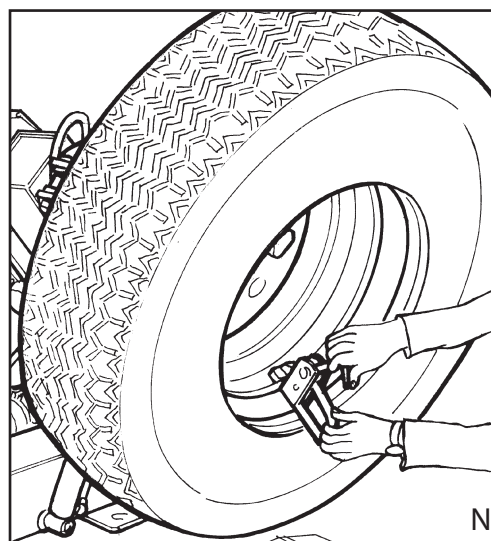
- 1) If the rim has been removed from the spindle, put it back on the spindle as described in the section on "CLAMPING THE WHEEL".
- 2) Lubricate both beads and the rim with tyre manufacturer recommended lubricant.
- 3) Attach the PC clip to the outside edge of the rim at the highest point (See Fig. M).



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



- 4) Take the mobile control unit to work position B.
- 5) Put the tyre on the platform and lower the spindle (make sure the clip is at the high point).
- 6) Lift the rim with the tyre hook to it and turn it anticlockwise about 15-20 cm. The tyre will be positioned tilted across the rim.
- 7) Take the mobile control unit to work position C.
- 8) 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).
- 9) Move the disk away from the wheel.
- 10) Remove the clip and replace it at 6 o'clock outside the second bead (See Fig. N).



- 11) Turn the spindle clockwise 90° to bring the clip to 9 o'clock.
- 12) Move the disk forward until it is about 1-2 cm inside the edge of the rim. 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.
- 13) When the bead is fully mounted, move the tool away from the wheel, tip it to its non-working position and remove the clip.
- 14) Position the platform under the wheel, lower the spindle until the wheel rests on the platform.
- 15) Take the mobile control unit to work position B.
- 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.

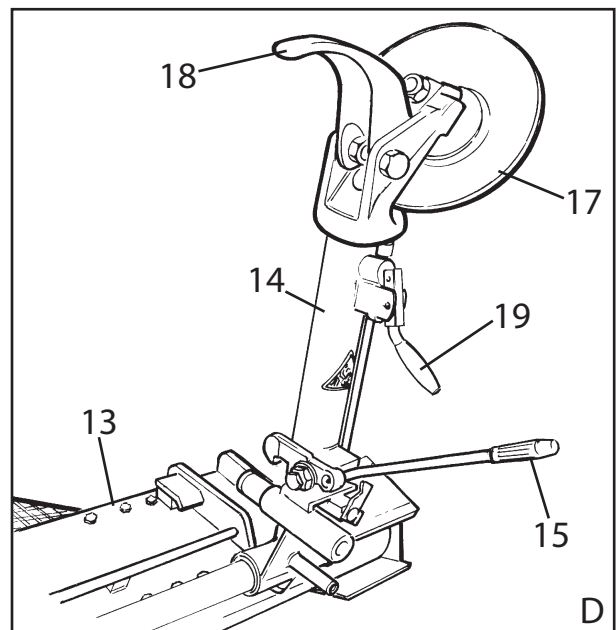
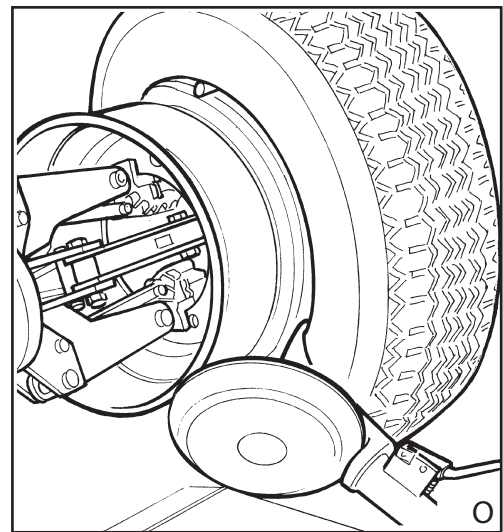
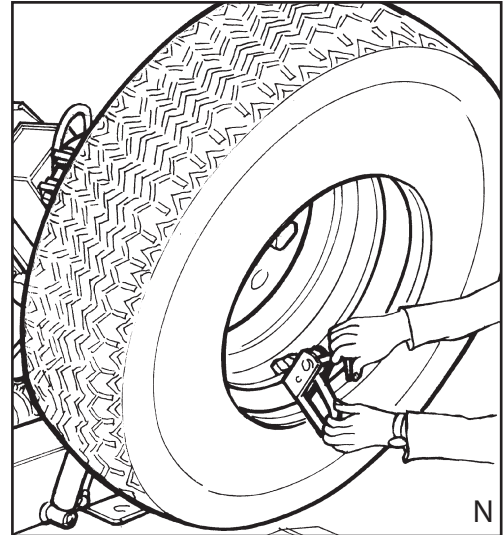
- 17) Move the platform to remove the wheel from the spindle.
- 18) Remove the wheel.

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 1-5 described above but instead of attaching the clip to just the first bead (refer to point 5) 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 12-18 above.

MOUNTING WITH THE HOOKED TOOL

- 1) Follow the steps described in points 1-6 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, press lever (19, Fig. D) and 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. O).
- 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 tool 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° with lever (19, Fig. D).
- 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. 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 13-18 for mounting with the disk since this will ensure that the wheel is removed correctly from the machine.



12.3 TUBED WHEELS

BEAD BREAKING

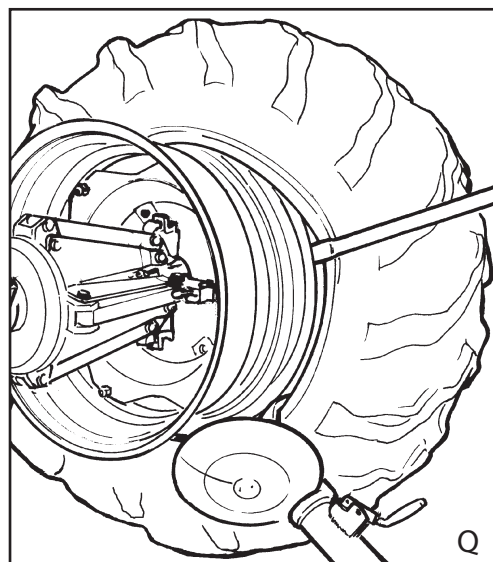
WARNING: Unscrew the bush which fixes the valve when deflating the tyre so that the valve, coming in the inside of the rim, is not an obstacle during bead breaking.

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 .
As the platform is moved slightly towards the outside, the tyre will open a little and thus create enough 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) Portarsi con la colonnetta mobile in posizione di lavoro 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).



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 (See Fig. M).



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

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

5) Put the tyre on the platform and lower the spindle (make sure the clip is at the high point) to hook the first bead on the clip.

6) Lift the rim with the tyre hook to it and turn it anticlockwise about 15-20 cm. The tyre will be positioned tilted across the rim.

7) 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.

8) Check to make sure the hook tool is positioned on the wheel side. If not, press lever (19, Fig. D) and turn it 180°.

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

10) 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).

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

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

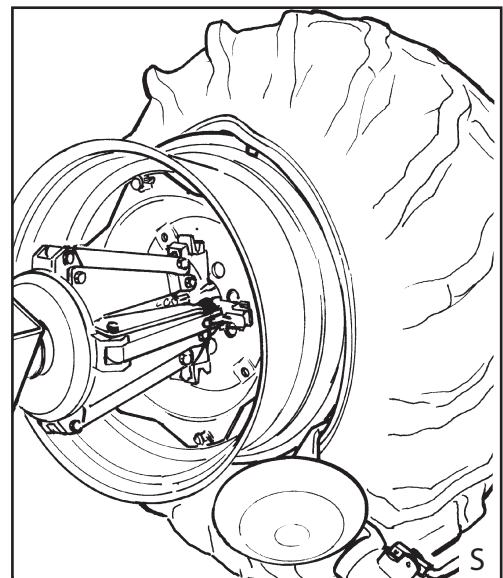
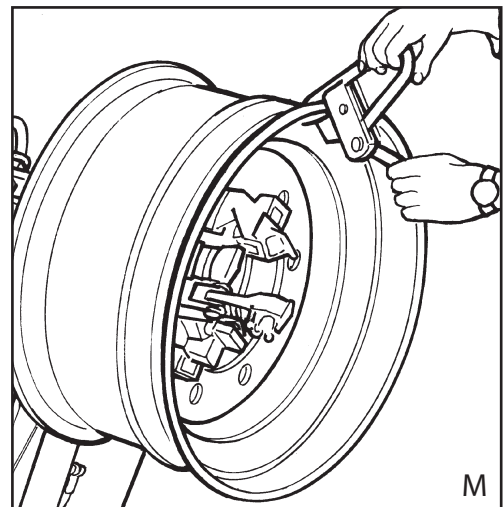
13) Take the mobile control unit to work position D.

14) Remove the tool from the tyre.

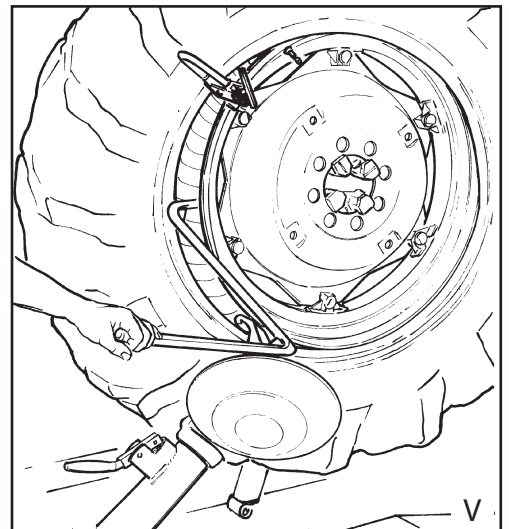
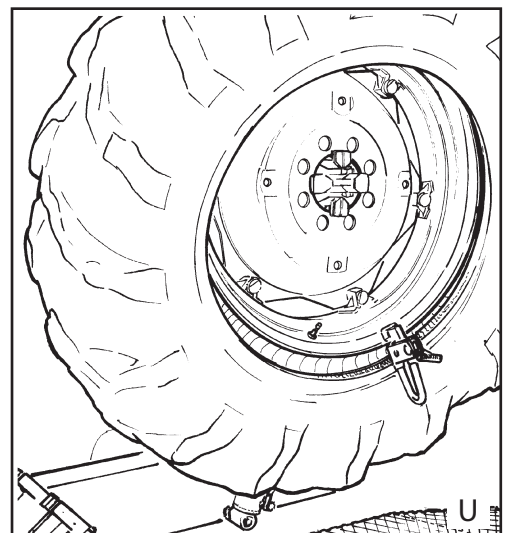
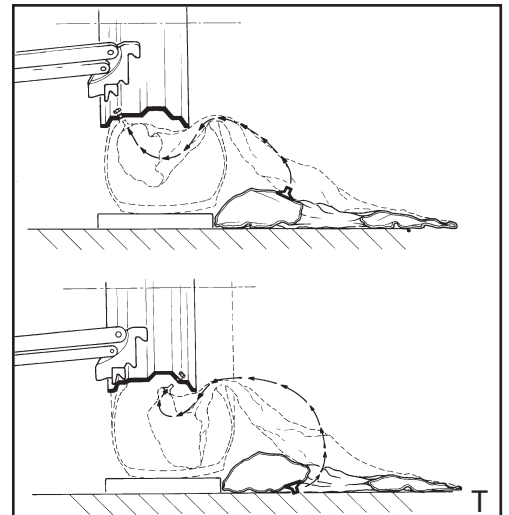
15) Move the tool carrier arm to its non-working position. Move it to the outside plane of the tyre.

16) Turn the tool 180° with lever (19, Fig. D).

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



- 18) Turn the spindle until the valve hole is at the bottom (6 o'clock).
- 19) Move the platform (4 Fig. A) under the wheel and lower the spindle until the tyre is pressed down against the platform .
As the platform is moved slightly towards the outside, the tyre will open a little and thus create enough 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.
- 20) Place the inner tube in the centre well of the rim.
NB: to facilitate this, turn the spindle clockwise.
- 21) Turn the spindle until the valve is at the bottom (6 o'clock).
- 22) Inflate the inner tube a little (until it has no folds) so as not to pinch it while mounting the second bead.
- 23) 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.
- 24) Take the mobile control unit to work position C.
- 25) 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).
- 26) Turn the spindle clockwise until the clip is at 9 o'clock.
- 27) Move the tool carrier arm (14, Fig. D) to its working position.
- 28) 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.
- 29) Turn the spindle a little clockwise until you can insert the bead guide lever into its seating on the hook tool (See Fig. V). This lever is furnished as an optional.
- 30) 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.
- 31) Remove the PC clip. Remove the hook tool by turning the spindle anticlockwise and moving it towards the outside.
- 32) Tip the tool carrier arm to its non-working position.
- 33) Position the platform directly under the wheel and lower the spindle until the wheel rests on the platform.
- 34) Take the mobile control unit to work position B.
- 35) 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.
- 36) 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.

- 37) Move the platform to release the wheel from the spindle.
- 38) Remove the wheel.

12.4 WHEELS WITH SPLIT RING

BEAD BREAKING AND DEMOUNTING

WHEELS WITH 3-PIECE SPLIT RINGS

- 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).

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) Repeat this procedure but this time bring the disk against the split-ring (See Fig. Z) until the lock ring is freed.

Remove this with the special lever LC (19, Fig. Z) or with the help of the disk.

7) Remove the split-ring.

8) Move the tool carrier arm (14, Fig. D) 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.

9) Press lever (19, Fig. D) and turn the tool head 180° which will automatically lock in this position. Lower the arm to its working position.

10) 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.

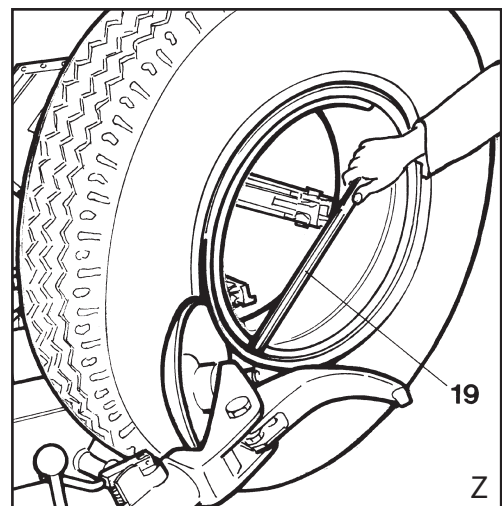
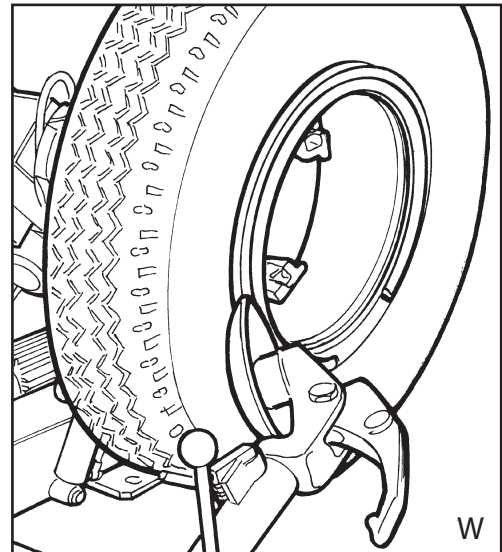
NB: Lubricate during this process.

Continue to move the disk forward until about half the tyre has demounted from the rim (See Fig. K).

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

12) Move the platform (4, Fig. A) directly under the wheel.

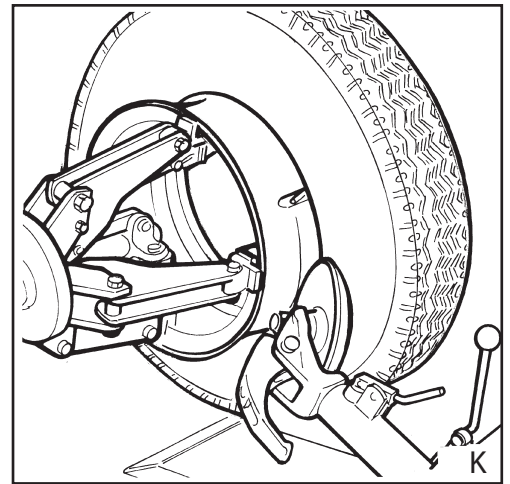
13) Lower the spindle until the wheel is resting on the platform.



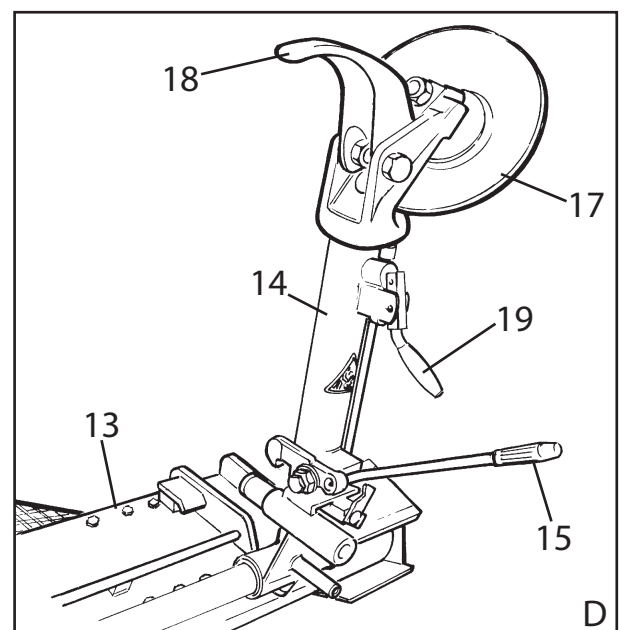
- 14) Take the mobile control unit to work position B.
- 15) Move the platform towards the outside until the tyre is completely off the rim.
Watch out for the valve!

WHEELS WITH 5-PIECE SPLIT RINGS

- 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) Use the joystick to position the wheel so that the bead breaker disk touches up against outside edge of the centre well rim.
- 5) Turn the spindle and at the same time move the bead breaker disk forward until the split-ring is detached.
Watch out for the O-ring.
- 6) Repeat this operation but this time move the disk against the split-ring (See Fig. Z) until the locking ring is released.
This ring can be removed with the special LC lever (19, Fig. Z) or with the help of the bead disk.
- 7) Remove the O-ring
- 8) Move the tool carrier arm (14, Fig. D) 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.
- 9) Press lever (19, Fig. D) and turn the tool head 180° which will automatically lock in this position.
Lower the arm to its working position.
- 10) Take the mobile control unit to work position D.
- 11) Turn the spindle and at the same time bring the bead loosener disk up against the tyre between the rim and bead.
Move the disk into the tyre only when the bead has started to detach from the rim and move the bead to the outside edge of the rim.
NB: Lubricate during this process.



- 12) Tip the tool carrier arm to its non-work position.
- 13) Take the mobile control unit to work position B.
- 14) Move the platform (4, Fig. A) directly under the wheel.
- 15) Lower the spindle until the wheel is resting on the platform.
- 16) Move the platform towards the outside until the tyre together with the split ring comes completely off the rim.
- 17) Remove the rim from the spindle.
- 18) Position the tyre on the platform with the splint ring turned towards the spindle.
- 19) Clamp the split ring on the spindle as explained in the section of CLAMPING THE WHEEL.

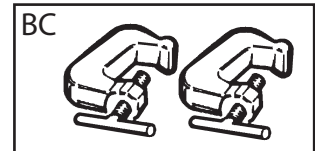




DANGER!
The tyre is not attached to the split ring completely safely.
Any strain on it during positioning or clamping operations could cause it to detach and fall.

- 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 and move the disk forward until the tyre comes completely off the split ring.
NB: This double bead breaking procedure can be eliminated by using the PAIR OF BC CLAMPS (optional) that fix the split-ring to the rim so that they are broken out at the same time.
The BC clamps come complete with operating instructions.

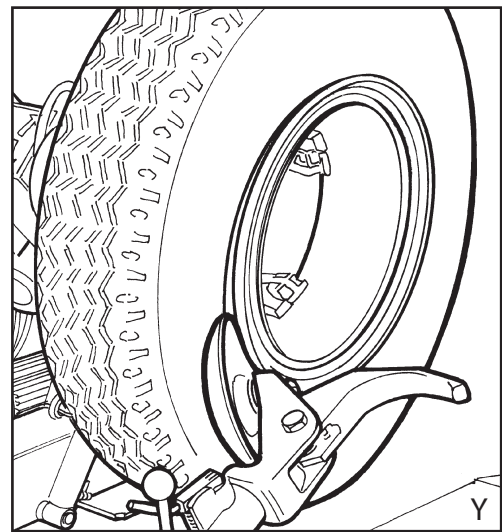


DANGER!
When the beads come off the rim, the wheel will fall.
Check to make sure there are no by-standers in the work area.

MOUNTING

WHEELS WITH 3-PIECE SPLIT RINGS

- 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".
N.B.: 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) Move the platform to be able to place the tyre on it.
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) Move the platform forward until the rim is inserted into 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.
- 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 and, at the same time, close the spindle arms.
Support the wheel so that it does not fall 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.

10) Move the platform to free the wheel from the spindle.

11) Remove the wheel.

WHEELS WITH 5-PIECE SPLIT RINGS

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) Take the mobile control unit to work position B.

4) Move the platform to be able to place the tyre on it.

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

6) Move the platform forward until the rim is inserted into the tyre.
Move forward with the platform until rim is completely in the tyre.

7) Put the split-ring on the rim and (with the lock ring already mounted).

NB: If the rim and the split-ring have slits for fixing devices, make sure they are lined up with each other.

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

9) Move the tool carrier arm to the outside in its work position with the bead breaker disk turned towards the wheel.

NB: If the split-ring is not inserted sufficiently on the rim, move the spindle until the split-ring is by the disk.
Bring the disk forward (with the spindle turning) until you "discover" the O-ring seating.

10) Lubricate the O-ring and its seating.

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

12) Position the locking ring on the rim with the help of the disk as shown in Fig. Y.

13) Move the tool carrier arm to its non-working position and close the spindle arms completely.
Support the wheel so that it does not fall off the spindle.

**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.

14) Move the platform to free the wheel from the spindle.

15) 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.

13. OPTIONAL ACCESSORIES

ATTENTION: All TECO accessories are always supplied complete with installation and operating instructions.

The following optional accessories are available for the TECO 55A tyre changer:

PAR Pliers for alloy rims

Used instead of PC, they make it possible to work with alloy rims, without damaging them.

BGL Bead guide lever

It facilitates bead mounting of tubed wheels.

BC Pair of bead clamp

Used on wheels with split ring, they allow bead breaking of both rim and split ring.

JAR Set of 4 jaws for alloy rims

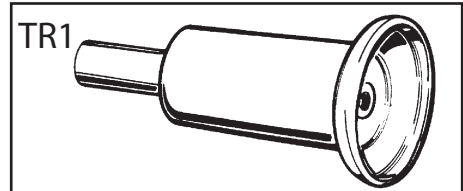
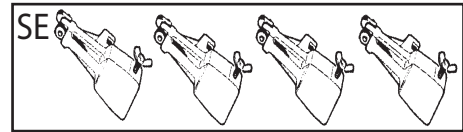
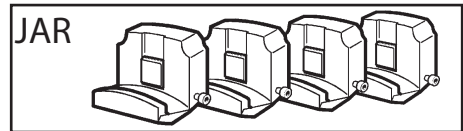
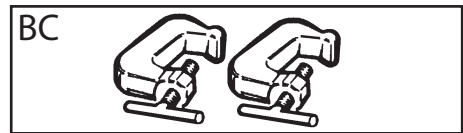
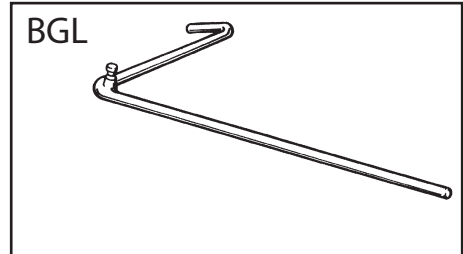
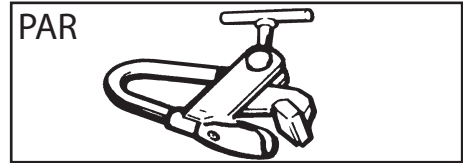
Mounted on the jaws of the chuck, they allow to operate on alloy rims without damaging them.

SE Set of extensions for self-centering chuck

Mounted on the turntable jaws, they allow to lock rims from 48" to 56" without central flange.

TR1 Tubeless roller

Mounted on the tool holding arm, it facilitates bead breaking of tubeless wheels.

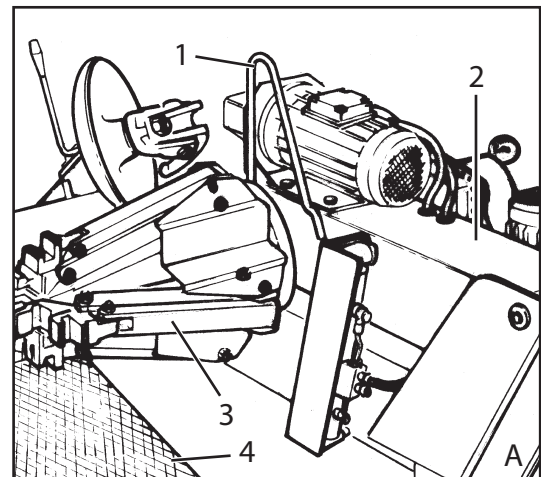


14. MOVING THE MACHINE

The TECO 55A tyre changer has got a fork (1, Fig. A) which has been positioned there on purpose for moving the machine.

Follow these instructions:

- 1) Low the turntable holding arm (2, Fig. A) completely down.
- 2) Close completely the jaws of the chuck (3, Fig. A).
- 3) Bring the sliding table (4, Fig. A) at the end of its travel, near the arm.
- 4) Insert into the lifting fork a hoisting belt (at least 60 mm wide and of a length sufficient to bring the hook of the belt above the tyre changer).
- 5) With the special belt ring bring the 2 ends of the belt together and lift with a sufficiently strong lifting truck.



15. STORING

If the machine is to be stored for a long time (3-4 months) you have to:

- 1) Close the jaws of the chuck; low the chuckholding arm down; low the tool holding arm down, in working position.
- 2) Disconnect the machine from all power sources.
- 3) Grease all the parts that could be damaged if they dry out:
 - the chuck
 - the slot of the tool holding arm
 - the slides of the carriage
 - the tool
- 4) Empty oil/hydraulic fluid reservoirs and wrap the machine in a sheet of protective plastic to prevent dust from reaching the internal working parts.

If the machine is to be working again after a long storing period, it is necessary to:

- 1) put the oil into the reservoirs again.
- 2) restore the electric connection.

16. SCRAPPING A MACHINE

When your machine's working life is over and it can no longer be used, it must be made inoperative by disconnecting it from all power sources. This equipment is considered as special waste material, and should therefore be broken down into uniform parts and disposed of in compliance with current laws and regulations.

If the packing is polluting or non-biodegradable, deliver them to appropriate handling stations.

ENVIRONMENTAL INFORMATION

This product may contain substances that can be hazardous to the environment or to human health if it is not disposed of properly. We therefore provide you with the following information to prevent releases of these substances and to improve the use of natural resources.

Electrical and electronic equipments should never be disposed of in the usual municipal waste but must be separately collected for their proper treatment.



The crossed-out bin symbol, placed on the product and in this page, remind you of the need to dispose of properly the product at the end of its life.

In this way it is possible to prevent that a not specific treatment of the substances contained in these products, or their improper use, or improper use of their parts may be hazardous to the environment or to human health. Furthermore this helps to recover, recycle and reuse many of the materials used in these products.

For this purpose the electrical and electronic equipment producers and distributors set up proper collection and treatment systems for these products.

At the end of life your product contact your distributor to have information on the collection arrangements.

When buying this new product your distributor will also inform you of the possibility to return free of charge another end of life equipment as long as it is of equivalent type and has fulfilled the same functions as the supplied equipment.

A disposal of the product different from what described above will be liable to the penalties prescribed by the national provisions in the country where the product is disposed of.

We also recommend you to adopt more measures for environment protection: recycling of the internal and external packaging of the product and disposing properly used batteries (if contained in the product).

With your help it is possible to reduce the amount of natural resources used to produce electrical and electronic equipments, to minimize the use of landfills for the disposal of the products and to improve the quality of life by preventing that potentially hazardous substances are released in the environment.

17. FIRE-FIGHTING



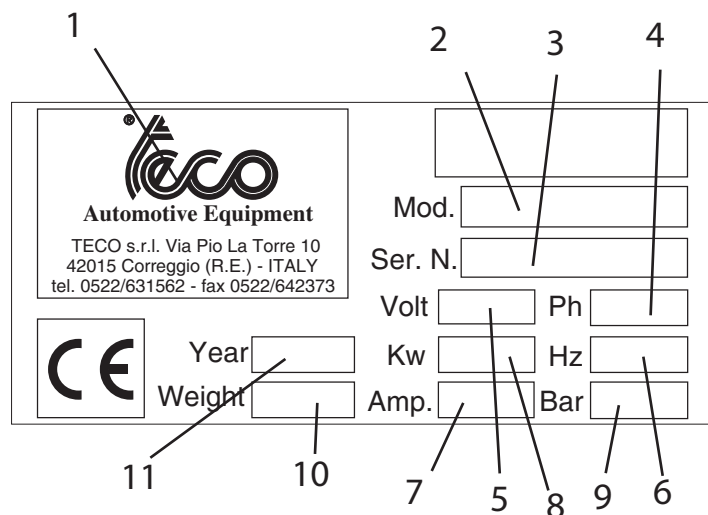
WARNING!
If this machine catches fire, use powder or CO² extinguishers only.

18. DATA ON SERIAL PLATE

The manufacturer's Serial plate is fixed on the back of the machine.

It gives the following information:

- 1- Manufacturer name and address;
- 2- Model;
- 3- Serial number;
- 4- Phases;
- 5- Voltage requirements;
- 6- Frequency;
- 7- Rated draw;
- 8- Power absorbed;
- 9- Max. hydraulic pressure
- 10- Weight;
- 11- Year.



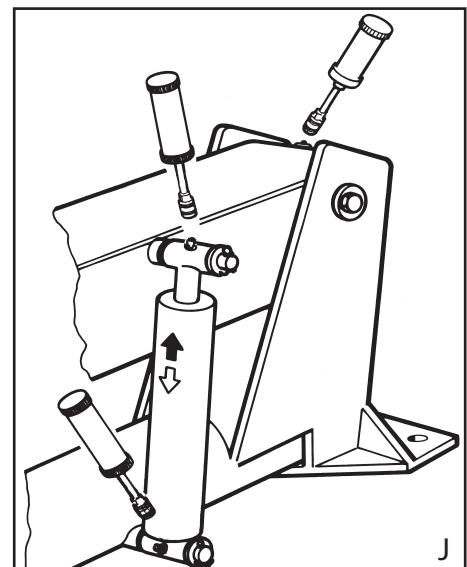
19. ROUTINE MAINTENANCE



WARNING!
All maintenance work must be done only after the plug has been disconnected from the power supply.

To ensure that this TECO 55A tyre changer works perfectly over the years, carry out the routine maintenance schedule described below:

- 1) Lubricate the following parts from time to time, after a thorough cleaning with naphtha:
 - the various swivels on the spindle
 - the tool bracket slide runner
 - the carriage guide plate.



2) Grease the spindle bracket lift cylinder from time to time and also its swivel.
Add the grease through the grease nipples (See Fig. J) using ordinary lubricating grease.

3) Periodically check the oil level in the hydraulic power unit using the dipstick (30, Fig. J/1).

If the level is below the minimum notch, top up with ESSO NUTO H 46 oil or equivalents (e.g. AGIP OSO 46, SHELL TELLUS OIL 46, MOBIL DTE 25, CASTROL HYPIN AWS 46, CHEVRON RPM EP HYDRAULIC OIL 46, or BP ENERGOL HLP).

Unscrew the cap (30, Fig. J/1), add the oil and screw the cap back on.

4) From time to time check the oil level in the gear unit which, when the tool carrier bracket is completely lowered at end travel, should not show the sight glass on the gear casing as completely empty.

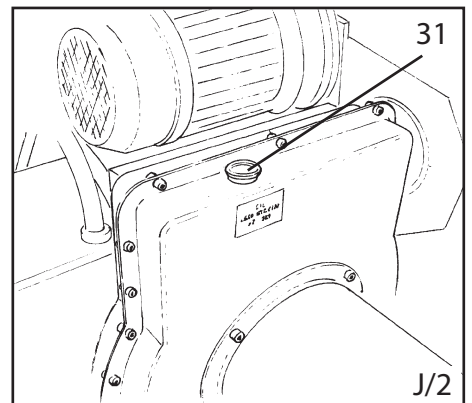
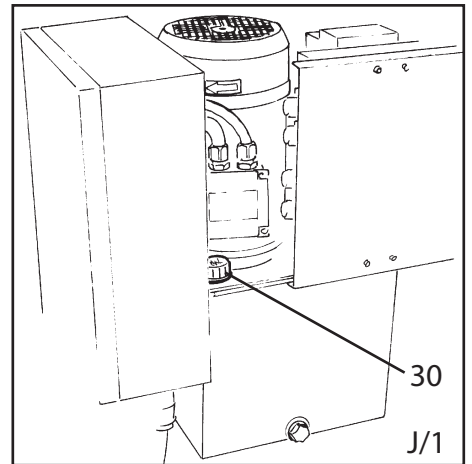
If necessary top up with Esso Spartan EP 320 or similar oil (eg, Agip F1 REP 237, BP GRX P 320, Chevron Gear Compound 320, Mobil Gear 632, Shell Omala Oil 320, Castrol Alpha SP 320).

Unscrew the cap (31, Fig. J/2), put oil in and screw the cap again.

NB: If the oil in the gear unit or the hydraulic power pack has to be changed, note that the gear unit casing and the power pack reservoir have specific drain plugs.



WARNING!
Dispose of the used oil following current regulations.



20. TROUBLE SHOOTING

PROBLEM

After having switched the general button on the electric pack, the general warning light does not light on and no control can function.

CAUSES

- 1) The power plug is not inserted.
- 2) No power from the mains electric supply.

REMEDIES

- 1) Insert the plug correctly in its socket.
- 2) Reset the mains electric supply.

PROBLEM

After having switched the general button on the general warning light also switches on but the motor on the hydraulic power pack does not function.

CAUSES

- 1) The magneto-thermic switch for motor protection is working.

REMEDIES

- 1) Call for technical aid to see what is the problem and restore the machine.

PROBLEM

The manometer (21, Fig. A) reads a pressure value below 130 bar \pm 5%.

CAUSES

1) The oil in the power pack is below minimum level.

REMEDIES

1) Read the paragraph "MAINTENANCE" to add oil.

PROBLEM

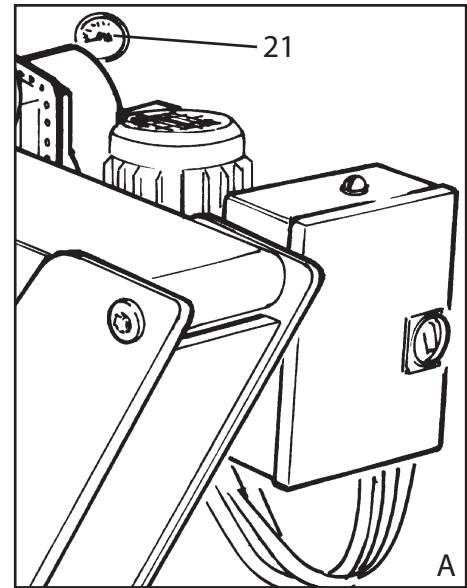
There is a slowing down at an the tyre changer's movements.

CAUSES

1) The oil in the power pack is below minimum level.

REMEDIES

1) Read the paragraph "MAINTENANCE" to add oil.



WARNING: If, in spite of the above mentioned indications the tyre changer does not work properly, do not use it and contact your nearest TECO technical assistance centre.

I

La TECO si riserva di apportare modifiche alle proprie macchine in qualsiasi momento e senza preavviso.

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