PROCEDURE FOR CHANGING TYRES IN LORRY

1. Putting vehicle to the service station or piloting the driver.
2. Verification of the vehicle lift points.
3. Lifting a vehicle or 1 side of the vehicle, taking into account the safety rules - (each position of the wheel or twin wheels lifted with a separate hoist, substitution of trestles/supports and securing the wheels with wedges to prevent displacement, unauthorized lifting of the whole axle with one hoist)
4. Verification of the presence and status of pressure sensors (conversation with the customer/ information form/vehicle diagnostics).
5. Initial visual verification of the condition of tyres, rims and possibly hubcaps in order to detect any damage and to indicate to the customer.
6. Unscrewing the wheel bolts/nuts and putting them into a suitable place/container in the order of unscrewing in order to avoid piercing the threads and maintaining the proper torque value .
7. Removing the hubcaps (if present) in a way that they can be reassembled.
8. Taking out of the wheel from the hub, if necessary with the use of a specialized bouncer.
9. Releasing all air from the wheel and removing the weights studded from the rim.
10. Placing the wheel in the tyre changer in accordance with the device's operating instructions.
11. If pressure sensors are found on the presser foot, any part of the tyre changer or tyre foot must not come into contact with the pressure sensor.
12. During pulling off the upper tyre foot from the rim, align the wheel so that the valve is close to the foot of the tool changer and about 15 cm in front of the assembly bucket. Lubricating the presser foot and rim of the rim with assembly paste. Taking out of the presser foot is clockwise.
13. Careful verification of the technical condition of the dismantled tire for wear and damage (foot, side, inner sealing layer, tread depth).
14. Careful verification of valve status, if technically possible. Replace the valve after informing the customer, if aging changes in the valve rubber or signs of wear of the valve rubber parts are found.
15. Careful verification of the condition of the rim and its cleaning, especially from the hub side and the shelves for mounting the feet on the rim, for accurate balancing .
16. Careful verification of the technical condition of the tyre to be installed - even in the case of a new tyre (tread, side walls, feet, inner sealing layer).

17. Verification of the direction of the tread of the mounted tyre and its external/internal side.

18. Lubrication of both tyres with specialist paste/assembly ointment. If pressure sensors are present, avoid applying the mounting paste to the sensor itself, which could cause the opening over the pressure sensor to clog.

19. Tyre application by the manufacturer's instructions for the manufacturer fitting.

20. In the case of the presence of pressure sensors during placing the tyre on the rim, the wheel should be placed in such a position that the assembly of the tyre ends near the valve.

21. In the presence of pressure sensors, be careful not to pinch the valve between the rim of the rim and the tyre foot.

22. Verification of the pressure level according to the table of the tyre manufacturer.

23. Initial inflation of the wheel to 1-2 bar (in the case of problems with sealing use of the inflator).

24. Placing the wheel in the cage for inflating the wheels.

25. Inflating the wheel with a compressor using an approved manometer (for a very good and exemplary level also calibrated by a calibration unit). Pumping the wheel about 0.5-1 bar and relieving the pressure to the recommended one.

26. Thorough verification of the condition of the inflated tire (possible bulges, cracks).

27. Placing the wheel on the balancer and applying the procedure in accordance with the device manufacturer's instructions.

28. Use for balancing weights appropriate to the type of wheel or the approved powder. If pressure sensors are present, do not use powder balancing.

29. Cleaning the nuts/bolts and hub contact with the rim using a wire brush.

30. Placing the wheel on the rim. On the control axis, using of centers or centering rings.

31. Inserting the bolts/nuts and manually screwing them to the thread in the order in which they are unscrewed. On the inner twin tires of the drive axle, the installation of extensions and caps.

32. Pre-tightening of bolts/nuts opposite the star line with a pneumatic or electric key.

33. Verification of the tightening torque of bolts/nuts in accordance with the manufacturer's instructions for the vehicle.

34. Lowering the vehicle until the wheels are locked to the ground and tightening the bolts/nuts using an approved torque wrench using the torque value as recommended by the vehicle manufacturer. Tightening with a torque wrench is always done with the help of a second person centring the torque wrench cap against the bolt/nut.

35. Complete lowered and offset of the hoist components.

36. Verification of the state of the pressure sensors and the condition of the spare wheel (if any).

37. Checking the pressure of the other wheels, including the spare wheel, possible topping up of missing caps and extensions.

38. Restoration of cleanliness of the vehicle that he had before entering the position.

39. Preparation for moving the vehicle out of the station.