

# Industrial Tyre Specialists

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## Method Statement – tyre/rim replacement on-site

### Arrival on site

Check in on arrival, follow instructions given by site, locate fork truck and assess the area for a safe place to work, taking into account any site requests. Ensure safe routing of power cables; ensure truck is clearly seen to be under Maintenance

### Jacking up fork truck and removing wheels

Make sure the truck is on firm level ground. Loosen off the wheel nuts, Place jack under safe part of truck. I.e. counterbalance at rear, chassis or mast at front. Block truck under rear axle, chassis or mast, and let jack down on to blocks.

**ON NO ACCOUNT TRY TO RAISE THE TRUCK. BY TILTING THE MAST WITH BLOCKS UNDERNEATH IT.**

*REMEMBER - "JACKS ARE FOR JACKING, BLOCKS ARE FOR BLOCKING."*

Undo wheel nuts and remove wheels.

### Jacking up and removing wheels on large forktrucks with 20 inch twin wheels.

Make sure the truck is on firm level ground, i.e. concrete or similar hard surface. Make sure the mast is vertical and level, and loosen the wheel nuts. Raise the truck using a bottle jack under the chassis on one side of the front, and block either under the chassis or under the mast using wood blocks. Only raise the truck high enough to remove the twin wheels, and making sure that side is fully supported by the blocks. Remove the jack. Repeat the procedure on the opposite side. To remove the rear wheels, loosen the wheel nuts, and jack under the counterweight or the rear axle using a bottle jack. Block the truck using Remove lock ring, using leavers, remove flange ring. Place hardwood/Poly blocks under the rear axle, and remove the wheels. As 20 inch wheels normally have to be taken away for pressing, occasions may arise wear all 6 wheels have to be removed from the truck, on these occasions block the truck under the chassis at the front, and leave on level blocks with the forks flat on the ground and the jack removed from the truck

### Removing resilient tyres from Lockring type wheels using stools

Identify tyre type, i.e. Standard or clip. Identify tyre size and section width.

### For a standard tyre, proceed as follows:

Select correct baseplate, flange ring, stool, and pressing out plate. Place correct baseplate, and wheel on to press. Place correct flange ring on flange, and stool on top. Use press to compress the flange. Remove lock ring, using leavers, remove flange ring, flange and stool.

Place stool on press, place wheel on to stool, fixed flange downward. Select correct pressing out plate and spacer (tube) and place on wheel. Use press to push wheel out of tyre and into stool.

### For clip or sit tyres proceed as follows.

Place wheel and tyre assembly on to stool, making sure there is room for the wheel to pass into the cage, place the correct pressing out plate on to the wheel and add a spacer/tube. Standing well clear to the side of the press, apply pressure until the clip has broken, then press wheel out of tyre and into the cage.



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## Method Statement – tyre/rim replacement on-site

### Removing resilient tires from Lockring type wheels using legs and new tooling

In effect the use of legs, replaces the use of a stool in previous sections. Identify you have the correct legs for the press head, and use the correct no of legs. Slide the legs into press head, ensuring any retaining mechanism is in place. Identify tyre type, i.e. Standard or clip. Identify tyre size and section width. Select correct baseplate, flange ring, resilient demount plate, demount support tube, and demount ring,

### For standard tyres proceed as follows

Place correct baseplate on to the bed of press, and place the old tyre and wheel assembly on to the baseplate. Place correct flange ring on to the flange, bring the legs down to contact, making sure they fit evenly around ring and compress the flange. Remove lock ring, using leavers, then remove flange ring and flange. Place the correct demount support tube central on to the bed of the press, and fit the correct interlocking resilient demount plate on to the top of the demount tube. Place the wheel and tyre assembly loose flange side down, so that it interlocks with the resilient demount plate. Place the demount ring around the fixed flange of the wheel and bring down the press so that the legs contact the demount ring evenly. Standing well clear to the side of the press, proceed to press the old tyre down off the wheel.

### For clip/sit tyres proceed as follows.

Place the correct demount support tube central on to the bed of the press, and fit the correct interlocking resilient demount plate on to the top of the demount tube. Place the wheel and tyre assembly clip side down; so that it interlocks with the resilient demount plate.

Place the demount ring around the fixed flange of the wheel and bring down the press so that the legs contact the demount ring evenly.

Standing well clear to the side of the press, apply pressure until the clip has broken, then continue to press the old tyre, down off the wheel until it falls to the bed of the press.

### Removing resilient tyres from split wheels using stools

Undo and remove nuts and washers, put safely aside.

Using a tyre lever and a hammer, pry out wheel half's from tyre.

Should the above procedure not be sufficient to remove wheel half's, place correct baseplate on press, put tyre and wheel on baseplate add correct stool to top of tyre, and compress slightly with press, then use leverage against stool to pry out wheel half's.

### Removing resilient tyres from split wheels when using leg system and new tooling.

In effect the use of legs, replaces the use of a stool in previous sections. Identify you have the correct legs for the press head, and use the correct no of legs. Slide the legs into press head, ensuring any retaining mechanism is in place.

Undo and remove nuts and washers, put safely aside.

Place correct baseplate on press, put tyre and wheel onto baseplate, add correct flange plate on to top of tyre, bring down legs to contact and slightly compress tyre, then use leverage against flange plate to pry out Wheel half.



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## Method Statement – tyre/rim replacement on-site

### Fitting resilient tyres on Lockring type wheels using stools - Pressing tyre on to wheel

Identify correct base plate, pressing cone, flange plate, and stool.

Place correct base plate on press, place wheel on base plate

Place correct cone on wheel, and tyre on cone, lubricate wheel, cone and tyre with soap

Place correct flange plate on the tyre, and correct stool on flange plate.

Use the press to push tyre on to wheel. If a clip tyre is used allow nib to locate. If a standard tyre is used, place locking and flange between tyre and flange plate, and compress with press. Fit locking with leavers and hammer.

### Pressing wheel into tyre

Place correct stool on press, place tyre on stool, and lubricate with soap

Place correct cone in to tyre, place wheel on cone

Place correct plate and spacer on wheel, and use press to push wheel in to tyre

Strip tooling down, place baseplate on press, tyre/wheel on to baseplate,

Place flange and locking on tyre, place correct flange plate on flange.

Place correct stool on flange plate and compress with the press.

Insert the Lockring under the wheel gutter and pull it in to place with leavers and hammer.

Strip down tooling and remove from press.

### Fitting resilient tyres on Lockring type wheels using legs and new tooling

In effect the use of legs, replaces the use of a stool in previous sections.

Identify you have the correct legs for the press head, and use the correct no of legs.

Slide the legs into press head, ensuring any retaining mechanism is in place.

Identify correct base plate, pressing cone, and flange ring for standard tyres proceed as follows.

Place the correct base plate on the centre of the press bed

Place the stripped wheel on to the base plate loose flange side upwards.

Place the correct pressing cone on to the wheel.

Soap the inside of the tyre, the wheel and the cone.

Place the tyre on to the pressing cone

Place the flange ring centrally on to the tyre, bring the legs down to contact.

Make sure they fit evenly around ring, and push the tyre on to the wheel.

Raise the legs, place the flange under the flange ring and lower the legs to compress the flange.

Insert the Lockring under the wheel gutter and pull it in to place with leavers and hammer.

Strip down tooling and remove from press

### For clip/sit/quick/Loc/Lip tyres - proceed as follows.

Place the correct base plate on the centre of the press bed.

Place the stripped wheel on to the base plate, loose flange side upwards.

Place the correct pressing cone on to the wheel.

Soap the inside of the tyre, the wheel and the cone.

Place the tyre on to the pressing cone.

Place the flange ring centrally on to the tyre and bring the legs down to contact.

Make sure they fit evenly around the ring, and push the tyre on to the wheel.

Once the clip is slightly below the wheel gutter, gently release the pressure and allow the clip to seat under the gutter.

Strip down tooling and remove from press.



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## Method Statement – tyre/rim replacement on-site

### Fitting resilient tyres on to split wheels using stools

Select correct base plate, flange plate and stool.

Place correct base plate on bed of press.

Place wheel half on base plate, and tyre on top of wheel half. Place flange ring on to tyre and stool on top of ring, press down to contact, making sure stool is central on the ring.

Press tyre on to wheel half. Raise press and remove stool and flange ring.

Place other wheel half into tyre, making sure all holes line up, and place flange ring and stool on to the wheel.

Press down until wheels half's just touch, do not over press to avoid damage.

Insert a bolt through both wheel half's from underneath, if not quite lined up, release and then re-apply pressure while pushing bolt through.

Hand fit washer and nut to bolt, continue with other bolts working round the wheel.

Tighten all wheel nuts.

Release pressure and remove unit from press.

### Fitting resilient tyres on to split wheels using legs and new tooling

In effect the use of legs, replaces the use of a stool in previous sections.

Identify you have the correct legs for the press head, and use the correct no of legs.

Slide the legs into press head, ensuring any retaining mechanism is in place.

Identify correct base plate, and flange ring.

Place correct base plate on bed of press.

Place wheel half on base plate, and tyre on top of wheel half. Place flange ring on to tyre and bring legs down to contact, making sure they are even on the ring.

Press tyre on to wheel half. Raise legs and remove flange ring.

Place other wheel half into tyre, making sure all holes line up, and place flange ring on to wheel.

Press down until wheels half's just touch, do not over press to avoid damage to wheel.

Insert a 'bolt through both wheel half's from underneath, if not quite lined up, release and then reapply pressure while pushing bolt through.

Hand fit washer and nut to bolt, continue with other bolts working round the wheel.

Tighten all nuts down to wheel

Release pressure and remove unit from press.



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## Method Statement – tyre/rim replacement on-site

### Removal and fitting of press on band tyres

#### Pushing tyre on/off wheel (under 15 inch).

Identify the correct tyre and wheel size.

Identify the correct pressing pots and plates for tyre size.

Place the pot in centre of press bed.

Check the wheel and old tyre for damage, be aware of slivers of steel protruding from wheel.

Place the wheel on the correct pot or plate to suite the tyre size, with the best leading edge uppermost, be aware sometimes this is impossible, due to thickness of the steel were it sits on the pot.

Place the new tyre on top of the old one and make sure it is visibly aligned.

Place the correct plate, and spacer pot if required on top of the new tyre.

Apply pressure with the press, until the tyre just starts to move and then release pressure, ease the entry tyre on by keep pressing and releasing until it is 1/2 inch on to wheel.

Apply full pressure until old tyre is pushed off, then continue pressing, making sure the

Finish position of new tyre on wheel is in same position as old tyre was at starting point.

### Pushing wheel out of /into tyre (15 inch and above)

Identify the correct tyre and wheel size.

Identify the correct pressing pots and plates for tyre size.

Check the old wheel / tyre for damage and finish position of the tyre, and the best leading edge of the wheel.

Place the new tyre on centre of press bed.

Place the old tyre & wheel unit on to new tyre with best leading edge downwards.

Align the old and new tyre by feel using a finger and putting hand through centre bore.

Place correct plates and pot if required on the top of old wheel.

Use press to apply pressure until wheel moves and then release, continue to press and release until wheel is in new tyre by 1/2 inch.

Apply hand pressure with a tyre lever between new and old tyre, and continue pressing until old tyre leavers free.

Continue pressing until wheel is in the original position. Remove unit and clear press bed.

### CUTTING OF OLD BANDS WITH AN ANGLE GRINDER.

On occasions it may be necessary to cut old bands of the wheel with a grinder.

Identify and fit the metal cutting disc required.

Select a safe area to conduct the operation, outside and away from any inflammable liquids or materials.

Chock the wheel/tyre assembly to prevent movement.

Using a tyre cutter, remove as much of the rubber as possible by cutting strips close to each other until you have a V shape finishing just above the band.

Wear eye protection, and suitable gloves.

Hold the grinder with two hands, away from the body.

Proceed to cut through the steel band, a small amount of depth at a time.

Be careful not to cut into the wheel, when the band is cut through it will normally spring open a small amount.

If the band is still tight on the wheel after cutting, place the wheel on to a pot so that the band can fall , and tap band down with a hammer.

Once wheel is free place new tyre on bed of press.

Place wheel on top of tyre, then press wheel in to tyre as normal.



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## Method Statement – tyre/rim replacement on-site

### Removal and fitting of pneumatic tyres

*NOTE - Following a Fatal accident in the UK, It is now recommended by the HSE best Practice Guidance notes that ALL MULTI PIECE, I.E. LOCKRING AND FLANGE AND SPLIT WHEELS AND IN PARTICULAR TWIN WHEELS ARE DEFLATED BEFORE UNDOING THE WHEEL NUTS AND REMOVING THE WHEELS FROM THE TRUCK. AFTER SEATING COMPONENTS, USING THE LOWEST AMOUNT OF PRESSURE REQUIRED TO DO SO. THEY SHOULD BE FULLY INFLATED IN A RESTRAINING DEVICE, OR IF NOT REASONABLY PRACTICAL, SHOULD BE MOUNTED ON THE WHEEL HUB, USING A PROTECTIVE BARRIER SUCH AS A WALL OR EMBANKMENT TO RESTRAIN FLYING OBJECTS BEFORE INFLATION. ALL AIR LINE INFLATION LEADS MUST BE A MINIMUM OF 2 METERS TO ALLOW THE FITTER TO STAND CLEAR OF ANY BLAST AREA.*

Identify the wheel type, for safety reasons, split wheels MUST be deflated BEFORE removal from truck.

Deflate the tyre, remove the lock ring, flange and advance band, or if split wheels undo and remove the nuts and bolts.

Remove the old tyre, using wedges or bead breaker to break back seal.

Inspect the wheel and furniture for damage and suitability for re use.

Fit the new tube and flap into new tyre.

Fit the new tyre on to wheel.

Fit the advance band. ADVANCE BANDS MUST BE FITTED TO WHEELS DESIGNED TO TAKE THEM, EVEN IF THEY WERE MISSING OUT OF OLD TYRE / WHEEL UNIT.

Fit the lock ring and flange making sure they seat correctly.

Fit and tighten the bolts on split wheels, replacing any that are in poor condition.

Inflate the tyre to the correct pressure using a safety cage or alternative means to prevent ejection of components.

Split wheels MUST only be fully inflated, once they are bolted on to the truck and secured by the wheel nuts as well as the split wheel bolts, THEY MUST NOT BE INFLATED TO MORE THAN 100 PSI.

### Replacement of wheels on truck and releasing truck from jack

Replace wheels on truck using lever to take weight of wheel, brake drum wheels should be fitted in same position as removed.

Ensure correct location of wheel on hub.

Tighten wheel nuts, making sure tapers locate correctly.

Raise jack and remove blocks.

Release jack, and lower truck to ground.

Give a final tightening of wheel nuts, using bar or torque wrench if setting is known.

Check round truck and area to make sure truck is safe to go, and all tools recovered.

Get the Paperwork signed, and make sure any issues are recorded/reported to site contact.



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### Replacement of wheels, on large forktrucks with 20 inch tyres on twin wheels

Use a fork lift if available to unload tyre/wheel units from van and to stand upright.

Using a bottle jack on one side of the front chassis, raise that side of the truck just enough to allow wheels to be levered over studs.

Locate the inner wheel, and fit and tighten any stud extenders if fitted, with a suitable square drive socket.

Locate and fit the outer wheel and tighten wheel nuts as far as possible.

Remove blocks and lower weight down on to wheels.

Remove jack, and repeat on other side of truck.

### For rear wheels,

Jack the truck up on the blocks, using a bottle jack under counterbalance or axle.

Only raise truck high enough to locate wheels over studs.

Fit the wheels, and tighten the nuts as much as possible.

Remove blocks and lower truck weight back on to the wheels.

Give a final tightening of wheel nuts, using bar or torque wrench if setting is known.

Check round truck and area to make sure truck is safe to go, and all tools recovered.

Get the Paperwork signed, and make sure any issues are recorded/reported to site contact.



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