# **DEMOUNTING AND MOUNTING PROCEDURES** FOR TUBELESS TRUCK AND BUS TIRES

**!\WARNING** 

Completely deflate any tire by removing the valve core before removing the triev/wheal assembly from the able if there is known or suspected damage to the tire or wheel or if the tire has been operated at 80% or less of its recommended operating pressure. Demount, inspect and match all tire and rim parts before re-inflating in a re-

TIRE AND RIM SERVICING CAN BE DANGEROUS AND MUST ONLY BE PERFORMED BY TRAINED PERSONNEL USING PROPER PROCEDURES AND TOOLS.

FAILURE TO READ AND COMPLY WITH ALL OF THESE PROCEDURES MAY RESULT IN SERIOUS INJURY OR DEATH TO YOU AND OTHERS.



/ WARNING

PLEASE NOTE: THIS IS CHART 1 OF A 3-CHART SET. BE SURE TO ALSO READ, UNDERSTAND AND COMPLY WITH CHART 2 RE: DEMOUNTING AND MOUNTING PROCEDURES FOR TUBE-TYPE TRUCK AND BUS TIRES, AND CHART 3 RE: MULTI-PIECE RIM MATCHING **!**WARNING

NEVER use starter fluid, ether, gasoline, or other flammable materials and/or accelerants to lubricate or to seat the beads of a tire. This practice can cause the explosive separation of the tire/wheel during servicing or during highway use, which may result in serious injury or death.

/ WARNING

NEVER inflate beyond 40 psi to seat any tire beads. NEVER stand, lean, or reach over the tire rim, wheel assembly in the restraining device during inflation. Even if a tire is in a restraining device, inflating beyond 40 psi when trying to seat the beads is a DANGER-OUS PRACTICE that may break a tire bead or the rim/wheel with explosive force and

**!**WARNING

Any inflated tire mounted on a wheel con tains explosive energy. The use of damaged mismatched or improperly assembled tire and wheel components can cause the as and wheel components can cause the as-sembly to separate with explosive force. If struck by an exploding tire, wheel compo-nent, or the air blast, you or someone else may be seriously injured or killed. **!**WARNING

Mismatching tire and rim diameters is dangerous. A mismatched tire and rim assembly may separate and can result in serious injury or death. This warning applies to 15° and 15.5°, 16° and 15.5°, 18° and 18.5°, 22° and 22.5°, 24° and 24.5° tire and rim assemblies as well as other sized assemblies. NEVER assemble a tire and rim unless way these notifies by identified and orch unless you have positively identified and cor-ectly matched the tire and rim diameter.

**!**WARNING

NEVER assemble a tire and rim unless you have positively identified and correctly matched the tire and rim diameter. If an attempt is made to seat the tire bead by infalting on a mismatched rim/wheel, the tire bead will break with explosive force and may result in serious injury or death.

#### BEFORE SERVICING ANY TIRE RIM/WHEEL ASSEMBLY

ALWAYS comply with the procedures on this chart and in the thre/wheel manufacturer's catalogs, instruction manuals or other industry and government instructional materials.

Use proper tools to demount or mount tires and rims (refer to "Typical Tire Service Tools"). **NEVER** strike the tire,/wheel assembly with a steel duck bill harmore to unseat the beads and do not strike the head of the harmore with another hard-faced harmore—sue a rubber mallet or plastic dead blow harmore. Slide limpact

NEVER reinflate any tire that has been operated in a run-flat or underinflated condition (i.e., operated at 80% or less of recom-mended operating pressure). Demount, inspect and match all tire and rim components before reinflating in a restraining device with

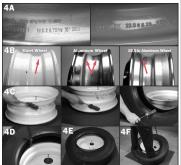
## MOUNTING TIRE ON RIM/WHEEL ASSEMBLY

TUBELESS; SINGLE PIECE

4A. Before mounting, be sure that the tire is prop-erly matched to the rim. These photo examples show

nous mjury or deatm.

Identify the short side of the drop cents
Single-piece tubeless rims and wheels must be r
from the short side of the drop center well. On s
wheels, the short side is typically located opp
disc. Aluminum wheels typically have symmetr
centers so tires can be mounted from either side



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ALWAYS wear adequate protective eyewear (or NEVER use an extension or "cheater" bar with face shield), protective footwear, and ear protection white serving titres to avoid injury.

Typical Tire Service Tools Use only tools re Tubeless Tire Iron



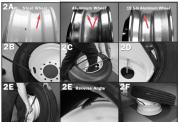
DEFLATING AND DEMOUNTING TIRE FROM RIM/WHEEL ASSEMBLY

AUMAYS completely deflate the tire assembly before attempting to - Loosen beads by using a slide impact bead unseating tool, ducl demount. Remove the valve core and insert a wire down the valve bill hammer with a rubber mallet, or other bead unseating tool. Both stem to ensure complete deflation. NEPKE demount a tire from a rim unless you are sure it is completely deflated.

#### TUBELESS; SINGLE PIECE

2A. Identify the short side of the drop center wheel well. Single piece tubeless rims and wheels must be demounted from the short side of the drop center well. On steel disc wheels, the short side is typically located opposite of the short side is typically located opposite of the short side is typically located.

Pry the tire iron and allow the rim/wheel to drop. IMPORTANT! Make sure your feet are clear of the rim. If necessary, rock or bounce the assembly to remove



#### INSPECTING TIRE AND RIM/WHEEL COMPONENTS

ALWAYS conduct a visual and tactile inspection of the tire LOOK and FEEL for any damage or evidence of being operated overloaded and/or in a run-flat condition (80% or less of recommended operating inflation pres-



Remove rust, dirt, or foreign material from all tire and wheel mating surfaces.

Inspect rim/wheel. **NEVER** use any single-piece rims/wheels that are worn, bent, cracked, or pitted by corrosion. Clearly mark and remove all unserviceable parts from the service area. See examples in 3C and 3D. · DO NOT rework, weld, heat or braze any rim parts or com

Use a carpenter square and a credit card to examine rim diameter. 3D



**MARNING** 

## INFLATING TIRE RIM/WHEEL ASSEMBLY

/ WARNING

AWARNING NEVER use starter fluid, ether, gasoline, or other flammable materials and/or accelerants to lubricate or to seat the beads MARNING During inflation, if ANY sidewall undulations or bulges of a tire. This practice can cause the explosive separation of the appear or if ANY snapping, cracking or popping noises tire/wheel during servicing or during highway use, which may result occur — \$70P! DO NOT approach tire. Before removing from rein serious injury or death.

straining device with the valve core removed. The air line assembly der tire unservicable, non-repairable and scrap. must consist of the following components: a clip-on air chuck, an in-

straining device, completely deflate tire remotely. Remove clip-on 

line valve with a pressure gauge or presettable regulator, and sufficient hose length to keep the technician outside the trajectory during the restraining device during inflation. Even if a tire is in a restraininflation. (See "Trajectory" WARNING below.) DO NOT rest or lean ing device, inflating beyond 40 psi when trying to seat the beads is any part of your body against the restraining device during inflation. a DANGEROUS PRACTICE that may break a tire bead or the Failure to use a restraining device when inflating a tire rim/wheel as-

## STEP-BY-STEP INFLATION PROCEDURES

Before inflating any tire rim/wheel as-sembly, be sure to read, understand and comply with ALL WARNINGS.

After mounting the tire on the rim, use a com-pressed six tagh with quide releases when to

ing device.

IMPORTANT: Look for distortions, undulations, or other the sidesuall, such as in Photo 5C. Listen for any popping or a ANY of these conditions are present — STOP! TO NOT appr moving from restraining device, completely deflate tire remote air chotcl. Mark tire as damaged for potential "zipper ruptus servicable, non-regulirable and scrap.

jectory\* WARNING below. **BO NOT** stand or reason part of your body against, or reach over, the re6. Continue to inflate until the beads are exceeded on the riny-wheel. Inspect both iddes of the tire to be sure that the beads are everly seated

If the beads are not seated at ap on # 5700°C com

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\*\*Ause\*, remove from the restraining device.

\*\*\*Description the first on the first one first one

aged for potential "zipper ruptu scrap.

8. If none of these "zipper" conditi stall the valve core, and adju

TRAJECTORY **!**WARNING

**!**WARNING



THE AIR PRESSURE CONTAINED IN A TIRE IS DANGEROUS.
PRESSURE BY A TIRE BLOW-OUT OR SIDE RING SEPARATION CA
Y OUT OF THE TRAJECTORY AS INDICATED BY THE SHADED ARE





