



TIRE SERVICE INTERNATIONAL

TC-350 Wheel Crusher

buyTSI.com - 800.223.4540



Shown with optional gas engine



READ INSTRUCTIONS THOROUGHLY BEFORE OPERATING

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General Description

The TC-350 Wheel Crusher can handle Budd or Dayton style truck wheels, tube or tubeless tires, and tire and wheel assembly up to 47" in diameter and 12" wide. Also capable of crushing any style or size passenger wheels. With road-worthy wheels and tail lights, the TC-350 is portable. Hydraulic wheel lift is standard.

Safety Requirements

1. READ THIS MANUAL BEFORE OPERATING
2. SAFETY GLASSES ARE REQUIRED
3. WARNING - Air must be released & vented from tires before crushing
4. WARNING - Always operate from behind safety guard and stop if others are present
5. Do not wear loose clothing.
6. Before each use visually inspect for loose bolts, fittings, leaking hydraulic fluid, and damaged or improperly assembled accessory equipment.

Installation Requirements

- Specific electrical power for those with electrical motors will be included with the unit.

Set-Up Instruction

- Use the hand-crank jack stands to level the unit on a flat surface.
- Prepare a clean, level surface with adequate room to maneuver.
- For units with engines, check oil and fuel
- Know exactly what type of truck wheel is being crushed and prepare to crush them at their weakest point.
- There are primarily two types of truck tires, Budd wheels (Fig. 2) and Dayton wheels (Fig. 3).

Budd
Wheel



Fig. 2

Dayton
Wheel

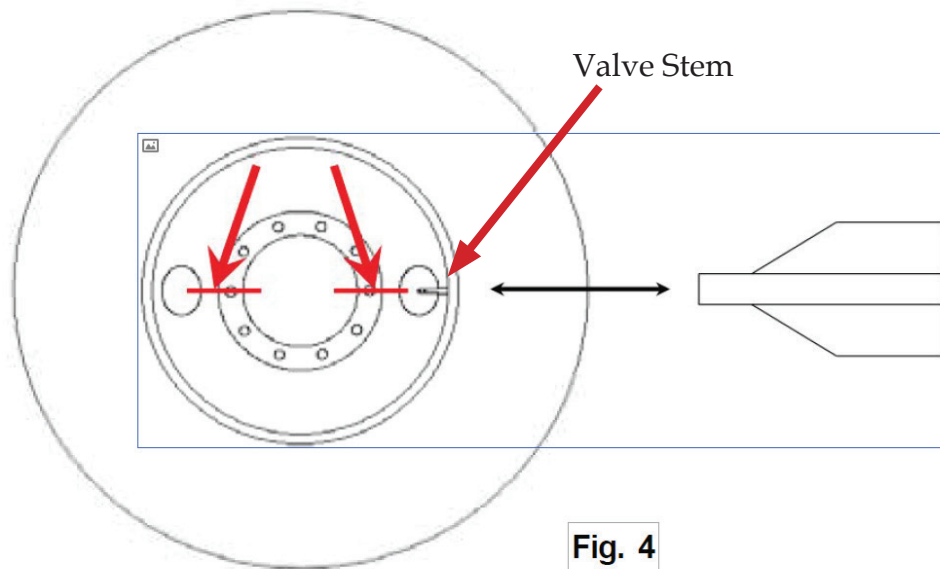


Fig. 3

Operation Instructions

Mounting Wheel

- Remove the air valve stem from the wheel to insure there is no pressure in tire
- Line up the stem hole with the wedge as shown below in Fig. 4.
- This alignment applies to all wheel types, however the following **MUST** be followed:
 - A.** Budd wheels are **face-up**
 - B.** Dayton wheels are **face-down** with rim ring contacting I-beam. **For safety purposes this is a must!** Dayton wheels have a notch in the rim ring where the stem comes out of the rim. This must align with the TC-350 wedge.
 - C.** On military type wheels (Budd style, but much thicker) it is advisable to 'cut' the rim at the holes as shown below in Fig. 4. These are thick rims, so cut them on both sides of center hole before trying to crush.



Operation Instructions

To Run

- Read supplied manufacturer's instructions to start, run and maintain engine.
- For the electric TC-350, ensure the proper power source is available and plug-in the unit.

Start machine

- Retract Ram to position shown (black arrow in Fig. 5) with Wheel Crushing control lever.
- Load tire on lift as shown below in Fig. 5.
- Raise tire to I-Beam with Wheel Lift valve lever control and slide tire onto beam.
- Parts or pieces of the rim may fly loose so remain behind the guard during operation.
- Once tire is loaded onto I-beam line it up using the Mounting Wheel instructions on page 3.
- Lower wheel lift out of the way before crushing.
- Use valve lever in Fig. 6 labeled Wheel Crushing to cycle the unit and crush the wheel.
- It may be necessary to retract ram, rotate wheel 90° and continue crushing. Do this as often as necessary to properly crush the wheel.
- After wheel is crushed remove wheel debris and clear area before loading another wheel.
- The machine is set-up from the factory, but refer to the next page for hydraulic adjustments.



Operation Instructions

If a crushed wheel gets jammed, use Safety Chain (see Fig. 7) to break it loose. Use this to assist in removing a stuck wheel.

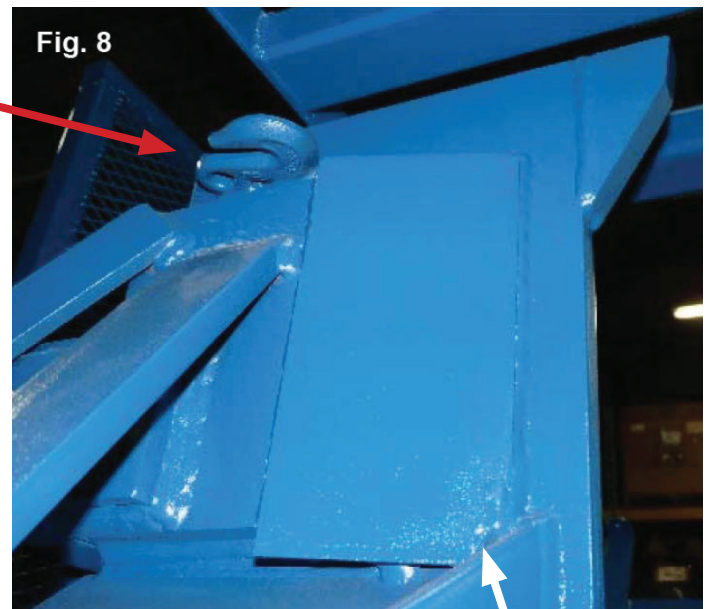
If parts get stuck on the ram, extent the ram forward and hook the debris, connect chain to the hook, then run the ram back to dislodge the parts.



At right (Fig. 8) shows a hook on the back side of the ram.

If debris is lodged in the front crushing section it can be hooked with the chain and pulled back by the ram.

Stow safety chain where it will not interfere with any moving part when not being used.

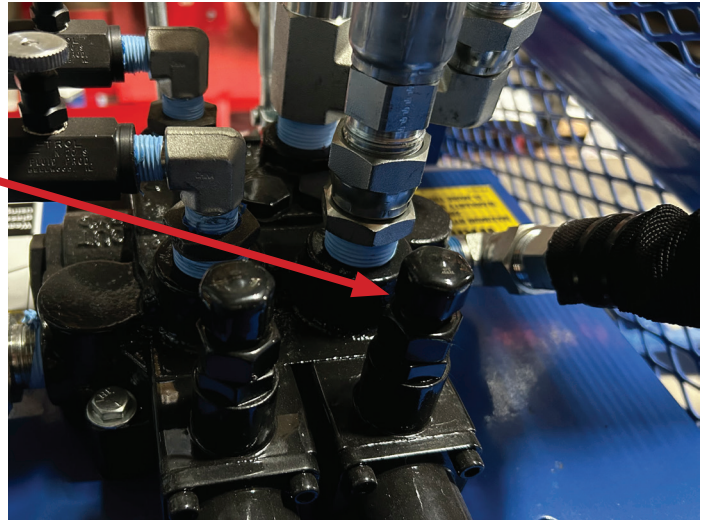


Additional Notes

- As a safety precaution lower wheel lift to the ground and shut or turn off when not in use.
- If unit is being transported lift and secure wheel lift. For towing the ball is 2-5/16".
- Passenger car or light duty truck wheels are crushed following same instructions.

Hydraulic Adjustments

1. If the valve "kicks out" on the return stroke, the detent will have to be tightened slightly. Loosen the lock nut and turn the outer screw in 1/4 turn and tighten the lock nut. If it "kicks out" again, loosen the nut and readjust the screw another 1/4 turn. Repeat as necessary.



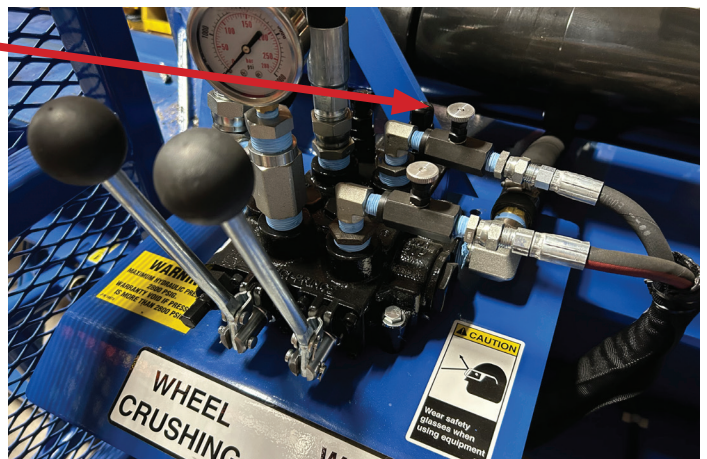
1. Do not exceed a Maximum of 2800 PSI at the gauge. Normal hydraulic pump pressure is 2400-2500 PSI. when the ram is fully extended.

2. If adjustment is needed, remove the cap nut and use an Allen Head wrench to make an adjustment to the hydraulic pump pressure. To increase pressure turn the screw in 1/4 turn. To decrease pressure turn the screw out 1/4 turn. Repeat as necessary until the correct pressure is attained.



1. The hydraulic flow valve for lift speed is pre-adjusted and should not be changed until an operator becomes very experienced with the lift system and overall use of the unit. Improper adjustment can wrongfully launch a tire over the I-beam. Be sure to adjust in small increments of 1/4 turns.

2. If a replacement gauge is needed contact TSI and refer to Part #3019

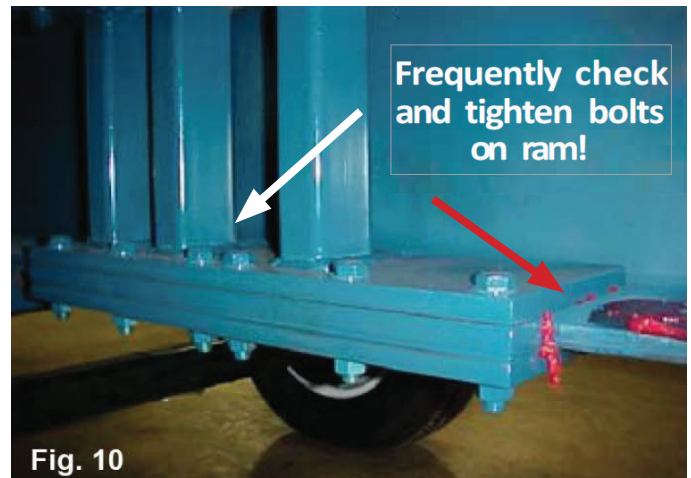
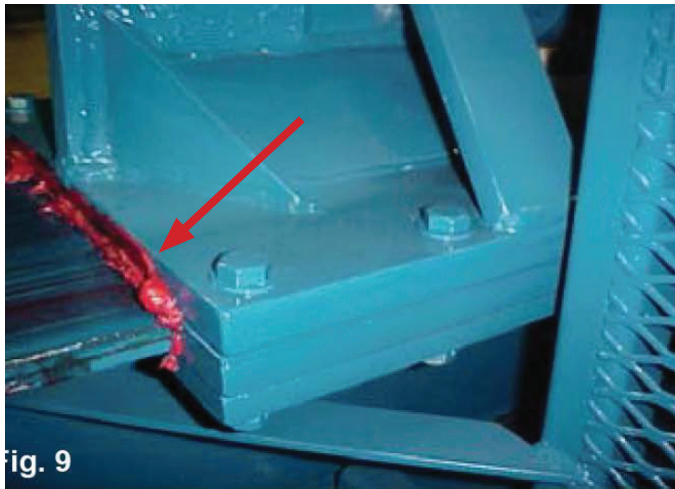


Maintenance Instructions

- Refer to manufacturer's manual or operation guide to service engine.
- Inspect all bolts and hoses periodically.

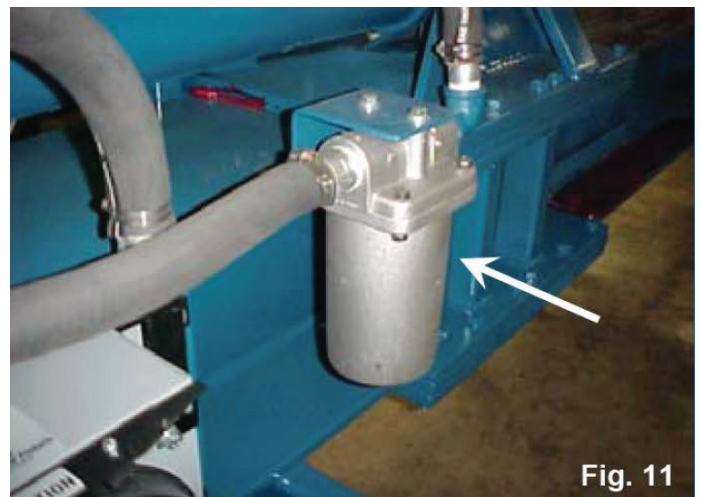
Lubrication

- Grease unit often using an automotive grade chassis grease. Decals indicate zerk locations.
- As shown in Fig. 9 and 10, grease liberally.
- Please keep in mind: This unit crushes tires with dirt, rust and abrasive materials clinging to wheels and as they are crushed, the particles fall and wear on the machine. The cleaner and better maintained, the longer the unit will last. Especially the I-beam and crushing ram.



Hydraulic Fluid

- Drain hydraulic fluid every six months when replacing oil filter. (Fig. 11)
- Fill hydraulic reservoir 3 inches from top of tank with a universal automatic trans-mission fluid. Fluid required is approximately 30 gallons.
- Replace filter with TSI Part #10130E
- Remove canister to replace filter.



California Proposition 65

California's Proposition 65 entitles California consumers to special warnings for products that contain chemicals known to the state of California to cause cancer and birth defects or other reproductive harm if those products expose consumers to such chemicals above certain threshold levels.

WARNING: Some of Tire Service International's products can expose you to chemicals including chromium compounds, which are known to the State of California to cause cancer, birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov.

Your risk from exposure to these chemicals varies, depending on exposure time. To reduce your exposure, work in a well-ventilated area and with approved safety equipment, such as dust masks that are specially designed to filter out microscopic particles. Wash your hands after touching TSI's products.

Warranty and Return Policy

Warranty & Workmanship you can depend on.

With over 30 years of manufacturing experience we maintain the ability to provide competitive prices while employing and manufacturing the majority of our products in the USA. Pride in our workmanship and standing behind each and every product is not just our claim but our uncompromising responsibility.

Tire Service International equipment is warranted to be free from defects in materials and workmanship for a period of one year from the date of original purchase to the original owner. Repair labor is warranted for 90 days from the date of original purchase. Bushings, blades, bearings and normal wear and tear are not covered under warranty. Careless handling, negligence, misuse, abuse, mutilation, improper operation, making unauthorized repairs, additions, and or alterations automatically cancel this warranty and relieves TSI of any obligation. Cheetah tanks claimed to be defective while under warranty will be evaluated at our manufacturing plant and either repaired if possible or exchanged and returned or credit issued to the customer account at our discretion. Damage resulting from dropping the tanks will not receive warranty consideration. Warranty parts need to be returned prepaid to the plant for credit. Any replacement parts shipped from the plant will be shipped at the customer's expense. Machines requiring warranty work must be brought to the manufacturing plant in 201 Chelsea Rd, Monticello, MN or to a repair facility authorized by TSI.

!!WARNING!! Goods returned without an RGA will be refused. A Returned Goods Authorization form must be obtained before returning any material or goods. All non-warranty returns will be subject to a 15% restocking fee plus any additional charges for reconditioning/repacking.

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