



TC-350  
WHEEL CRUSHER

**READ INSTRUCTIONS THOROUGHLY BEFORE OPERATING**



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## GENERAL INFORMATION

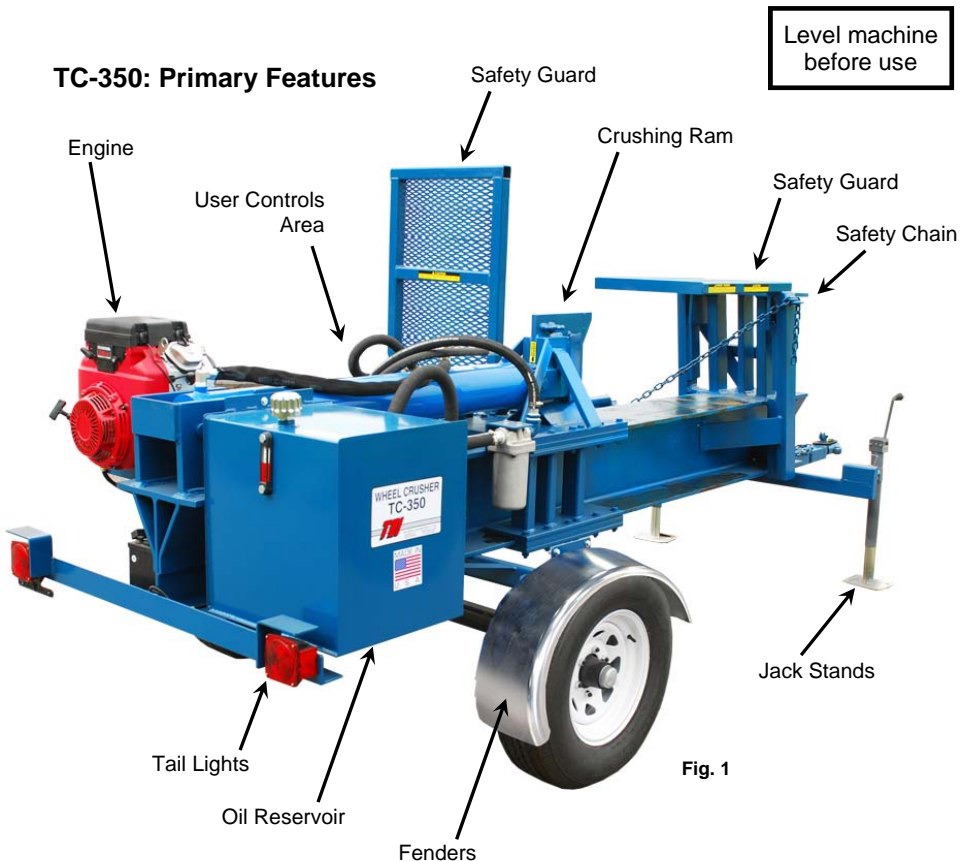
General: Review taking delivery of the TC-350 and uncrate or unpack it.  
Read and follow instructions for optimum use.

Overview: The TC-350 Wheel Crusher can handle Budd or Dayton style truck wheels, tube or tubeless tires, any size 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.

### **WARNING**

**Air must be released & vented from tires before crushing**

USE CAUTION! Wear safety glasses and appropriate safety gear.



# INSTRUCTIONS

## Set-Up

Fasten the Fenders to the brackets on the frame. Use included hardware and tighten firmly.

Use the hand-crank Jack stands to level the unit on a flat surface.

The Lift is sent detached from unit with the cylinder and hoses connected. Use the mounting and cotter pins provided (3 each) and attach lift to frame mounts.

**Vent or release all air from tires to be crushed! Best tip: Remove valve core.**



Fig. 2

Budd Wheel



Fig. 3

Dayton Wheel

### Key points to crushing truck tires:

1. Know exactly what type of truck wheel you're crushing.
2. Crush them at their weakest point.
3. Use caution and safety.

Primarily there are two types of truck tires, Budd wheels and Dayton wheels. The photos above show both. At left is a Budd wheel in Fig. 2. At right a Dayton wheel in Fig. 3.

On military type wheels (Budd style but much thicker) it's advisable to 'cut' the rim between holes as shown below in Fig. 4. These are thick rims so cut them on both sides of center hole before trying to crush.

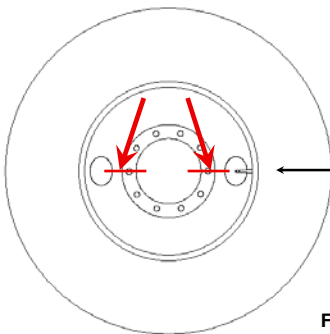
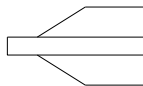


Fig. 4

Line-up valve stem with wedge (referred to as 3 O'clock.) This applies to all wheel types. Budd wheels face-up as shown at left and Dayton wheels face-down with rim ring contacting I-beam. For safety purposes this is a must!



Dayton wheels have a notch in the rim ring. This must align with the TC-350 wedge.

*With the valve core pulled out line this up with the empty hole where it was pulled out from.*

## INSTRUCTIONS (CONTINUED)

### Start machine

Retract Ram to position shown (black arrow) with **Wheel Crushing** control lever. Load tire on lift as shown above in Fig. 5.

Raise tire to I-Beam with **Wheel Lift** valve lever control. Slide tire onto beam. *An experienced operator can set the hydraulic flow valve for lift speed. See Fig. 6.*

### To Run

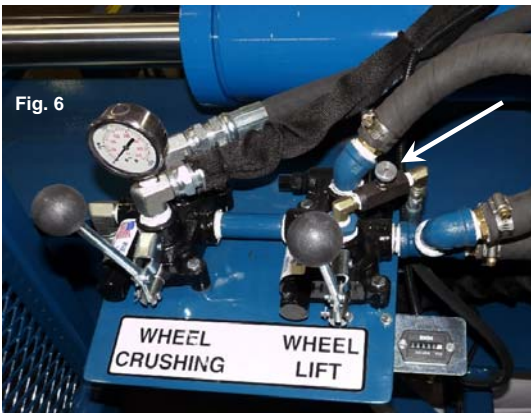
Read supplied manufacturer's instructions to start, run and maintain engine.

For electric TC-350's ensure the proper power source is available and plug-in unit. *Specific power requirements will be included on a unit by unit basis with customers.*



Operator to stand here by controls and behind safety guard

Parts or pieces of the rim may fly loose so stay behind the guard.



At left in Fig. 6 is the Flow control knob used to adjust oil flow through the valve system - which determines lift speed.

#### Note

This is pre-adjusted and should not be changed until an operator becomes quite experienced with the lift system and overall use of the unit. Improper adjustment can wrongfully launch a tire over I-beam.

Once tire is loaded onto I-beam line it up as previously described.

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 crushing another.

**WHILE IN USE KEEP AREA CLEAN AND FREE FROM DEBRIS**



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.

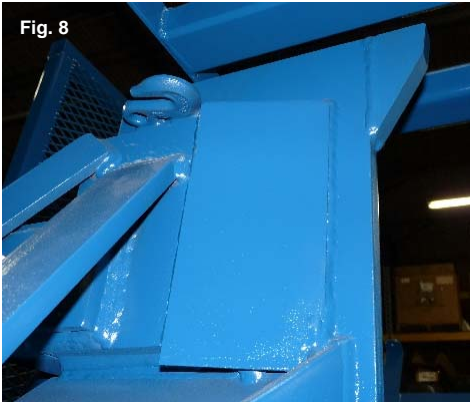
If parts get stuck on the ram, run the ram forward toward this end of the unit. Hook the debris, connect chain to the hook then run the ram back to dislodge anything caught.

At right (Fig. 8) is 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 won't get caught on anything when not being used.

Do not run unit with safety chain still attached or hooked to wheel debris.



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".

When crushing regular passenger car or light duty truck wheels crush them the same way.

## Maintenance

To service engine refer to manufacturer's manual or operation guide.

Grease unit often using an automotive grade chassis grease. Look for decals where the grease zerks are and as shown in Fig. 9 & 10 grease liberally.

Please keep in mind: This unit crushes tires with dirt, rust and abrasive materials clinging to wheels and when they fall loose as they're crushed the particles wear on the machine. The cleaner and better maintained this unit is the longer the parts last. Especially the I-beam and crushing ram.

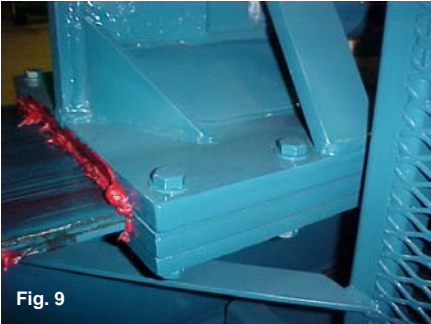


Fig. 9



Fig. 10

## Oil Filter

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 transmission fluid.

Fluid required is approx. 30 gallons.

Replace filter with TSI Part #10130E. Remove canister to replace filter.

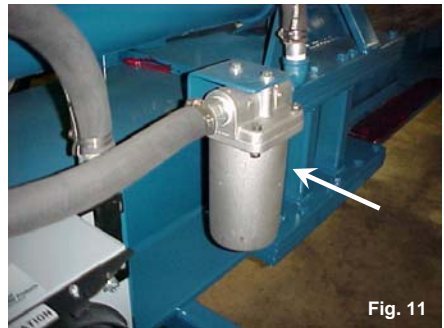


Fig. 11

## Valve Adjustment (Page 7, Fig. 12)

If the valve "kicks out" on the ram's return stroke, the detent will have to be tightened slightly.

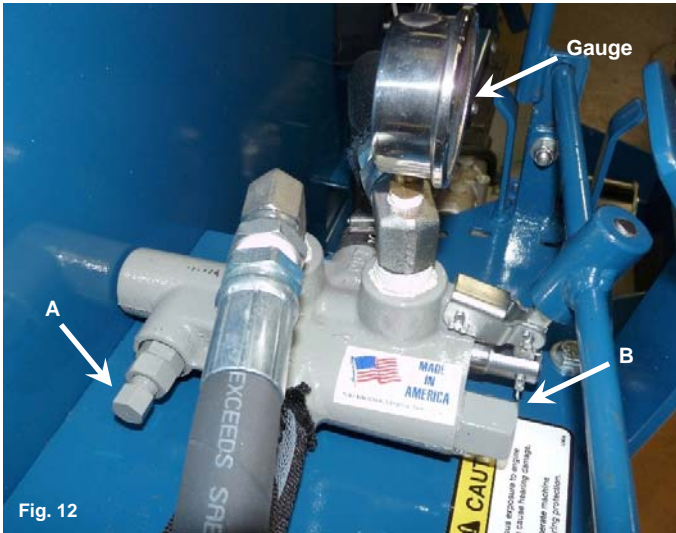
At "A" loosen the lock nut. Turn the outer screw in 1/4 turn and tighten lock nut. Continue to bale.

If it "kicks out" again, loosen the nut and readjust the screw another 1/4 turn. Repeat as necessary.

Normal hydraulic pump pressure at the Gauge for the TC-350 is 2400-2500 P.S.I. when the ram is fully extended.

If adjustment is needed remove the cap nut at "B" 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.

## SPECIFICATIONS



**Do not exceed a Maximum of 2500 P.S.I. at the Gauge.**

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

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### Maintenance Log



Length	177"
Height	74"
Width	84" with lift
Weight	4,090 Pounds
Power Unit: Electric (Standard)	18 HP V-Twin Honda
Options	20 HP Kabota Diesel 10 HP Electric 220/440, 3 Phase

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