

Welcome to the fourth and final lesson on Continental industrial solid tires. This lesson should answer the following questions for you:

- How is a Continental industrial solid tire fitted?
- What do I have to consider in the operation of an industrial solid tire?
- What future developments can be expected?

This information rounds off your knowledge about industrial solid tires.

## CSEasy

The Continental Super Elastic tire CSEasy is designed to suit the contours of the Lemmerz basic rim.

Clean the wheel, adapter and rim before fitting. If fitting on a vehicle, make sure that the vehicle cannot roll or tilt.

If a CSEasy is already mounted on the rim on the vehicle, mounting and removal is possible directly on the vehicle. The rim flange must be on the inside.

1. Wrap the CSEasy adapter around the rim and close so that it inserts into the SIT nut. Make sure that there is no folding of the compression plate.
2. Fit the CSEasy tire tightly onto the rim with the adapter and screw in all of the bolts supplied.
3. Tighten all bolts crosswise to the specified torque.



*fig. CSEasy mounting*

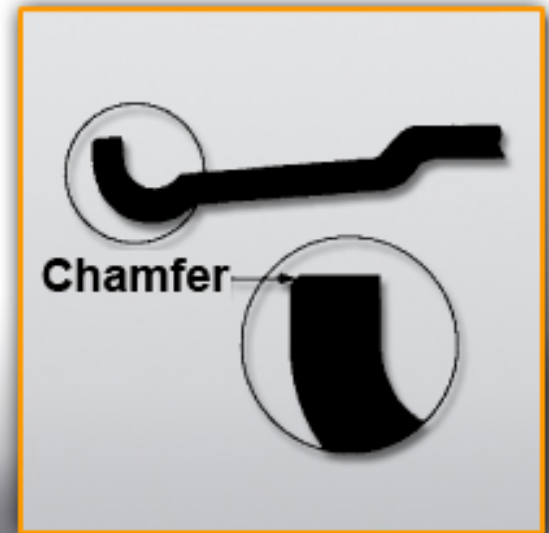
### Preparation for fitting using a plate or claw press for SIT and S designs:

- Clean the rim and any burrs which may have resulted from running into obstacles. The front edge in particular should be chamfered.
- Coat the contact areas of the tire and rim with the recommended lubricant.
- Place rim on press table using the appropriate support ring.

## SIT

The Continental Super Elastic tire with SIT construction is also designed to suit the contours of the Lemmerz basic rim.

The SIT construction enables fitting on the rim body without detachable rim elements.



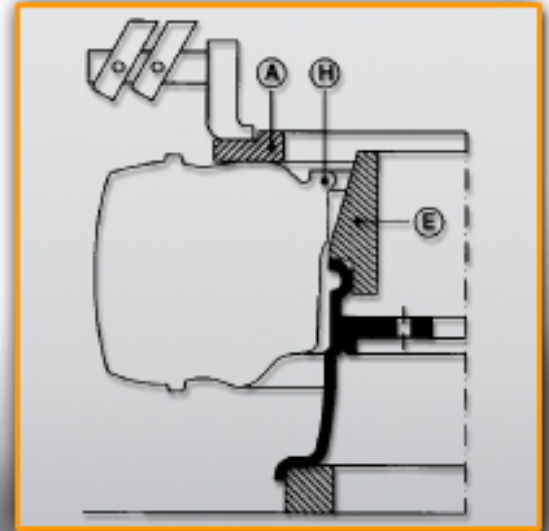
*fig. Chamfer*

- **Fitting:**

- Place tire on tapered ring (E) and press down evenly with pressure sleeve (A) until the retaining bead (H) snaps into place in the locking ring groove.

- **Removal:**

- Compress tire from the locking side of the rim until the locking ring groove is exposed.
- Place removal ring in position and coat liberally with lubricant.
- Invert tire and press off using pressure ring. The retaining bead then slips over the removal ring without being sheared off.
- The tires can then be reused.



*fig. SIT mounting*

## **S design**

On an offset-split rim the tire is pressed on with a claw or plate press. On a centre-split rim the tire is pushed on to one half of the rim by hand. The second half is then pressed against the first. The necessary tension is achieved by screwing in the halves.

## **Press on Bands**

Bands with steel wire reinforcement and a cylindrical base for one-part rims must be fitted with a hydraulic press. Bands with a conical foot for centre-split rims can be screwed without a press. On cylindrical steel-based tires, a hydraulic press must also be used. Oil should be used when pushing the tire on to prevent the steel base from seizing up on the rim. It is important to use the correct size rim.

You should only use industrial solid tires in accordance with the **specifications** to prevent damage. Always **drive over or climb over** sharp-edges obstacles slowly. Never drive over the **60-Joule-Indicator**, as this can result in complete failure.

### **Regrooving Super Elastic tires**

When the original tread pattern is worn down, the tire has reached approximately **half its useful service life**. It can remain in service and when necessary **be regrooved**, so that it continues to provide good road holding on wet dirty surfaces. In order to maintain the remouldability of the tire, the wear and regrooving limits should not be exceeded. Regrooving can be carried out up to the **60 Joule ridge**.

## Der neue SC20

The SC20, an advanced version of the SC15, is Continental's newest addition to the Super Elastic tire family.

The tried-and-tested construction with ROBUST layer combined with low rolling resistance makes it the ideal tire for transport tasks and for stacking/lifting.

Thanks to its larger tread volume, its service life is up to 20% longer than that of the SC15. The greater tread depth ensures improved traction. The cross section has also been optimized, providing good riding comfort as well as optimum cushioning and damping. The two circumferential longitudinal grooves make for good cornering stability, and the stable center band with no block division ensures high running smoothness.



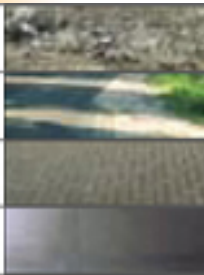
## Transportation

unpaved ground

mixed ground

paved ground

smooth hall floors



For this application the following tire is

● very suitable or

◐ suitable.

Features

Benefits



SC 20

Radial - Industrial Pneumatic Tires

up to 25 km/h

**A tire with a tried-and-tested construction, ROBUST layer and low rolling resistance.**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>● low rolling resistance</li> <li>● larger tread volume</li> <li>● deeper tread</li> <li>● optimized cross section</li> <li>● 2 circumferential longitudinal grooves</li> <li>● stable center band and no block division</li> </ul> | <ul style="list-style-type: none"> <li>● lower energy consumption and heat buildup</li> <li>● very long service life (up to 20% longer than SC 15, depending on size)</li> <li>● improved traction</li> <li>● good cornering stability</li> <li>● high running smoothness</li> </ul> |
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## How long can a Super Elastic tire be regrooved?

as long as there is still rubber on the tire

up to the 60-joule ridge

it is not absolutely necessary to regroove Super Elastic tires