



**3065/40-20T**



**INSTRUCTIONS FOR USE**



---

- DECLARATION OF CONFORMITY

---

- *We hereby state that the machine type*



**MODEL 3065/40-20T**

*is in compliance with the rulls*



**2006/42/CE  
UNI EN1494**

---

**MILANO**

  
ROBERTO CICERI  
(President)

- Any tampering or change unauthorized by BETA UTENSILI shall immediately invalidate this statement.



## ART. 3065/40-20T AIR-HYDRAULIC JACK


### FOREWORD

Dear Customer, before using your new jack, please read these instructions carefully and familiarise yourself with the safety symbols.

- This manual is an integral part of the machine, and as such must be kept safe and to hand so the operator is able to consult it whenever needed.
- The contents of this manual comply with the Machinery Directive 2006/42/EC, and the jack is type approved in conformity with European Standard EN 1494, as amended.
- The manufacturer reserves the right to make modifications without prior notice, without prejudice to the safety and main technical characteristics, and shall bear no liability in such an event.
- Failure to observe these instructions may result in personal injury or even death.
- The manufacturer shall not be liable for any damage or injuries caused by incorrect or improper use of the product. The identification plate is on the side of the casing. **DWG. 1**

### SAFETY REGULATIONS

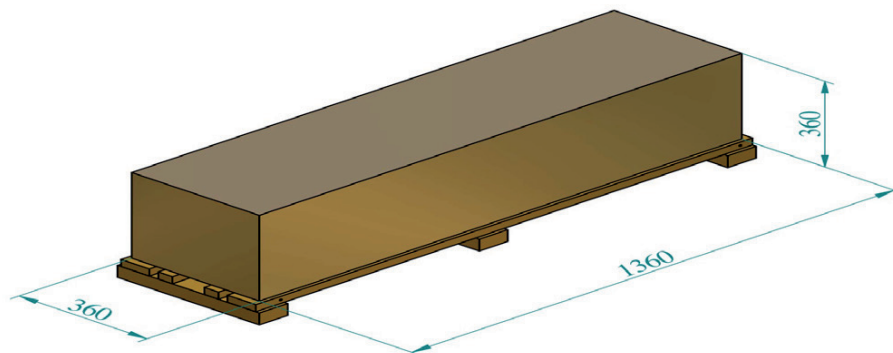
- Only authorised personnel are allowed to use the equipment and they must know the contents of this operating and maintenance handbook.
-  -The jack is an apparatus for lifting only and not for supporting, it is therefore absolutely forbidden to work in any way under the vehicle being lifted until it is placed on the relative stands. **DWG. 2**
- Before starting to lift a vehicle it has to be blocked with the parking brake and/or by putting wedges under the wheels, as illustrated in figure **DWG. 3**
- If the vehicle is loaded check load stability when lifting.
- Place the jack so that the load is centred over it and where the gripping points are indicated by the vehicle manufacturer. **DWG. 4**
- During lifting and lowering, it is necessary to check there are no persons or animals under the suspended load or in the vicinity.
- Before lowering the load make certain the handle is in the horizontal position. **DWG. 5**
- Never lift loads on sloping, uneven or soft ground. **DWG. 6**
-  - If extensions are needed use only those supplied by the manufacturer with the jack. Do not use extensions without the relevant plate. Never use more than two extensions. **DWG. 7**
- Do not lift the load in a confined space so as not to run the risk of getting trapped. **DWG. 8**
- It is forbidden to use more than one jack simultaneously on the same load.
- Never tamper with the pressure relief valve that has the guarantee seal. **DWG. 9**
- Do not leave any pressure in the pistons at end of stroke when there is no load

<b>COMPANY NAME</b>	
	Type:
	Capacity: Ton.
	Working air pressure: bar
	Year of manufacture:
	Serial number:
<b>Made in ITALY</b>	

	<b>DANGER!</b> BE PARTICULARLY CAREFUL
	CRUSHING DANGER
	MANDATORY. OPERATIONS OR JOBS TO BE PERFORMED COMPULSORILY
	FORBIDDEN!

## PACKAGING

- The body and other parts of the jack are packed in a three-ply corrugated cardboard box with pallet; the operating and maintenance manual plus the warranty certificate in a folder are also inside the box.
- The instruction "Keep upright" is clearly visible on the cardboard box containing the jack.
- Depending on the number of jacks shipped, pallets of different sizes are used.
- Either transpallets or forklift-trucks are used for handling.



## PUTTING INTO OPERATION

### ASSEMBLY

1. Take the handle, the jack and the extensions out of the cardboard box.
2. Loosen the two nuts from inside the chassis. **DWG. 10**
3. Loosen screw from the chassis and remove parts keeping them assembled.
4. Fit the handle (the air distributor must be facing the pistons) inserting the coupling in the groove, put the parts removed previously into the hole of the handle, tighten screw and then tighten nut.
5. Connect the two air pipes between the jack and the handle with the quick couplings on the chassis respecting the colour indication as showed on the sticker on the chassis itself. **DWG. 11**

### CONNECTION TO THE COMPRESSED AIR SYSTEM

- Compressed air enters into the jack circuit through the quick coupling on the top of the manual lifting/descending controls; it is therefore necessary to have a connecting pipe with a quick coupling compatible with that of the jack. Check that the air supply pipe has a useful passage of at least 6 mm and it is not pinched or restricted anywhere.

#### **DWG. 12**

### WORKING AIR PRESSURE: 8 - 12 BAR

- Absolutely never put the following into the compressed air circuit: hydraulic or Vaseline oil, brake liquid, kerosene or other liquids.
- Install a filter dehumidifier-lubricator unit in the compressed air system.
- If you want to lubricate the compressed air circuit use exclusively:

**AGIP OSO 100; MOBIL DTE 27; ESSO TERESSO 100;  
SHELL TELLUS 100; BP ENERGOL HP 100**

## ACCESSORIES

- The jack is supplied with two extensions or height adapters (120 mm the long extension, 70 mm the short extension), a circular tooth plate (10 mm plate) and an extension holder.


 **Never use more than two extensions! The manufacturer is not liable for any damage resulting as a consequence of disregard for the above indications and the warranty conditions are invalidated the reof!**

## SCRAPPING AND DISPOSAL

- The lubricants must be disposed of in compliance with the anti-pollution laws in force.
- Scrapping the jack and its component parts must be carried out by the user in accordance with current laws.

## USE

 **IMPORTANT: It is mandatory that the jack be used or activated in the horizontal position so as not to compromise its operation.**

- Expressly observe the safety rules already described in this manual.
1. Position the jack under the supports as described in the manual of the vehicle the manufacturing company is not responsible for any break or damage to the lifted vehicle or to persons or property due to an incorrect use of the jack.  

  2. The handle positioning lever (1) is on the left in relation to the worker; by moving it upwards the stopping system is released so the worker can then choose one of the three possible handle positions. **DWG. 13**
  3. When control (2) is in the perfectly central position, the jack is in the idle status.
  4. By turning control 2, located near the handle, towards the right in relation to the worker, the jack lifts the load.
  5. By turning control 2, located near the handle, towards the left in relation to the worker, the jack lowers the load. **DWG.13**
  6. After lifting the load, it is absolutely essential to rest it on the support stands before doing any work under it.

 **Remember that the jack is a lifting device and not a supporting device!**

- The operator's employer will have to provide the necessary training and furnish the necessary information about the pumping and shifting forces.
- If the distributor breaks during use, work directly on the flow of air, closing the safety cock no. between the quick coupling of the air inlet and the distributor itself. DWG. 14
- When the jack is not used, always keep the pistons lowered - **Before working with the jack, it is advisable to perform a few operations with no load in order to acquire the sensitivity necessary to work safely with the jack.**

## IMPROPER USE

The air-hydraulic jack has been designed and made to lift transport vehicles. Any other use of the jack, such as for instance lifting and/or moving persons, is considered to be definitely improper. All use of the jack not in conformity with the safety rules listed in this manual is considered to be improper use.

## MAINTENANCE OPERATIONS TO BE PERFORMED BY THE USER

- To ensure your jack a long life it is advisable to clean the pistons externally once a fortnight.
- Check the level of oil in the tank at least twice a year.

## CHECK THE OIL LEVEL

**IMPORTANT:** the maximum quantity of oil in this jack is 1.2 L. Compatible oil: ATF DEXRON IID

Please follow the steps listed here to check the oil level:

1. Bleed off the air (see procedure in the next section)
2. Position the jack horizontally with the pistons down
3. Undo the screw,(see **DWG 15**)
4. If, once this screw has been undone, no oil comes out it means the level is too low. Add oil in this case. The level must be at the height of the small bolt on the side of the tank, under the casing.
5. If oil does come out, let the excess quantity drain off until the right level is reached.

## AIR BLEEDING

Each time the jack is serviced, removing and refitting parts connected to the tank and motorpump, it is advisable to bleed off all air.

Bleeding phases:

1. The pistons must be moved out completely.
2. Remove the casing and close the cock no.
3. Turn the jack over on to one side, leaving free access to the dowel no. on the side of the base.**DWG. 16**
4. **Loosen (NEVER unscrew the dowel completely!) the dowel no. And move the pistons back in by hand.**
5. Let all the air out from the dowel and continue until oil starts coming through and then close the dowel.
6. Put the jack back into the working position.
7. Open the cock
8. Move the pistons back in completely and check oil level.
9. Try to operate the jack without any load and if the piston lowers in jerks repeat the procedure at least 2 or 3 times.

## TECHNICAL DATA SHEET

Working air pressure	8 > 10 bar 116 > 145 psi	Weight	39 Kg - 86 lb
Working temperature	-20°C > +50°C -4°F > 122°F	Max. stroke	150 mm 5.9 in
Air consumption	400 nl/min	1st stage capacity	40 t 44 ton (short)
Compatible oils	ATF Dexron IID	2nd stage capacity	20 t 22 ton (short)
Pneumatic system pipes	Rilsan ø 6x4 mm	3rd stage capacity	-
		4th stage capacity	-
		5th stage capacity	-

Aerial Noise Acoustic radiation pressure measured: 60 dBA

Tests carried out in conformity with the standards ISO/R 1680 - 1970. Instrument: LARSON DAVIS 800 B PRECISION ANALYSER PHONOMETER in conformity with the standards IEC 804 E 651 class 1 set with a Larson Davis Ca 250 114/b 250 Hz calibrator before and at the end of the measurements.