



Installation Manual VEGAMAX EVOLUTION 4000



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I. Safety Advice

1. Before raising or lowering the platform :
 - 1) Move pulling tower to one end and secure it in place.
 - 2) Clear obstacles on the platform.
 - 3) Loading or unloading ramps.
2. When driving the car onto or off the platform, an assistant is needed for guidance.
3. When the platform needs to be raised or lowered (with vehicles on the platform) :
 - 1) Secure the wheels and adjust the car to park gear.
 - 2) Do not walk behind the car.
 - 3) Raise or lower the platform at a constant speed, not too fast.
4. After the platform is raised, make sure to lock the movable legs.
5. Do not cross air or hydraulic oil pipes during the process of raising or lowering the platform.
6. Before stretching the vehicle, when the four main clamps of the vehicle are tightened and positioned, the clamp base needs to be adjusted in the opposite direction of the pulling and fixed with fixing bolts and pressure plates, and a chain should be tied to the vehicle body in the opposite direction of stretching to assist in protection.
7. Before use, the sealing performance of the connecting parts of the oil cylinder, oil pipe, and pneumatic pump in the traction tower should be checked to ensure that all components are in good condition.
8. Before each pulling, ensure that the traction tower is firmly locked onto the platform using two fixing bolts.
9. **Warning!** To avoid serious injury accidents to yourself and others, do not approach chains, fixtures, or other components that bear strong force during the application of force, or be in the same line as them.

Warning! To avoid causing injury accidents to yourself and others, safety protection measures should be taken for the stressed chain and fixture during the force stretching process to prevent them from falling off, splashing, and injuring people!

Caution: Failure to follow the above procedure may result in personal injury and equipment damage!

10. Before applying force to the tower column, remove the twists and entanglements on the chain.
11. It is best to wear protective goggles while working.
The procedures provided in this manual are for the safe operation of this equipment. Our company is not responsible for accidents caused by the operator's failure operating not comply with this safety regulations.
Our company reserves the right to modify and improve this equipment, equipment parameters, accessories, and other components.

II. Preparation before equipment transportation and installation

1. This equipment is a large-scale platform equipment and corresponding accessories. During transportation, attention should be paid to personal and equipment safety protection !
2. The transfer and lifting of equipment should use corresponding safety lifting equipment such as cranes or forklifts with a load of more than 3 tons, and the front and rear legs of the equipment should be fixed and locked. Prevent injury!
3. The transfer and lifting of equipment should be operated on specific parts of the equipment under the guidance of our technical service personnel.
4. The equipment should be installed in a site with specified conditions: :
 - 1) The site is a concrete ground, solid and flat.
 - 2) The area shall not be less than 8m x 5m.
 - 3) Compressed air must be equipped with a drying and purification device, and an oil-water separator (triple unit) must be installed at the working end of the equipment for secondary filtration and oil mist lubrication of the gas. The air pressure should not be less than 0.7-0.8Mpa.

III. Equipment Composition and Installation

1. Platform



(1) Composition and Function

The flat square hole work platform is processed by large CNC cutting equipment, with high flatness and strength. No work stretching blind spots. Mechanical and hydraulic dual self-locking: The platform height can be adjusted within the lifting range according to the needs of boarding and repair height.

(2) Installation

The mechanical and hydraulic dual self-locking platform is a base platform with vertical or parallel lifting, and there is no problem of unloading legs during shipment.



2. Traction Pulling tower

- (1) Composition:** lifting arm, tower column, tower cap, ring sleeve, 3.5-meter chain, 250mm oil cylinder, etc.

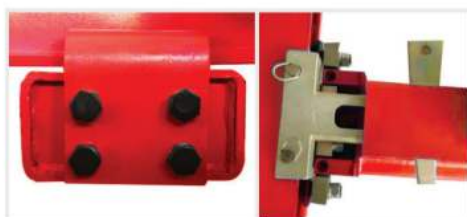
Function: Traction pulling tower is mainly used for pulling and shaping damaged parts of vehicles. Provide the necessary power for shaping through electric pumps and hydraulic cylinders.

(2) Pulling tower installation

- 1) Use professional hoisting support equipment (2t jack or manual) to raise the pull tower. Remove the two track wheels on one side of the pull tower, put them on the platform track, push the pulling tower in, align and insert the hexagon socket bolts. After the two track wheels on the other side are installed in the same way, tighten the hexagon socket bolts and level the pulling tower.



- 2) Install the pulling tower hook plate inside the platform, and tighten the bolts.
- 3) After the Pulling towered hook plate is installed, push the tower to rotate around the platform by 360 degrees to ensure that the tower can rotate flexibly.
- 4) Push the two pulling towers to the same side of the platform, and fix them with two bolts and T-shaped block fixing wedges.



- 5) First remove the M24 bolt on the lifting arm, put one end of the lifting arm into the tower cap and fix it with M24 bolt. The position of the U-shaped frame on the lifting arm can be adjusted according to pulling needs.
- 6) Installation of tower cap with lifting arm:
The end of the chain without hook is passed over the wheel of the U-shaped frame and passes through the outward tower column. Then pass through the wheel of the guide ring from bottom to top, and finally pass through the tower cap and lock it.
Installation of tower cap without the lifting arm:
The end of chain without hook is directly passed through the guide ring from bottom to top, then passed through the tower cap and is locked.



⚠ Warning: When installing all chains, it must be ensured that the chains are not bent or knotted, so as to avoid damaging the chains due to the wrong pulling direction.

(3) Pulling tower pressure test

- 1) Connect the pneumatic pump to pulling tower.
 - 2) Start the air pump until the oil cylinder has completed its full stroke, keep it under high pressure, and check whether there is leakage at the connection of each oil pipe. If it is confirmed that there is no error, immediately relieve the pressure and return the oil cylinder. If there is oil leakage, tighten it after pressure relief.
- This method is a destructive test, which mainly checks whether there is oil leakage in each part and the pressure of pneumatic pump. During actual pulling, the cap in the tower must stop working when it comes out of the safety warning line. If the ideal correction effect is not achieved, the chain length can be adjusted.
- Purpose: first, to improve the safety factor; second, to prolong the service life of oil tube.

3. Installation of anchoring system (main clamp)

(After drive on the car) Introduction of anchoring system



The vehicle anchoring system of the body repair system is a set of main clamps with two-connectors, which is universal and suitable for most of unibody vehicles with an edge at the bottom. This kind of clamp features great joggling power and strong fastness, which can support large pulling power and assures the safety of pulling work.

B. The detailed installation for main clamps



Put the main clamp on the required place

Put the elevating screw across the platform from the bottom of platform like this showed

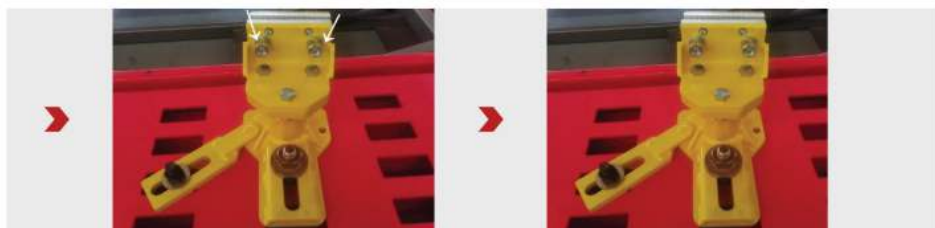
Set the nut connects the elevating screw from the upper side of the platform



To install the hold-plate: first, put its' nose in the hole of the main clamp; second set the T-screw across the platform from the bottom of the platform. Third, set the nut connect the T-screw from the upper side of the platform, and tight with hand or spanner. The way of installation is same with the elevating screws.



Use the spanner to raise the height vertically till touch the beam absolutely.



Rotate the 2 nuts to adjust the distance between the two jaws.

The installation finish

4. Installation of tool cart and placement of tools (Any time you can install it)



Firstly, install the two fixed wheels by tight the screws



Secondly, install the two universal wheels by tight the screws

Caution: the fixed wheels must be installed in one short side of the tool board.

You can't install one fixed wheel and one universal wheel in the same short side of the tool board.



Firstly, install the two fixed wheels by tight the screws



Secondly, install the two universal wheels by tight the screws



Secondly, install the two universal wheels by tight the screws

5. User flow

- Step 1:** Before getting on the car, decide the safe location of pulling tower.
- Step 2:** Connect the pneumatic pump to the platform, land the platform on one side, and hang it ramps.
- Step 3:** Drive the vehicle onto the platform of the frame machine and confirm the lifting position. It must be parked to prevent the vehicle from sliding. Confirm the horizontal working position of the frame machine platform for processing.
- Step 4:** Continue pressing the pneumatic hydraulic pump to lift the vehicle.
- Step 5:** Determine the lifting height and start working.
- Step 6:** After the work is completed, press the pneumatic hydraulic pump to lower to the safe lowest point and retract the support arm.

IV. Equipment Operation Demonstration

1. Drag or drive the vehicle onto the platform

The lifting capacity of the platform type vehicle chassis calibration platform is 3.5T, and should not exceed its maximum lifting capacity.

A. Lower the platform

- 1) Connect the pneumatic pump oil pipe to the inclined lifting short oil pipe.
- 2) Move pulling tower to the other end of the platform opposite the direction of boarding, and fix the pulling tower to remove any obstacles on the platform.
- 3) Press the pneumatic pump to lift the platform until the movable leg is completely off the ground, pull open the leg handle, and retract the movable leg.

Note: Stop pressing after the legs leave the ground, and do not press the oil cylinder too far to prevent tilting and the lifting bracket from returning to its original position.

- 4) release foot pump, bench descend to the floor

B. Drive car on the bench

- 1) Put the ramps, if the floor is not flat, adjust the screws to keep same level
- 2) drive car on the bench, remove the ramps
- 3) Anchor the wheels

C. Raise platform

Press foot pump, raise the platform till the moveable leg can be put on the floor, release the foot pump, descend the platform till keep balance;

- 1) Once the moveable leg touches the floor, stop pressing foot pump, avoid the tilt leg bracket cannot be returned;
- 2) The pressure has to be released after all cylinders are turned.

2. Clamp the vehicle

A. Clamping in case of front and rear damage

- 1) Keep vehicle skirt clean;
- 2) Install 4 clamps, adjust the lead screw to suitable height, then tighten up.
- 3) If the chassis is lower than clamps, using air jack to raise the chassis, then install 4 clamps same with step 2
- 4) Tighten the retaining ring with crescent wrench.

B. Clamping in case of one side damage

The damaged skirt is often not suitable for clamping or can only clamp a main fixture due to serious damage, at this time, two clamps are used to clamp the skirt of the intact side for clamping and fixing.

Raise or lower the height of the main fixture according to the condition of the side damage, and clamp the front or back end of the side of the damaged side. When the skirt of the damaged side is basically corrected in place, the main fixture can be used to clamp it, and then the other damaged parts are stretched and corrected.

C. Clamping in case of no car skirt.

If the vehicle to be repaired has no skirt, two pairs of corresponding steel plates can be welded on the corresponding position on the chassis of the car, and then clamped and fixed, and it can be removed after correction.

D. During the boarding and clamping of the vehicle, attention should be paid to:

- 1) When the vehicle is loaded, the longitudinal center line of the vehicle and the longitudinal center line of the platform should be kept as far as possible, and the left and right deviation should not exceed 100mm.
- 2) After the vehicle is loaded, try to ensure that the center of gravity of the vehicle is located in the middle of the platform, and the center of gravity is not allowed to deviate from the middle of the platform by more than 500mm.
- 3) If the length of the vehicle is more than 5200mm, the vehicle should be moved longitudinally-along the workbench according to the damaged part of the vehicle (front damage or rear damage), so that the damaged part is placed in the workbench for easy correction operation.

3. Correction

A. Correction process

- 1) Determine the stretch point and place the tower in the desired position. The tower must be locked first.
- 2) When stretching, the stretching point, guide ring and tower cap must be on the same plane, and the staff should stand on one side of the stretching point to prevent the chain from hurting people.
- 3 The tower cap is exposed to the safety cordon and must stop stretching. If the desired correction effect is not achieved, the chain length can be shortened after pressure relief.



4. Important Notice :



- 1) In any stretching operation, the two alters must first be fixed on the platform.
- 2) Remove the winding and twisting of the chain.
- 3) In the stretching, the fixture must be clamped twice to prevent falling off and hurting people. When no stretching work is usually carried out, the guide ring must be placed at the bottom of the tower column to prevent injury.
- 4) When applying force, be sure not to lock the guide ring lock handle!

Remember: when correcting the body, there are two important steps to pay full attention to, that is, the fixing of the body and the correction of traction, if the correct execution of these two steps, may cause the overall deformation of the body structure and even personal injury. The fixing of the car body must be able to bear and distribute traction and protect undamaged parts from damage during traction.

The basic principle of traction is that traction is applied in the opposite direction of the input force. However, the extensive use of thin steel plates in today's body structure makes the body steel plate not strong enough to transmit enough force in many cases, so we must add a few more points to control the traction force in the direction of multiple forces. A one-sided yanking at one point will cause the body panels to break or tear before they can be straightened.

5. Correct traction

1) Disassembly of components

Removing certain parts of the car before traction begins will better improve work efficiency and repair quality.

The general rule for deciding whether to remove parts is to remove only those parts that must be removed in order to get close to the parts of the car that need to be repaired.

Before the repair, it is necessary to determine what should be removed and where it is more convenient to remove it according to the body structure, damage location and damage degree. Sometimes it is easier to remove certain parts before the body is mounted.

Carefully study the installation position of the engine, transmission system and suspension to see if these parts are damaged, in most cases, these parts should be removed in the form of units, which can reduce the disassembly time.

The removal of automotive mechanical parts and plates is a technology that needs to be carefully studied, and it will not be introduced in detail here.

2) Procedure of traction

The so-called traction procedure is to sort out the order of the many problems that are mixed together, find the first problem, solve it, move on to the next one, etc.

The most effective way to design the traction program is to assume that the clamp has enough force, then how to use the clamp to restore the metal prototype, and how many areas can be corrected at a time, in which direction.

The tow procedure should be carried out with two basic principles in mind, which can ensure that the original value of the damaged parts can be recovered with the least number of operations, and no further damage to the body structure will be caused.

(1) The principle of "first in, then out" means correcting the damage that occurred last and then correcting the damage that occurred first.

(2) The principle of 'inside first, then outside' starts with length, followed by tilt correction, and finally height correction.

Due to the high-strength (in some cases sensitive to heat) characteristics of the integral body, it is usually not advisable to attempt to level and correct traction in one step. And it needs to be done through a series of pulling operations, including pulling, maintaining balance, pulling again, and maintaining balance again, in a loop. This allows more time for the metal to relax and release stress.

If it cannot be confirmed that the stress has been completely released, gently tap with a hammer again. If some folds are folded too tightly, there is a risk of tearing the metal, and it needs to be heated. It should be noted here that heating can only be used as a means to relieve metal stress, and cannot be used as a method to soften the metal. Attention: During the traction process, the progress and status of calibration should be constantly measured and checked.

6.Tools manual

Sheet metal tools and chains are mainly used to fix and clamp various parts of the vehicle during the stretching operation. Our company provides enough abundant sheet metal tools, according to the needs of automotive sheet metal operation, flexible use, combined use, remember: in the stretching operation, pay attention to personal safety, equipment safety.

1. Small clamp

- Structure : Wedge locking mechanism, mesh tooth jaw and bolt fixed jaw.
- Max capacity : 3000KG.
- Usage : Initial margin and thin metal sheet.



2.Box-clamp

- Structure : Square hole wedge locking Mechanism, meshes tooth jaw, and bolted.
- Max capacity : 3000KG.
- Usage : To prevent bad clamping of some parts, fixed jaw to stretch another part.



3. Right angle clamp

- Structure : Multi-azimuth jaw, bolt lock chain and ring-pull.
- Max capacity : 3000KG
- Usage : Stretching: suitable for different angles, even 90 degrees.



4. Big hook

- Structure : Big bending hook, small stents, and big stents.
- Max capacity : 7000KG
- Usage : For stretch the beam or some strong parts of the vehicle. Change to the big stents when the protection area is bigger.



5. Deep hook

- Structure : Is a toothed hook with self-locking of chain mechanism.
- Max capacity : 3000KG
- Usage : Quick stretch for any parts, and with nonslip.



6. Handy link

- Structure : Double chain rack.
- Max capacity : 3000KG
- Usage : Shorten the two long chains to the specific length.



7. Strut puller kit

- Structure : Strut puller kit, and ring-pull
- Max capacity : 2000KG
- Usage : Stretch convex parts in different angles.



8. Multi holes puller

- Structure : Process many location holes on the spring steel plate
- Max capacity : 1500KG.
- Usage : Stretch technological holes.



9. Slotted chain anchor

- Structure : Elliptical plate with a notch
- Max capacity : 2000KG
- Usage : Tight the chain position in out of the hole.



10. Nylon sling

- Structure : High strength canvas belt is 1000mm.
- Max capacity : 3000KG.
- Usage : Protect the stretched parts from extra damage.



11. Steel wire

- Structure : Length is 1m with two rings at the head of it.
- Max capacity : 3000KG
- Usage : Tie up one part to stretch.



12. Down-puller

- Structure : Pulley transformation direction mechanism
- Max capacity : 2000KG
- Usage : Stretch the chassis in down direction and can change the direction of the force.



13. Wheel trollies

- Structure : Rolling wheel dolly mechanism
- Max capacity : 2000KG
- Usage : Put the wheel in it when the wheel is flat or lock to pull the vehicle to the frame.



14. Wheel stand (optional)

- Structure : Angle type wheel holder
- Max capacity : 800KG
- Usage : Support and protect the vehicle after taking off the wheels during the stretching.



15. Chain of 3.5m, chain of 1.2m

- Structure : Chain of 3.5m is with a big hook;
Chain of 1.2m is with a claw hook.
- Max capacity : 8000KG
- Usage : Chain of 3.5m is used in the tower;
Chain of 1.2m is used for tying up the beam and other parts.



When installing the fixture, the extension line in the direction of tension must pass through the middle part of the clamping teeth. If this cannot be achieved, the fixture will be pulled out due to torque, which may cause further operational damage to this area.

7. Get off the car

- 1) After the stretching correction is completed, clean the platform, move the Lata to the other end of the exit direction, and lock the Lata.
- 2) Apply pressure to the pneumatic pump to move the locking teeth away from the lower locking ruler, open the pneumatic valve, and simultaneously release the pressure from the pneumatic pump after opening the locking teeth. The platform descends at a constant speed to the lowest point.
- 3) Lay two ramp ramps at one end of the platform for getting off.
If the ground is uneven, adjust the screws on the ramp legs.
- 4) Ask the assistant to assist in driving off the platform.

V. Equipment maintenance and repair

1. Equipment maintenance

- A. Before and after each use, the dust and miscellaneous items on the calibration table should be cleaned up, and various fixtures and measuring systems should be placed properly.
- To avoid personal injury and equipment damage, it is prohibited to:
 - 1) Add padding or hook the chain during the stretching process;
 - 2) Tap the chain hook at work.
 - 3) It is not allowed to stretch without twisting or winding on the unfolded chain.
- B. Before use, check the tower column and chain, wipe the chain clean, and inspect each link of the chain for severe wear, scratches, or bending.
- C. In order to extend the service life of bolts and nuts with high frequency of use, lubricating oil should be used for bolts and nuts on fixtures.
- D. The tower column and tower cap must be lubricated every six months using BGSS2000 lithium-based grease;
 - 1) Remove the chain and then remove the top cap of the tower from the tower column;
 - 2) Clean the tower column and tower cap;
 - 3) Clean and lubricate the inner wall of the column tube;
 - 4) Reassemble.
 - 5) Lubricate the tower column guide ring and square wheel every 2 months, clean the dirt and excess grease at the wheel axle.
 - 6) Lubricate the swing arm pivot every 2 months.
 - 7) The axles and platform tracks of the hanging Lata roller should be lubricated every month.
 - 8) Check the sheet metal tools and accessories for cracks, thinning, or open welding, and pay attention to replacement and repair.

2. Maintenance of hydraulic components

The hydraulic components equipped with the equipment are the core part that provides power for the entire set of equipment. Please strictly follow this regulation to extend the service life.

1. Before using the hydraulic system:

- 1) Check if all connections are tight and leak free, especially at the quick connectors.
Attention: After the system is pressurized, you will not be able to tighten the joint by hand, let alone use tools, otherwise the joint will be damaged.
- 2) Exhaust the air from the system; (See section 2 below for methods)
- 3) Check the liquid level in the fuel tank and add oil to the indicated position.
When all cylinders are retracted, if the cylinders do not retract when refueling, the tank will overflow or generate internal pressure, damaging the system.
- 4) Do not grab the hose to pull the equipment.

2. Air discharge from the system

- 1) How to determine the presence of air in the system? The hydraulic system should work continuously and smoothly, and for the full stroke of each oil cylinder, it should rise evenly. If the oil cylinder moves unstably or crawls, it indicates that there may be air in the system.
- 2) How to remove air from the system: Open the vent valve of the pump and extend and retract the oil cylinder 3-5 times throughout its full stroke.

3. Problems and solutions of hydraulic system

A. There is output pressure, but the working force of the oil cylinder is insufficient.

- 1) Are there any leaks at each interface? If so, the joints should be disassembled and wrapped with sealing tape for reconnection;
- 2) Check for pipeline rupture and replace pipeline components;
- 3) Insufficient oil in the pump, check and add hydraulic oil;
- 4) Is there any damage to the seals of the hydraulic pump, or is there any leakage in the pneumatic pump due to the inability to hear a "plop" sound; 5) Check if the quick connector is fully tightened, and tighten it again after releasing pressure;
- 6) Check if there is any oil leakage from the piston rod end. If there is, it indicates that the sealing ring inside the oil cylinder is damaged and needs to be replaced.

B. The use of pneumatic pumps

- 1) Insufficient oil in the fuel tank, add an appropriate amount of hydraulic oil according to the instructions;
- 2) The overflow valve is too loose, adjust the overflow valve (professional guidance);

C. Adjustment of quick connectors

- 1) Check if the male and female connectors are connected and tightened.
- 2) If the pressure oil in the oil circuit cannot return to the pump, check if the stroke of the oil cylinder exceeds the limit. Loosen the joint and connect it to the oil cylinder to reduce the pressure inside the cylinder and return the piston rod.
- 3) If there is oil leakage at the joint, check whether the sealing rings of the male and female joints are damaged.

D. Change hydraulic oil

The hydraulic oil of the pneumatic pump should be completely replaced within three months of normal use. It is recommended to use 46 # hydraulic oil in summer and 32 # hydraulic oil in winter.

Unauthorized disassembly of all hydraulic systems is prohibited!

If there are any problems, please contact the manufacturer in a timely manner.

4. Attention to the use of hydraulic system

A. The operating pressure of all hydraulic systems should not exceed 20MPa.

S. Because the oil cylinder is a single stroke, the full stroke load of the oil cylinder should adopt the 80% criterion, which can extend the service life of the oil cylinder. Applying 80% means using 80% of the full stroke of the oil cylinder

The first is that there is a distance between the gear ring and the support surface of the oil cylinder, which reduces the lateral force surface and improves the stability of the oil cylinder; The second is to avoid damaging the gear ring. Due to the fully extended piston rod, the supporting surface hits the gear ring (the hydraulic cylinder stroke for lifting the traction system platform is 250mm, and the stroke for the secondary lifting cylinder is 150mm). The simplest way to compensate for the single point lifting eccentricity is to leave a certain safety factor.

D. Hydraulic oil pipe

When using hoses, the following precautions should be taken to avoid problems:

- 1) Do not twist or excessively bend the hose, as this will damage the metal braided layer of the hose. The minimum bending radius should not be less than 12cm;
- 2) The joint of the entire oil pipe is the most fragile, and it should be tightened evenly without excessive force to prevent breakage;
- 3) Oil pipes should be arranged properly to prevent heavy pressure or injury;
- 4) When the hose is twisted or excessively bent, it should not be compressed;
- 5) When the hose expands locally, it indicates that it exceeds the operating pressure and the pipe is damaged. It should be replaced in a timely manner.

VI. Afterword

This material serves as a training material for the "VGX.5600U" vehicle body calibration machine, outlining the structure of the equipment and the main and principled contents of the operating procedures. As a user of the "UNILINER" series products, you will also enjoy more detailed training. After reading this material, we should be clear that the body calibration of modern cars must meet three main **conditions**:

1. Correct fixation.
2. Multi point and multi-directional traction.
3. Accurate measurement.

High level body correction not only requires restoring the original size of the body, but also restoring its original performance. This involves whether the process methods of fixing, pulling, welding, and cutting during the calibration process are correct. Any erroneous operation in any link will cause a change in the stress state of the body material, and even if the original body size is restored, the original performance cannot be restored.

The equipment brings us the correct sheet metal concept and the foundation for high-quality and efficient completion of work. But the essence of work lies in every one of us who engages in it. The use of calibration equipment requires rich creativity, and on the basis of mastering principles, flexible application will provide us with greater convenience.



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