



**USER AND
MAINTENANCE MANUAL**

Date: 09/02/2025

Code MAN D300T4F ENG

Motor compressor : D300T4F

Revision 07



USER AND MAINTENANCE MANUAL

MOTOR COMPRESSOR

D *300T4F*





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MAINTENANCE MANUAL**

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Revision	07

Motor compressor : D300T4F

Dear Customer,

Thank you for purchasing the ELGI Portable compressor. It is designed and manufactured to the highest standards to ensure superior performance, ease of use, and simple installation.

For any information, you can contact our customer service at the following address:.

ELGI PORTABLE COMPRESSORS

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FOREWORD

These service instructions are designed to enhance your understanding of the purchased machinery and its proper use.

For brevity, detailed technical descriptions of certain motor and axle operations have been omitted, as they are covered in the user and maintenance manuals provided by their respective manufacturers.

This manual contains essential guidelines for the safe, efficient, and cost-effective operation of the machine. Adhering to these instructions helps prevent hazards, avoid unnecessary costs and downtime, and extend the machine's lifespan.

Users must follow all service instructions and safety measures outlined in this manual. In addition to these guidelines, all relevant workplace safety regulations and accident prevention measures applicable in the installation location must be observed.

Carefully read and follow the instructions in this manual. Unauthorized disclosure, duplication, or reproduction is strictly prohibited without prior written consent from the Manufacturer. Violations, particularly those benefiting competing companies, will be pursued in accordance with the law.





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1 GENERAL

1.1 Definitions

The key definitions included in this manual are provided below.

1.1.1 QUALIFIED PERSONNEL

"Qualified personnel" refers to individuals who are knowledgeable about the installation, assembly, repair, and servicing of the machinery and possess the necessary technical qualifications. These qualifications may include: Technical training that ensures compliance with safety standards, particularly regarding hazards such as electrical currents, pressure circuits, etc.

A technical background or specialized training related to the user and maintenance procedures of the machinery in a safe manner.

Training in basic first aid.

1.1.2 HAZARD

A potential cause of injury or health hazards.

1.1.3 HAZARDOUS AREA

Any area within or near the machinery where a person's presence poses a risk to their health and safety.

1.1.4 EXPOSED PERSON

Any person who is fully or partially present in a hazardous area.

1.1.5 OPERATOR

The person or people responsible for installing, operating, adjusting, cleaning, repairing, moving, or maintaining the machinery.

1.1.6 RISK

Combination of the likelihood and severity of an injury or damage to health which may arise in a hazardous situation.

1.1.7 GUARD

A component of the machinery designed to provide protection through a physical barrier.

1.1.8 PROTECTION EQUIPMENT

A device, distinct from a guard, that reduces risk either independently or in combination with a guard.

1.1.9 EXPECTED USE

The use of the machinery in compliance with the user's information.

1.1.10 REASONABLY EXPECTABLE INCORRECT USE

The use of the machinery in a manner different from that specified in the user instructions, but which may result from reasonably foreseeable human behavior.


1.1.11 COMPONENT

A component of the electrical or pneumatic system, typically defined by its function, but applicable in various uses.

1.1.12 CONTROL DEVICE

A device incorporated into a control circuit to regulate the operation of the system.
(manual control switches, relays, electro-magnetic control valves).



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1.1.13 SAFETY INTERLOCK

Mechanical, electrical or other device whose purpose is to prevent the parts of the machinery from operating in specified conditions (generally, until the guard is closed)

1.1.14 MANUFACTURER

Physical or legal person who designed and/or develops machinery or partly-completed machinery which is subject of this directive and who is liable for the compliance of the machinery or partly-completed machinery with this directive as related to its marketing with his/her name or brand, or for personal use. In absence of a Manufacturer as defined above, the Manufacturer shall be considered the physical or juridical person who markets or puts into service machinery or partly-completed machinery.

1.2 Machinery Identification

The identification nameplate is affixed to the motor compressor chassis.

This nameplate displays the manufacturer's information, machinery designation, model number, serial number, and year of manufacture.

For any spare parts requests or technical assistance, please refer to the details on the nameplate, ensuring that the machinery's model number and serial number are always provided.

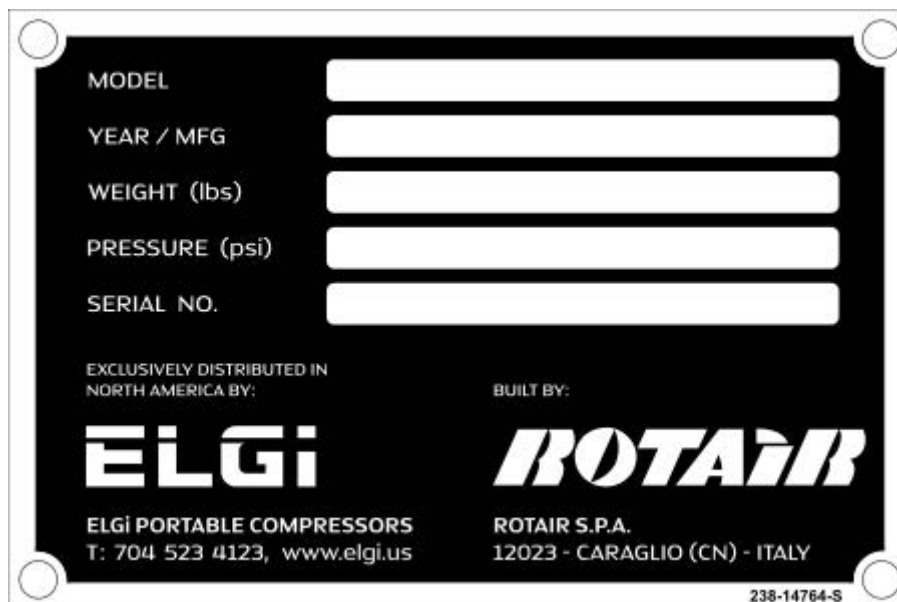


Figure 1.2-1 Nameplate of motor compressor D300T4F



1.3 Harmonized technical standards

The machinery has been designed and developed in compliance with the provisions contained in the technical standards reported herein under:

UNI EN ISO 12100	Safety of machinery -General design principles - Risk assessment and risk reduction.
UNI EN ISO 13857	Safety of machinery– Safety distances to prevent from reaching the hazardous areas with the upper or lower limbs.
UNI EN ISO 13850	Safety of machinery - Emergency stop system, functional aspects
CEI EN 62061	Safety of machinery - Functional safety of the programmable electrical and electronic control systems as related to safety
CEI EN 60204-1	Safety of machinery - Electrical equipment of the machineries. Part I: General rules.
UNI EN 983	Safety of machinery. Safety requirements relevant to systems and related components for hydraulic and pneumatic transmission. Pneumatics.
UNI EN 349	Safety of machinery - Minimum openings to prevent the crushing of parts of the human body.
D. LGS. January 27th 2010 no.17	Implementation of Directive 2006/42/CE relevant to machinery, which modifies directive 95/16/CE relevant to elevators.
UNI EN ISO 14121-1	Safety of machinery - Risk assessment. General principles
UNI EN ISO -TR 14121-2	Safety of machinery - Examples



Machine directive 2006/42/CE.

Article 7. Presumption of conformity and harmonized standards

1. The Member States deem that the machinery provided with the "CE" marking and accompanied by the CE declaration of conformity, whose elements are provided for in Annex II, Part 1, Section A, comply with the provisions of this directive.
2. The machinery manufactured in compliance with an authorized standard, whose reference has been published on the Official Journal of the European Union is assumed to be compliant with the essential health and safety requirements covered by such harmonized standard.
3. The Commission published the references of the harmonized standards in the Official Journal of the European Union.
4. The Member States shall take the appropriate measures to allow the social partners influencing - at national level - the development and control process of the harmonized standards.





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1.4 General description of the machinery

The machinery described in this manual is motor compressor D300T4F.

This motor compressor is designed to generate a specific amount of compressed air (measured in liters per minute) using a diesel engine as the primary energy source.

Pneumatic energy is used in various applications, powering "pneumatic" tools, accessories, and equipment, such as demolition hammers, drilling hammers, vibrators, drilling machines, rammers, coating machines, and more. Each tool or accessory has its own compressed air consumption, measured in liters per minute.

The optimal coupling between the compressor and the tool is achieved when the tool's compressed air consumption does not exceed 85% of the air produced by the compressor. Additionally, it should be noted that the air consumption of the tool may increase over time as the tool wears.

Maintaining the correct compressor-to-tool ratio ensures the machinery operates under optimal conditions, promoting longevity and high performance.

An oversized tool, on the other hand, can create unfavorable operating conditions for the machinery and prevent it from reaching its full performance, as it may not have access to the necessary amount of compressed air.

This machinery is designed to operate within an ambient temperature range of -10°C (14°F) to +40°C (105°F).



2 TECHNICAL FEATURES OF THE MACHINERY

The general technical characteristics of the machinery are reported hereinafter.

2.1 General technical characteristics

DESCRIPTION	D300T4F
	TECHNICAL VALUES AND DATA
Length (Body)	82.7 inches
Width	62.6 inches
Height (with hood closed)	64.6 inches
Mass of the braked version	3086 lbs
Mass of the non- braked version	3031 lbs
Compression system	Screw single-stage
Fuel tank capacity	24.3 gal
Tire data	185 R14
Pressure value of inflation	2.4 Atm

2.2 Technical characteristics of the compressor

DESCRIPTION	D300T4F
	TECHNICAL VALUES AND DATA
Service pressure	7 bars – 102 psi
Minimum pressure	5 bars – 73 psi
Max. pressure	8.5 bars – 123 psi
Rated payload at service pressure	8200 lt/min–290 CFM
Cooling typology	Concentrated Mineral Oil (Airlube) (*)
Hydraulic system capacity	4.50 gal

(*) For the recommended oil see Paragraph 13.4.13

2.3 Technical characteristics of the engine

DESCRIPTION	D300T4F
	TECHNICAL VALUES AND DATA
Engine brand	Kohler
Type	KDI2504 – Turbo Common Rail
Number of cylinders	4
Fuel	Diesel
Cooling	By liquid
Power available	55 Kw (74Hp) at 2600 r.p.m.
Max. rotation speed	2600 r.p.m.
Min. rotation speed	1500 r.p.m.
Emissions	Interim Tier 4 Final / Stage III B
Engine oil tank capacity	3 gal



2.4 Technical characteristics of the electric battery

DESCRIPTION	TECHNICAL VALUES AND DATA
Rated voltage	12 Vcc
Capacity	132 Ah
Discharge current	950 A

2.5 Service temperatures

DESCRIPTION	TECHNICAL VALUES AND DATA
Minimum ambient temperature limit	-10°C [14°F]
Maximum ambient temperature limit	+40°C [105°F]
Humidity limits	≤ 50% (à +40°C-105°F)
Altitude	3280 feet above sea level



3 SYMBOLS AND WARNINGS

The pictograms and main warning for the operators are reported herein under and indicated by the following denominations and symbols:

3.1 Hazards

**WARNING**

The pictogram calls the attention of specific provisions in order to prevent damage.

**WARNING FOR ELECTRICAL HAZARD**

The pictogram calls the attention of specific provisions in order to prevent damage.

**WARNING FOR CRUSHING HAZARD**

The pictogram calls the attention on a likely hazardous situation with risk of crushing the upper limbs.

**WARNING HAZARD OF ORGANS IN MOTION**

The pictogram calls the attention to the hazard of organs in motion.

**WARNING ON RISK OF SCALDING OR HAZARD DUE TO HIGH-TEMPERATURE ELEMENTS**

The pictogram calls the attention on the hazard of high-temperature elements and risk of scalding.



**WARNING:
OVERHANG
ING LOADS**

OVERHANGING LOAD WARNING

The pictogram calls the attention to the hazard due to the presence of overhanging loads

**WARNING OF THE PRESENCE OF PRESSURE VESSELS**

The pictogram calls the attention to the presence of pressure vessels.



3.2 Forbiddances

**FORBIDDANCE TO REMOVE THE PROTECTION EQUIPMENT AND THE GUARDS**

The pictogram calls the attention on the forbiddance to remove protection equipment such as fixed, movable, interlock guards or to tamper with photocells or photocell barriers.

**FORBIDDANCE TO PERFORM CLEANING OR MAINTENANCE WHEN THE MACHINERY IS IN MOTION**

The pictogram calls the attention on the forbiddance to perform cleaning or maintenance operations with components in motion.

**FORBIDDANCE TO TRANSIT UNDER OVERHANGING LOADS**

The pictogram calls the attention on the forbiddance to transit under overhanging loads.

**FORBIDDANCE TO START THE MACHINERY WHEN THE HOOD IS OPEN**

3.3 Obligations and notices

**NOTICES**

This symbol recommends to consult the manual before undertaking a given action.

**OBLIGATIONS TO USE THE PPE (PERSONAL PROTECTION EQUIPMENT)**

The pictogram calls the attention on the obligation to use the personal protection equipment.

**NOTICES**

This symbol highlights that the description involves significant parts, since they may cause severe mechanical and electrical damage and malfunctions if the relevant standards are not complied with. It is recommended to comply with the information contained in this manual and with the law provisions in force as related to health and safety at the workplace.

**HIGHLIGHTING OF THE HOOKING POINT TO LIFT THE MACHINERY.****OBLIGATION TO USE THE SUPPORT FOOT, THE PARK BRAKE AND WHEEL LOCKING WEDGES.**

3.4 General notices

This manual provides the user and routine maintenance instructions for the machinery. Unless otherwise specified, operational and maintenance tasks are considered "specialized," meaning they should only be performed by a qualified technician.

Before performing any operation on the machinery, carefully read this manual.

ELGI disclaims any responsibility for operations conducted in violation of the instructions outlined in this document.

Before using the machinery, thoroughly review this document and adhere to all applicable safety laws, regulations, and standards.

This manual and the accompanying documents are integral to the machinery they pertain to and must always be kept with the machinery, even if it is transferred to another user. Therefore, it is essential to preserve these materials for future reference.

This manual and the associated documents are specific to the machinery they were created for.



DO NOT use this manual and the accompanying documents to operate similar machinery, even if it is of the same brand or type.

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ELGI is available to assist customers with any additional information. Please provide the machinery details, including type, model, and code, as listed on the identification nameplate. Any specific data not mentioned in this text can be found in the chapter "Technical Characteristics of the Machinery" and the technical annexes of this user and maintenance manual.

This manual thoroughly describes:

- The information relevant to towing, lifting and parking of the machinery;
- The general rules and recommendations useful for routine and extraordinary maintenance;
- The modalities to identify and order the spare parts.

Remark: the instructions for the appropriate use of the engine are described in the manual drafted by the engine manufacturer.

This manual must be preserved with care, in its folder, far from sources of humidity, heat and sun rays, so that it can be consulted at any time by both the personnel appointed to the use and by those who need to perform routine and extraordinary maintenance.

This machinery has been exclusively designed and manufactured to deliver compressed air in the conditions stated by the Manufacturer. Every other utilization not mentioned in the "expected uses" shall relieve the manufacturer from any liabilities, which will be at full charge of the user.

"Approved purpose" assumes compliance with the provisions reported hereinafter and related to the appropriate use and maintenance, as well as to the transport of the unit.

All the accident prevention regulations and standards in force need to be complied with as well, besides complying with the general rules in terms of safety and occupational medicine which are governed by the legislation in force.

The manufacturer declines any responsibility in case of changes made on the machinery without its authorization.

Before commissioning, the buyer must ascertain that ANY equipment or machinery, components and protection installations that are not part of the supply of this machinery comply with Machine Directive 2006/42/CE and to the other applicable European Directives (2006/95/CE - 2004/108/CE, etc.).



4 USE OF THE MACHINERY

4.1 Permitted Use

The machinery described in this manual is the D300T4F motor compressor, designed for outdoor operation. This motor compressor generates a specific quantity of compressed air (measured in liters per minute) using a diesel engine as its primary energy source.

Pneumatic energy is utilized in various applications where pneumatic tools, accessories, and equipment are required, such as demolition hammers, drilling hammers, vibrators, drilling machines, rammers, and coating machines. Each tool or accessory has its own compressed air consumption, measured in liters per minute.

For optimal performance, the tool's compressed air consumption should not exceed 85% of the air generated by the compressor. Additionally, the air consumption of the tool will increase over time due to wear.

Maintaining the correct compressor-to-tool ratio ensures optimal machinery performance, promoting durability and efficiency.

Using an oversized tool can negatively impact the machinery's operation and prevent the tool from reaching its full performance potential due to insufficient compressed air supply.

This machinery is designed to operate within an ambient temperature range of -10°C (14°F) to +40°C (105°F).



WARNING: *It must be highlighted that the compressed air generated by this unit may contain some very fine traces of oil, therefore it is not appropriate to be utilized with those systems that call for fully oil-free air (e.g.: food processing and pharmaceutical industry, transports of flours and powders, cement, etc...).*

4.2 Prohibited Use

It is not allowed to use the machinery for other processes than those which are mentioned in the section above. ELGI declines any responsibility as related to injuries or accidents due to lack of compliance with the specific provisions for use.

4.3 Residual Risk



Avoid standing in front of the compressed air discharge points. Direct exposure to the air jet can cause moderate injuries due to the high pressure and velocity of the compressed air.



This machine is designed for outdoor operation due to the presence of the engine and its exhaust emissions.



Operating the machine indoors, especially in environments containing vapors or mixtures of corrosive or explosive gases, is strictly prohibited.

When performing demolition, drilling, sandblasting, or any other dust-generating operations, the tool must be connected to the compressor using a pressure-resistant hose of sufficient length. This ensures the machinery remains away from the work area, preventing dust from clogging both the exhaust filters and the radiator, which cools the lubrication and cooling liquids. Additionally, a skilled operator should position the machinery on the leeward side of the work area to minimize dust exposure.

The machinery is designed to operate with the hood closed. Keeping it open while the engine is running is strictly prohibited, as this would not only increase harmful noise emissions but also disrupt the necessary internal ventilation required for proper compressor operation.

Before starting the machine, ensure the hood is fully closed and that the hinges on the rear side of the motor compressor are securely fastened.



Figure 4.3-1 Engine compartment hood closing hinges

Even selecting the hoses to connect the machinery to the tool, make sure that they are sized as appropriate, taking into account their length, the volume of air which needs to pass through them and the service pressures: if the hoses show a too small diameter or excessive length, the air flow would interrupt, with subsequent loss of load and poor performance of the tool.

The hoses which convey compressed air to and from the machinery to the tool, or to any device applied, is to be provided with a service valve located at the end which is connected to the tool; the service valve shall be held closed during the connection of the hoses to both the machinery and the tool in order to prevent an inappropriate opening of the service valve on board the machine from generating strong flickering of the piping, which may cause injuries. Before disconnecting any hose, make sure there is no pressure inside.



5 LEVELS AND QUALIFICATIONS OF THE PERSONNEL

All operations on the machinery must be carried out exclusively by qualified, trained, and informed personnel.



"Qualified personnel" refers to individuals who, based on their profession, have acquired the necessary experience, training, and knowledge of applicable standards and accident prevention measures. These personnel, appointed by machinery safety managers, must be capable of performing required tasks while identifying and mitigating potential hazards.

Only properly trained or instructed personnel should be assigned to these tasks. Clearly define the competencies required for fine-tuning, maintenance, and repair operations. Establish the responsibilities of personnel operating the equipment through precise written instructions and authorize them to refuse directives from third parties if they conflict with safety regulations and standards.

Ensure that only designated personnel perform these activities.

Work on the machinery's electrical systems must be conducted solely by qualified electricians or individuals with appropriate electro-technical expertise, in compliance with applicable electrical regulations and standards.

Mechanical and pneumatic maintenance must be performed exclusively by personnel from authorized service workshops.



6 SAFETY PROVISIONS

6.1 Safety provisions concerning transport

Motor compressors that are not certified for towing must be loaded onto a suitable transport vehicle. The compressor must be securely fastened to the vehicle floor to prevent load shifting or imbalance during transport.

The unit is shipped attached to a support designed for handling with forklifts. This wooden platform facilitates secure anchoring to the transport vehicle's floor and prevents the load from sliding.

For safe transport, follow these steps:

- 1) Position the unit with the towing steer facing away from the cockpit of the transport vehicle.
- 2) Place the towing bar as shown in Figure 6.1-1.
- 3) Loop the securing ropes around the towing bar and tighten them using the transport vehicle's winches.
- 4) Set two wedges (Part A Figure 6.1-1) on each wheel, attaching them to the vehicle floor, in order to prevent the machinery from moving. Utilize wedges of appropriate sizes, both in height and in width.
- 5) Travel at moderate speed.

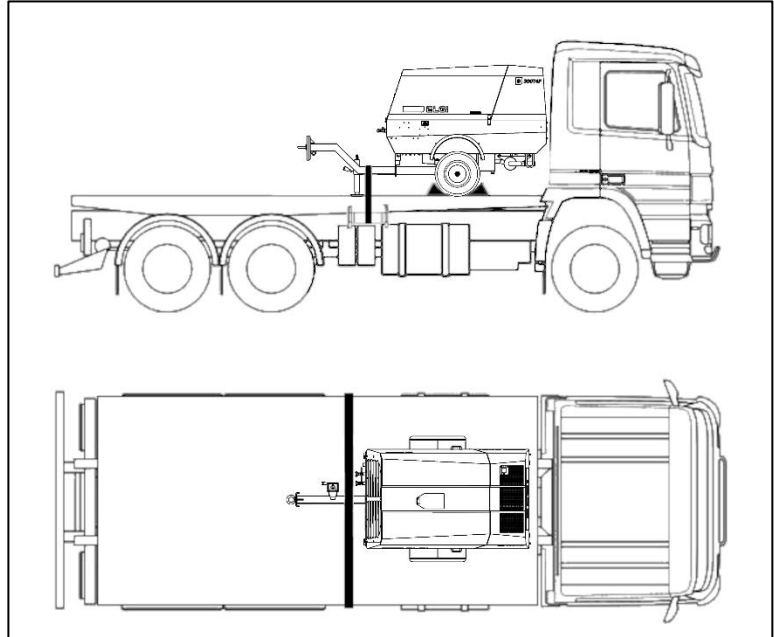


Figure 6.1-1 Instruction for towing in safe conditions

6.2 Safety provisions concerning lifting



Check the status of ropes and chains before starting the handling operations.



A designated opening, protected by a rubber membrane, is located on the upper panel of the hood, providing easy access to the lifting hook.

Safe Lifting Procedure:

- 1) Ensure that the lifting equipment (crane, hoist, etc.) has a sufficient load capacity for the unit's weight and is properly maintained.
- 2) If lifting from a truck, deploy the vehicle's side anti-tilt stabilizers.
- 3) Securely attach the lifting device's hook to the designated lifting point on the compressor (refer to Figure 6.2-1).
- 4) Lift the unit slowly, avoiding sudden movements. During lateral displacement, minimize excessive swaying of the load.



Figure 6.2-1 Lifting system of the machinery



The user must periodically check the efficiency of the lifting equipment and replace it if it results to be no longer appropriate or safe.

No other hooking and lifting systems are allowed except those which are provided with the machine.



This pictogram allows pointing out the hooking system to lift the machine.

- 5) Always check - before handling - that there are no moving parts that may fall. In such case, attach them as appropriate.
- 6) In any case, always make sure that the machine is solidly fixed to the rope and balanced as appropriate.
- 7) Communicate the start-up of the maneuver as appropriate.
- 8) Never leave the maneuver area with an overhanging load
- 9) Do not stand or walk under the overhanging load.



**WARNING
OVERHANGING
LOADS**



6.3 Safety provisions relevant to towing (for road-certified compressors only)

This paragraph concerns the machinery enabled to road circulation and therefore provided with regular certification.

For the appropriate towing of the motor compressor, comply with the following instructions:

- 1) Make sure that the large towing eyebolt or the sphere connection is compatible with the towing device located on the towing vehicle. Make sure that the vehicle is enabled to tow a weight equal to or greater than the one of the motor compressor you intend to tow.
- 2) Check the pressure of the tires.
- 3) Adjust the height of the eyebolt so that it corresponds to the towing vehicle hook; this can be obtained by acting on the articulate joints of the steer, until the towing bar that supports the eyebolt is as horizontal as possible.
- 4) Solidly lock the articulations by means of the appropriate levers, make sure that there is no clearance between the joint teeth.
- 5) Fit the safety chains.
- 6) Hook the trailer to the vehicle, connecting also the safety cable.
- 7) Release the park brake.
- 8) Lock the foot, or the support wheel, in the highest possible position, making sure that the wheel cannot rotate on itself, and remove the wheel if required.
- 9) Connect the lighting system by introducing the motor compressor plug into the purposely-allocated power outlet located on the vehicle and make sure that all the lights (position, turn, stop, number plate) are operational.
- 10) If the machinery is provided with inertial brake, the latter disengages automatically when maneuvering at reverse speed.
- 11) Periodically check the brakes and - if required - maintain them.

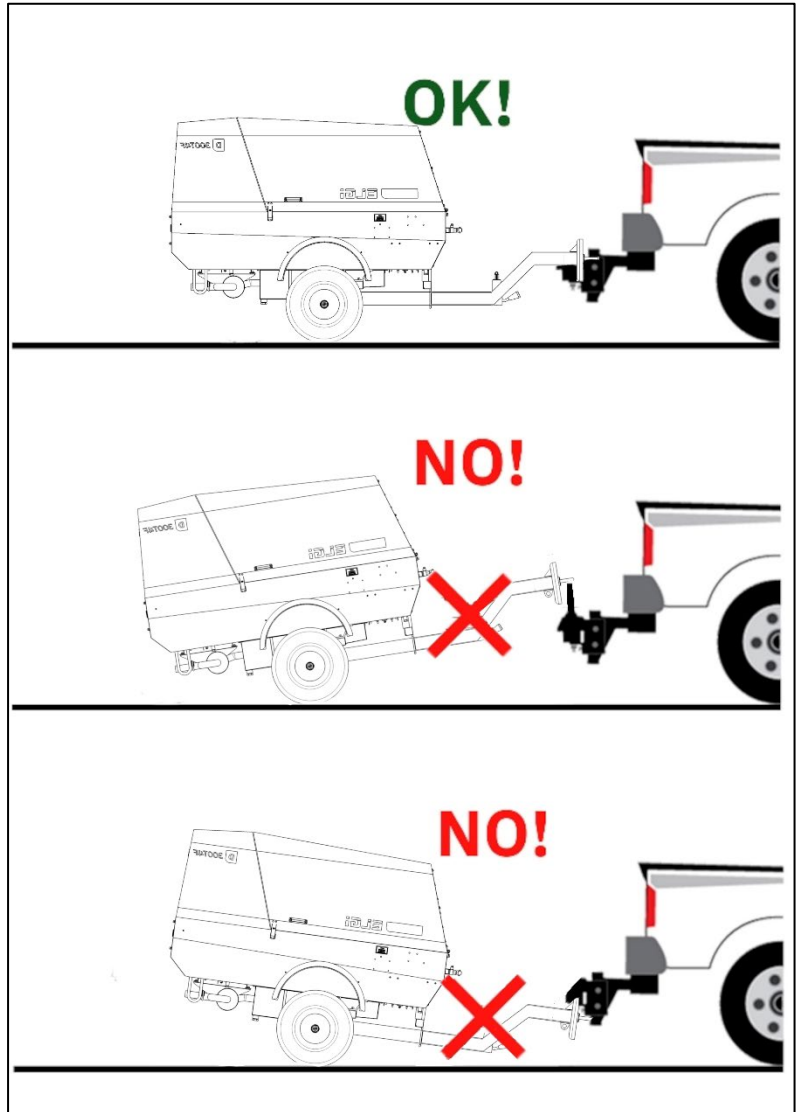


Figure 6.3-1 Instructions for safe towing

For the maintenance of the towing steer, of the axle and for the adjustment of the brakes, refer to the Manufacturer's manual enclosed to this documentation.



WARNING: To know the maximum speed for towing on the road, refer to the standards in force in the country where the towing is performed. On site or in a towing area, do not exceed the towing speed of 10 km/h (6 mph).



6.4 Instructions for the installation and parking of the motor compressor

Before disconnecting the drawing vehicle, or from the lifting hook, adjust the height of the support foot (Part B Figure 6.4-1) or the pivoting wheel, so that the motor compressor is in a horizontal position.

In case the machinery is on an incline, locate the wedges (Part A Figure 6.4-1) provided with the machine, in front of or behind the wheels to prevent any displacements, which might also occur during the working stage. Engage the park brake, if provided. It is forbidden to operate with the machine hooked to the towing vehicle.

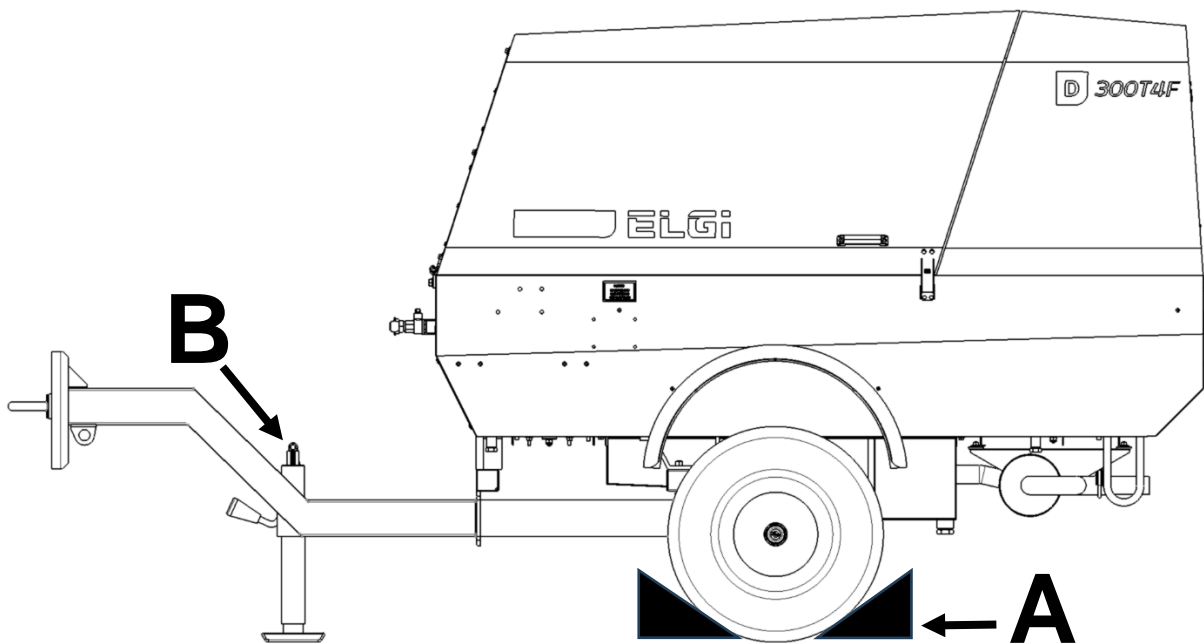


Figure 6.4-1 Instructions for parking and installation of the motor compressor



When parking, it is mandatory to use the support foot, of the hand brake and of the wheel locking wedges.

6.5 Safety Measures for Maintenance

In order to perform the maintenance operations in safety conditions, the following provisions need to be complied with:

- Control and maintenance operations must be performed by qualified and specialized personnel familiar with the instructions in this manual. Qualified and specialized personnel are those who possess the necessary certifications, appropriate skills for the specific intervention, and have received training in accident prevention and maintenance procedures. All maintenance activities must be carried out only after safely stopping the machine and disconnecting the power supply to the engine.
- All maintenance activities must be performed only after safely stopping the machine and disconnecting the power supply to the engine. If the machinery is stopped during maintenance or repair operations, it must be protected against accidental restart. When replacing parts, spare parts must be ordered from ELGI's customer service and must meet ELGI's defined technical standards.
- The machinery's electrical equipment must be inspected periodically. Any faulty components must be promptly identified and replaced after a thorough assessment of their effectiveness and efficiency.
- Maintain the highest level of cleanliness during maintenance operations and avoid using flammable solvents.
- Before restarting the machinery after maintenance or overhaul, ensure that all guards and safety devices are restored and fully operational.
- Never use water to extinguish flames in case of fire (Figure 6.5-1).



Figure 6.5-1

After completing maintenance operations, it is mandatory to restore all safety protections, especially around the moving parts of the cooling fan.





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Motor compressor : D300T4F

7 MACHINERY COMPONENTS

This unit D300T4F product range is a single-phase, silenced oil injection screw mobile motor compressor. The engine is an internal combustion engine fueled by diesel and is connected to the compressor via a flexible coupling. The coupling is designed to fail in the event that the engine or compressor locks up.

7.1 Chassis and Axle

The chassis is constructed from contoured, electrowelded sheet metal and features a load-bearing design. It undergoes a two-layer paint coating process to ensure corrosion resistance and rust protection.

The chassis houses the control panel, which is protected by a transparent polycarbonate lid. This panel allows users to monitor compressed air pressure and compressor oil temperature while also providing a visual check of the warning lights, each of which signals anomalies in the corresponding machine component.

The chassis is equipped with a drawbar that can accommodate either an eye hook or a ball coupling type hook. Its articulated elements enable proper attachment to various towing vehicles. The braking system consists of a parking brake and an inertia braking system, both of which operate on the wheel-carrier drums of the axle.

7.2 Body

The galvanized metal sheet bodywork undergoes a specialized painting process that provides a high-quality finish along with maximum resistance to impact and rust.

Strategically placed holes, complete with baffles, are integrated into the body structure to facilitate airflow. These allow cool air to be drawn in from one side for engine and compressor cooling, while heated air is expelled from the other side. The baffles are precisely designed in terms of size and shape to ensure optimal internal ventilation. It is essential to keep these openings unobstructed and in good condition.

All body components are treated with a specialized painting process to maintain superior finish quality and ensure maximum durability against impact and corrosion.

7.3 Engine

The unit is equipped with a diesel engine whose features are described in Section 2.

As related to the user's and maintenance instructions, refer to the manual provided by the manufacturer and enclosed to the documentation relevant to this machinery.

7.4 Compression Unit

This compression unit is fully manufactured in the plants and it consists of a centre body (cylinder) which host inside two asymmetric profile screw rotors: a 5-lobe male one and a 6-lobe female one.

The cylinder is closed at its end by two heads that contain the bearings which withstand the radial and axial loads generated by the compression of the air.

A set of channels machined in both the cylinder and the heads send oil to the different components. The lubricant that is thus distributed - besides lubricating the bearings - allows keeping a shroud of oil between the rotors and between the rotors themselves and the inner walls of the cylinder, thus fostering tightness to compression. Another significant function of the oil injected between the rotors is the absorption of the heat generated by the compression of the air.

The compressed air supplied by this compressor is pulse-free and the compression is generated axially.

An "adjuster" unit is mounted on the compressor to regulate the quantity of air to let in as a function of the air which is being consumed. Upstream this unit, a double-stage filter ensures the greatest purity of the inlet air.





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7.5 Separator Tank

Consists of a pressurized container and is supplied with a conformity certificate ASME issued by the manufacturer. Identification and inspection details are engraved on a plate welded to the machine.

The lid is equipped with the following components:

A safety valve to prevent overpressure,

A thermal switch that activates if the internal temperature exceeds 100°C,

Valves that regulate the machine's maximum and minimum pressure.

7.6 Bell and Flexible Coupling

The engine and compressor are connected by a bell that ensures concentricity between the engine flywheel and the compressor shaft. A large block joint with interspersed rubber pieces transmits power smoothly and quietly without separation.

The engine-compressor assembly is secured to the frame using four flexible supports (silent-blocks) that fully absorb the vibrations generated. A fan, mounted on the engine shaft opposite the flywheel, generates significant air displacement to cool the machine's fluids and components.

7.7 Control Panel

The control panel, located on the right-hand side, was specifically designed to ensure that all controls are within easy reach of a single person. All necessary instruments for operating and monitoring the unit are integrated into the control panel.



8 ELECTRICAL EQUIPMENT OF THE MACHINERY

WARNING: any action on the electrical system must be performed by qualified personnel.

8.1 Operator's panel tools

- 1) Pressure gauge;
- 2) Hour counter;
- 3) START button;
- 4) ON/OFF switch.

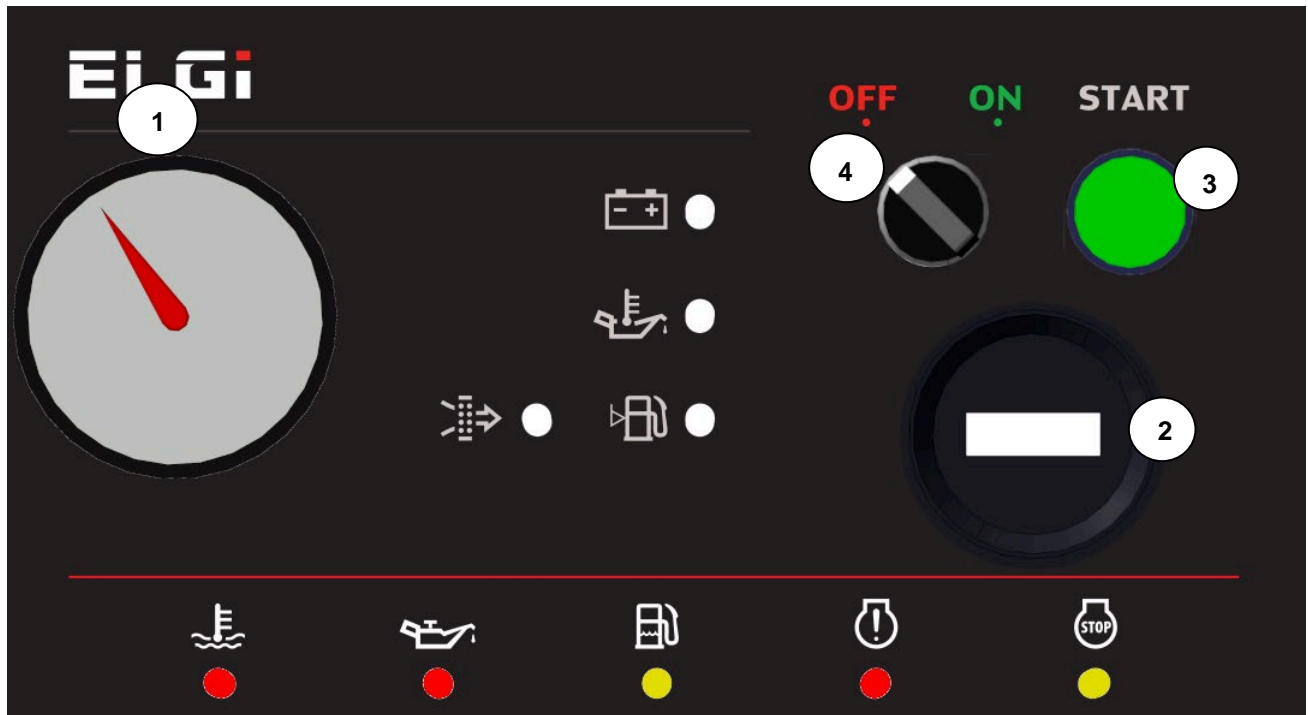
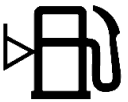
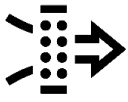









Figure 8.1-1 Instrument panel and control devices

PILOT LAMP	DEFINITION	FUNCTION	OPERATION TO BE PERFORMED
	FUEL	The fuel lamp highlights the minimum level of fuel in the Diesel tank of the motor compressor	Top up the fuel (Diesel only)
	AIR FILTER CLOGGED	This pilot lamp highlights that the air filter is clogged.	Clean the filter or replace it
	HIGH TEMPERATURE LAMP	This pilot lamp highlights that the radiator cooling liquid have reached an excessive temperature	Immediately switch off the machine and verify the following cases 1) check the liquid level in the radiator and clean it; 2) the cooling liquid pump does not operate as appropriate (contact ELGI customer service); 3) the liquid valve does not close or open at the right moment (replace); 4) if the cooling liquid is leaking, contact ELGI customer service; 5) the radiator is obstructed (contact ELGI assistance).
	HIGH TEMPERATURE COMPRESSOR OIL	This pilot lamp highlights that the compressor oil have reached an excessive temperature	Immediately switch off the machine and verify the following cases: 1) check the oil level; 2) check the the radiator; if the radiator is obstructed clean it; (contact ELGI assistance).
	ENGINE OIL PRESSURE LAMP	This pilot lamp highlights the insufficient pressure of the engine oil. The lamp is off when the engine oil is in pressure Pilot lamp lit: engine oil not in pressure.	The oil pilot lamp highlights the insufficient pressure of the oil. Such insufficient pressure may be caused by: 1) Low engine oil level, 2) Failure of the delivery pump, 3) Oil not reaching the delivery pump.
	ALTERNATOR CHARGE LAMP	This pilot lamp monitors the efficiency of the alternator. The pilot lamp must be off when the engine is running.	Should it light up during the normal operation, check the efficiency of both the battery and the alternator.
	STOP ENGINE	This warning light lit when the engine control unit detects a serious malfunction.	STOP the engine immediately and contact ELGI assistance service.
	WATER IN THE FUEL	The fuel warning light lit when the engine sensor detects the presence of water in the fuel system.	STOP the engine immediately, empty the fuel tank and fuel system. Replace with new fuel.
	CHECK ENGINE	This light signals lit when the engine sensor detects a problem (a broken sensor, etc.)	The problem detected by the engine is of medium entity and allows the compressor to continue to be used; to identify the status of the problem, check the electronic control board.

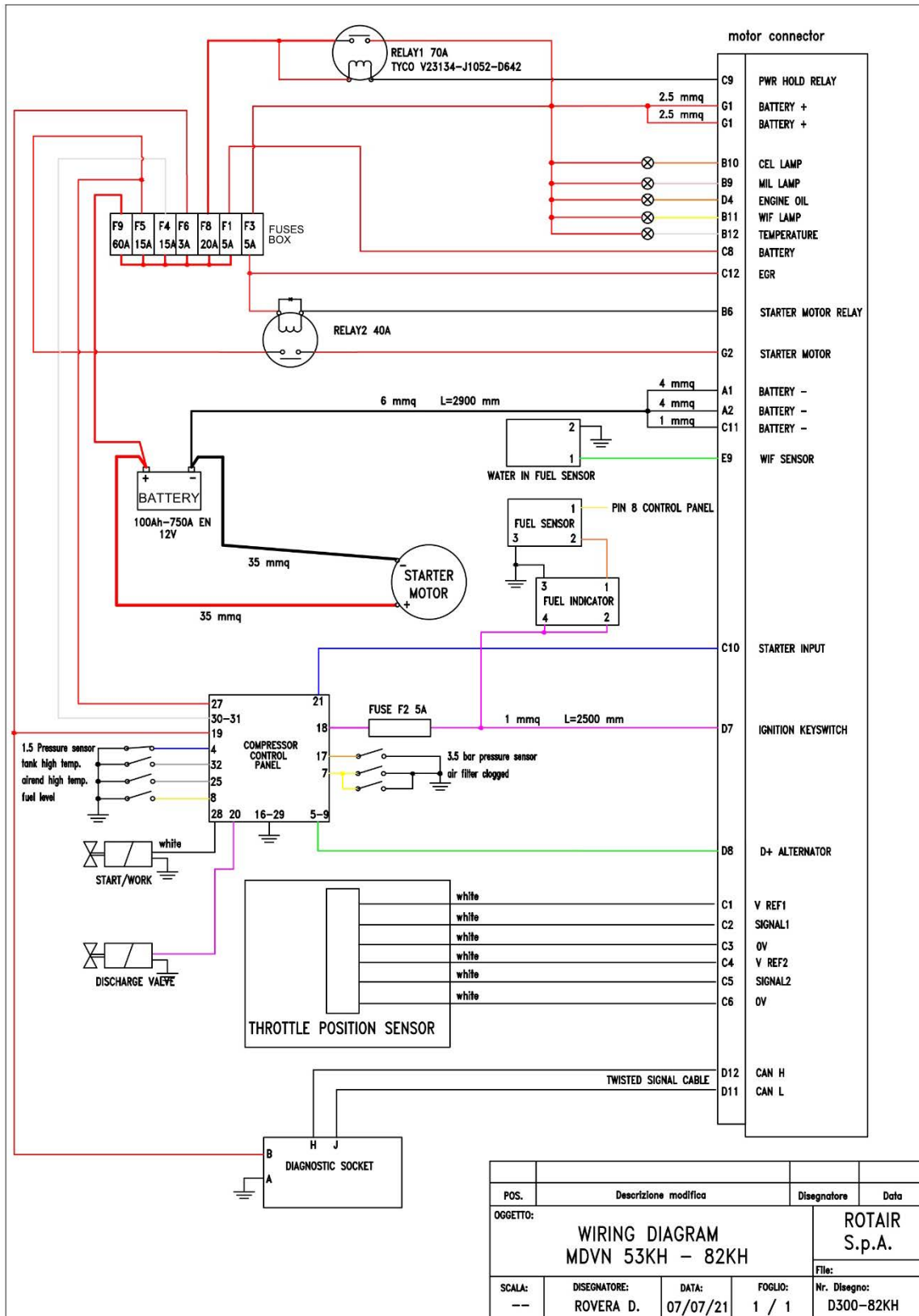


Figure 8.2-2 Diagram machine's electrical system D300T4F



8.3 Fuses

The fuse is an electrical device which can protect a circuit or a device from over current.

The fuse consists of a cartridge provided by a thin lead wire through which the rated current of the circuit/element transits; this wire is the actual fuse, with a precise Amp load. In case of overcurrent, the filament melts and causes the circuit to open.

Fuse holder	Fuse	Description	Ampere
		Secondary fuse: device to protect against overcurrent which might damage the fuel solenoid	16 A
		Operator Panel Fuse: protection device against overcurrent that may damage the operation panel	40 A
		Protection device against overcurrent that could damage the engine glow plugs during warm.	40 A



WARNING: When replacing the fuses, we recommend always utilizing the same type as indicated in this table and to follow the procedure reported in section 13.4.3 of the manual.

8.4 Lights (for road-certified version)



In the road-certified machinery, the electrical system is completed by the light wiring (Figure 8.4-3). The table here in under reports the connections of the wires within the 7-pole outlet and their connection to the rear lighting equipment. This system is directly connected to the towing machine through an extension supplied with the motor compressor.

Rear lights:

- 1) Turn light
- 2) Position and stop light (stop detected by light intensity)

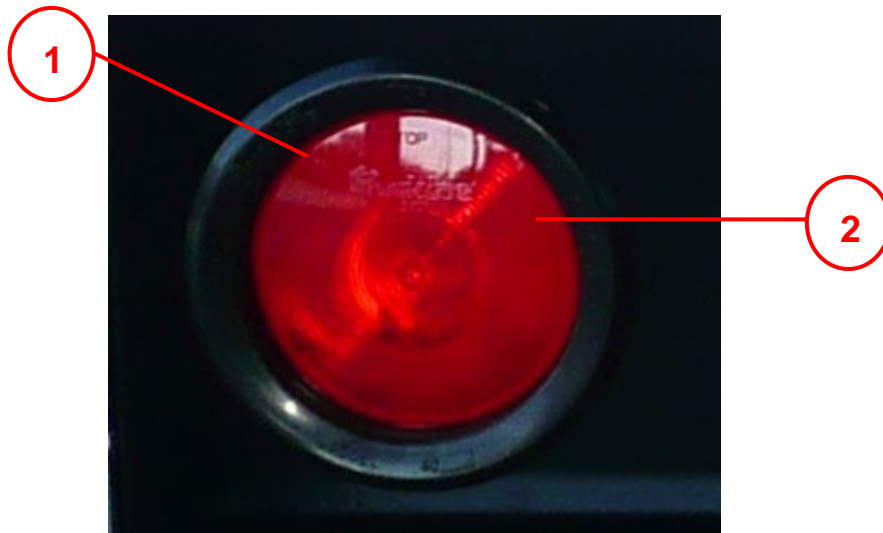
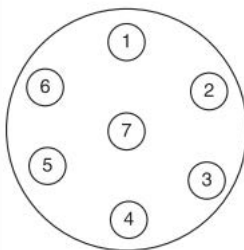


Figure 8.4-1 Rear light

7-POLE PLUG – TRAILER DIAGRAM



- 1) Turn light LH:
- 2) Fog lamp
- 3) Grounding
- 4) Turn light RH:
- 5) Position light RH
- 6) Stop
- 7) Position light LH

WARNING: To replace the lamps, refer to the Maintenance chapter.

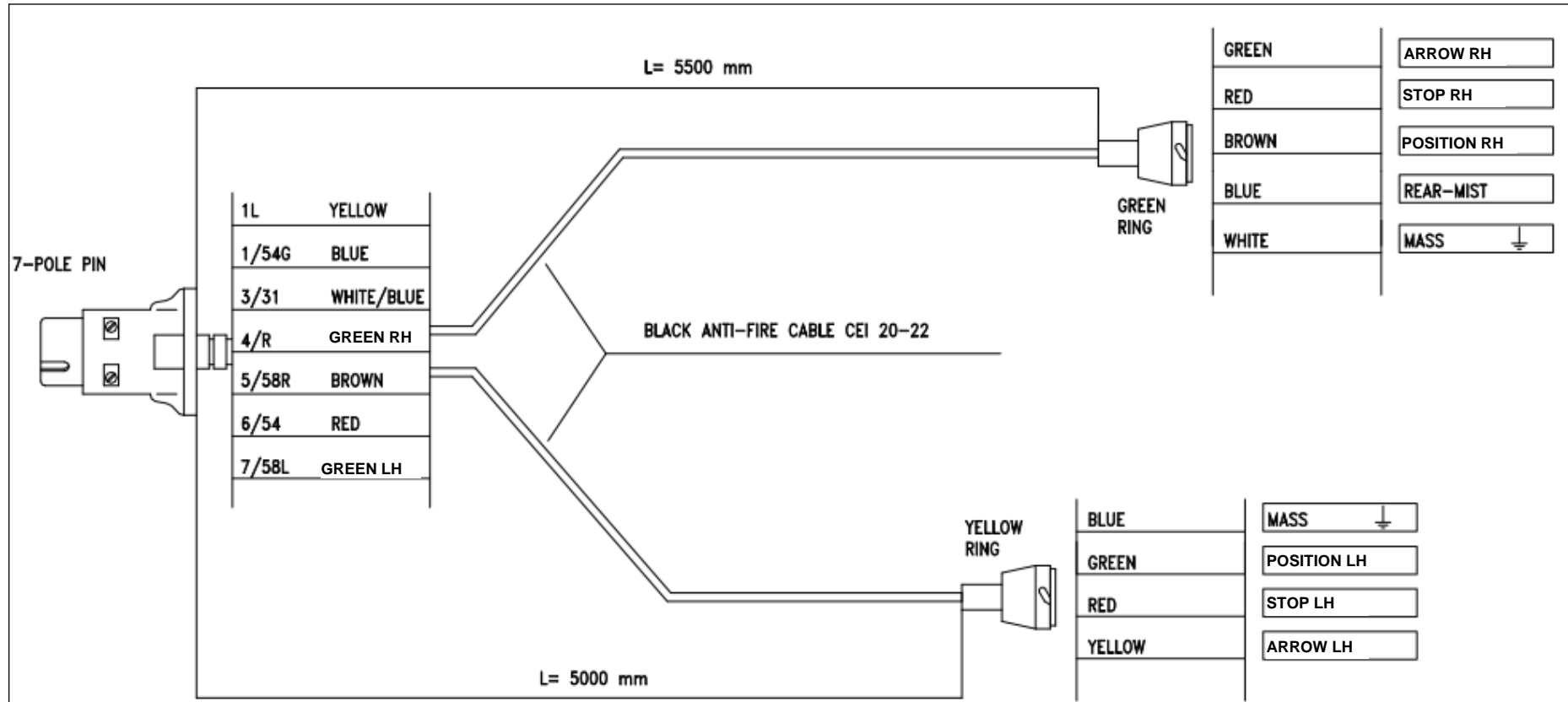


Figure 8.4-3 Light wiring harness



9 HYDRAULIC AND PNEUMATIC SYSTEMS

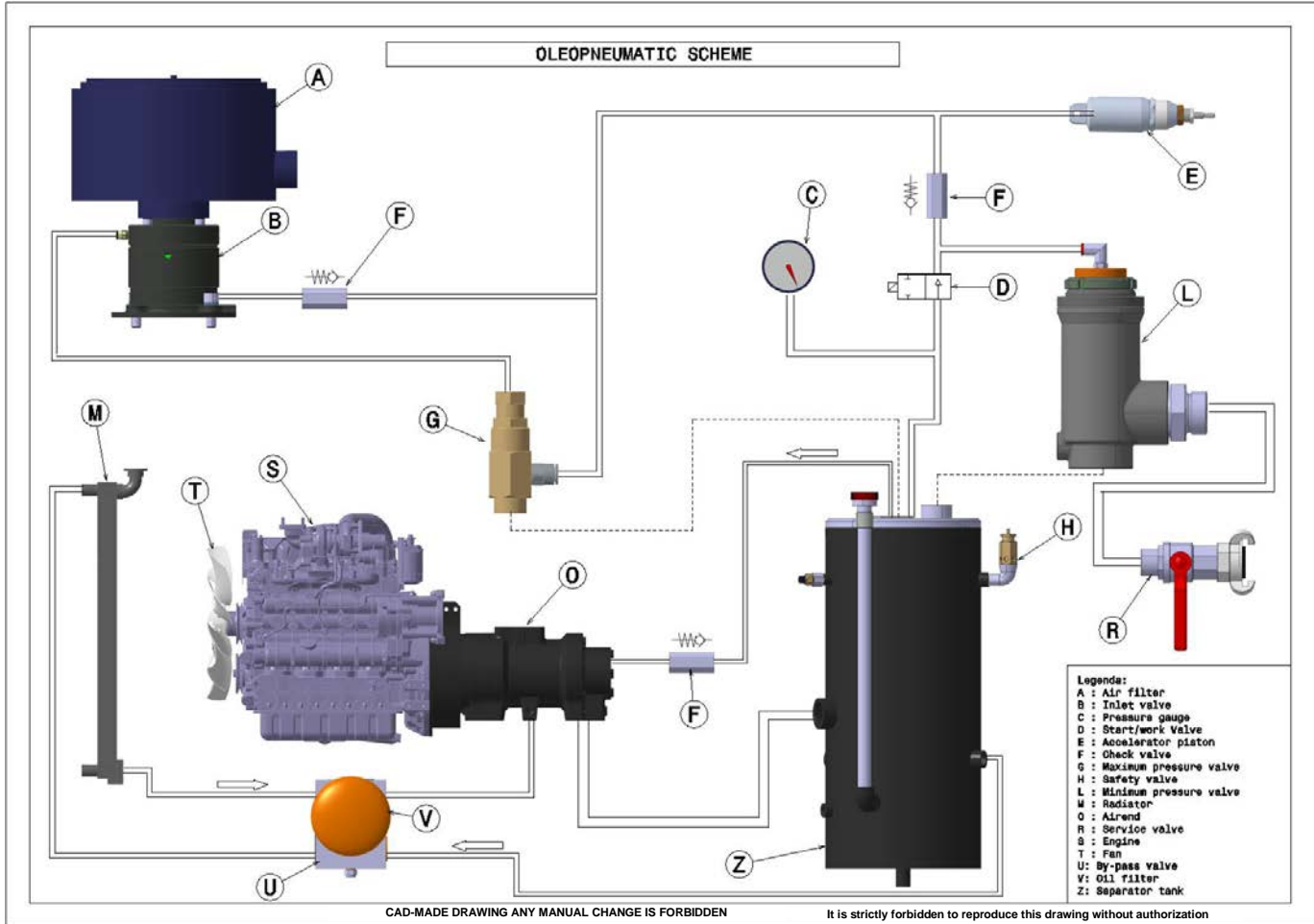


Figure 8.4-1 Hydraulic and pneumatic systems

9.1 Hydraulic lubrication system

The system includes the oil separator tank (Z), the thermostatic valve (U) on which, at the entrance, the oil filter (V) and the oil cooling radiator (M) are mounted.

As shown in fig.8.4-1 the lower part of the oil separator tank (Z) acts as an oil tank, while the filtering part is situated at the top which separates the air from the oil.

On starting up the machine, the pressure generated by the compressor, makes the oil inside the tank flow through the conduit in the direction indicated by the arrow. A thermostatic valve (U) is positioned along the route, which according to the actual oil temperature, conveys it all or partially to the cooling radiator (M), more specifically:

- at temperatures of below 65°C, the thermostatic valve remains open and the oil in circulation is directly injected into the compressor, without going through the radiator (M).

During the working cycle the oil is heated and when it reaches a temperature of 65°C, the thermostatic valve (U) begins to close, thereby making it necessary for part of the oil to go through the cooling radiator (M).

When the oil temperature reaches 75°C, the thermostatic valve (U) closed completely and from then on all the oil in circulation goes through the radiator and is thereby cooled (M).

From the radiator (M) the oil is injected into the air end (O).



The filter (V) has an internal "by-pass" valve which permits oil circulation even if it gets blocked. In which case the oil will circulate regularly without being filtered. It is therefore necessary to replace the filter at regular intervals, as indicated in the maintenance program.

The cooled and filtered oil thereby reaches the airend (O) and by means of the various internal channels it is distributed to the various parts (rotors, bearings etc) which are thereby cooled and lubricated. From the airend (O), the oil mixed with compressed air is sent to the tank (Z), inside which the separator undertakes to separate it from the air.

We have mentioned that the separator filter provides to separate the air from the oil; however a very small quantity is still able to penetrate the inside of the filter, and deposits itself on the low and concave part of the same. It is sucked through the piping on which the calibrated nozzle and the single-direction valve are positioned. The check valve impedes the return of oil into the oil separator filter when the machine is stopped.



WARNING: The filter needs therefore to be replaced at regular intervals, as specified in the maintenance program.

9.2 Pneumatic system

The system includes: the suction filter (A), the inlet valve (B), airend (O), tank (Z) and the oil separator element, the minimum pressure and non-return valve (L), the service valve (R) and the maximum pressure valve (G), and the discharge solenoid valve (P).

The suctioned air, after having passed through the double stage filter (A) reaches the suction regulator, followed by the compressor which conveys it, together with the injected oil, into the oil separator tank. Where the air is separated from the oil. This separation process firstly comes about by means of centrifugal spinning and in the second stage with the use of the oil separator filter.

The air which is cleansed of the oil, is conveyed by the minimum pressure valve (I), and only opens when the pressure in the tank reaches the pre-set value. This minimum pressure formed in the tank guarantees oil circulation even when the air discharge taps (R) are in fully open position.

It is however a good idea not to use tools and equipment, which excessively consume compressed air, and which may cause the tank pressure to fall to below 5-5.1 bar.

In fact prolonged working conditions at below 5 bar, may cause compressor overheating, due to insufficient lubrication, and inadequate air and oil separation, resulting in excessive lubricant consumption.

The solenoid valve, on stopping the machine, opens automatically, gently discharging all the compressed air still inside the system into the atmosphere.

The minimum pressure valve (L) also acts as a single-direction valve, impeding return into the compressed air unit of air coming from channels or tools connected to the machine.




WARNING: *pressure vessel*

9.2.1 AUTOMATIC ADJUSTMENT OF THE ENGINE RPM

The system controls the speed of the diesel motor according to the compressed air taken in and consists of: maximum pressure valve (G), suction regulator (B), accelerator control piston (E), contrast spring (H).

- With motor on and the service valve (R) fully open, the motor speed is at the maximum and the suction regulator is fully open.
- By slightly closing the service valve (R) reduced air consumption is simulated with consequent increase in pressure in the tank (Z).
- On closing the service valve (R), the pressure reaches the pre-set value and the maximum pressure valve (G) opens, allowing compressed air to flow out, which acts on the accelerator control piston (E) and beneath the suction regulator valve (B).
- Being stimulated by this pressure the piston (E) is able to exceed the contrast force of the spring (H), and by means of a lever system, the motor is proportionally decelerated.
- At the same time the suction regulation valve (B) also closed proportionally, thereby reducing the suction air passage. Therefore with service valve (R) closed and with no air suction, the motor stabilizes at the minimum set speed while the suction valve (B) of the regulator reaches almost total closure position.
- In this stage of the cycle the suctioned air is minimal and it serves to compensate for any leakage within the system itself.
- At this stage the maximum final pressure will be indicated on the pressure gauge of the control panel.
- On resumption of air intake stage the maximum pressure valve (G) will start to close up and it will be totally closed when the pressure value falls to below approx. 1 bar in relation to the maximum final pressure value.
- During this stage the compressor delivers the maximum capacity to the working pressure as the spring (H), without the contrasting effect of the accelerator piston (E), accelerates the motor to maximum speed and the suction regulator valve reaches fully open position.
- In the event of use of tools with a consumption exceeding the nominal capacity of the compressor, a reduction in the pressure will be noted on the gauge, which must however never be less than 5 bar.
- Avoid any sudden opening of the service valves: they cause excessive stress on the oil separator filter and serious damage to the same.



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10 GUIDELINES FOR THE PROPER USE OF THE MOTOR COMPRESSOR

Refer to the user and maintenance manual before starting the machinery.

10.1 Pre-Start Checklist

Before starting-up the machinery, strictly follow the instructions here in under:

1. Level the planarity of the machine by acting on the support foot or on the wheel: no incline greater than 15° is allowed;
2. make sure that the electric wires are connected to the battery terminals; if the connection is to be performed, use the greater care so that the cable coming from the starter motor is connected to the positive pole (+) of the battery and the earthing one is connected to the negative pole (-) of the battery.

3. Check the fuel level in the tank*.



DIESEL

* **Only use Diesel fuel for topping up.**

4. Check the level of the engine oil: as related to the types of lubricant and relevant quantities, comply with the instructions contained in the engine manufacturer's users and maintenance manual enclosed to the machinery documentation.
5. Check the oil level in the compressor: this operation must be performed not before than 15 minutes have passed from the time the machinery has stopped this will allow the lubricant in circulation to flow completely into the separator tank.
 - a) Before unscrewing the oil indicator dipstick where the level gauge is attached, make sure that there is no longer any pressure in the system. (The pressure gauge shall indicate 0 bar).
 - b) Take off the dipstick and clean the level gauge.
 - c) Thoroughly screw back the oil indicator dipstick and then take it off again to verify that the lubricant level is included between the two marks (min. and max. level) engraved on the gauge.
 - d) Top up if required: the level must never exceed the max. mark.
 - e) Exclusively utilize the types of oil recommended in this user's and maintenance manual.



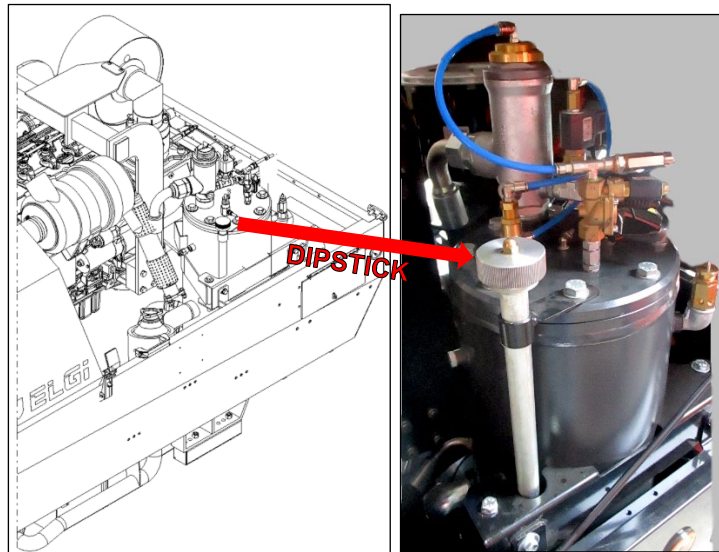


Figure 10.1-1 Checking the oil level in the compressor

- 6 If the motor compressor is equipped with a liquid-cooling diesel engine, check the level of the antifreeze contained in the radiator (Figure 10.1-3).

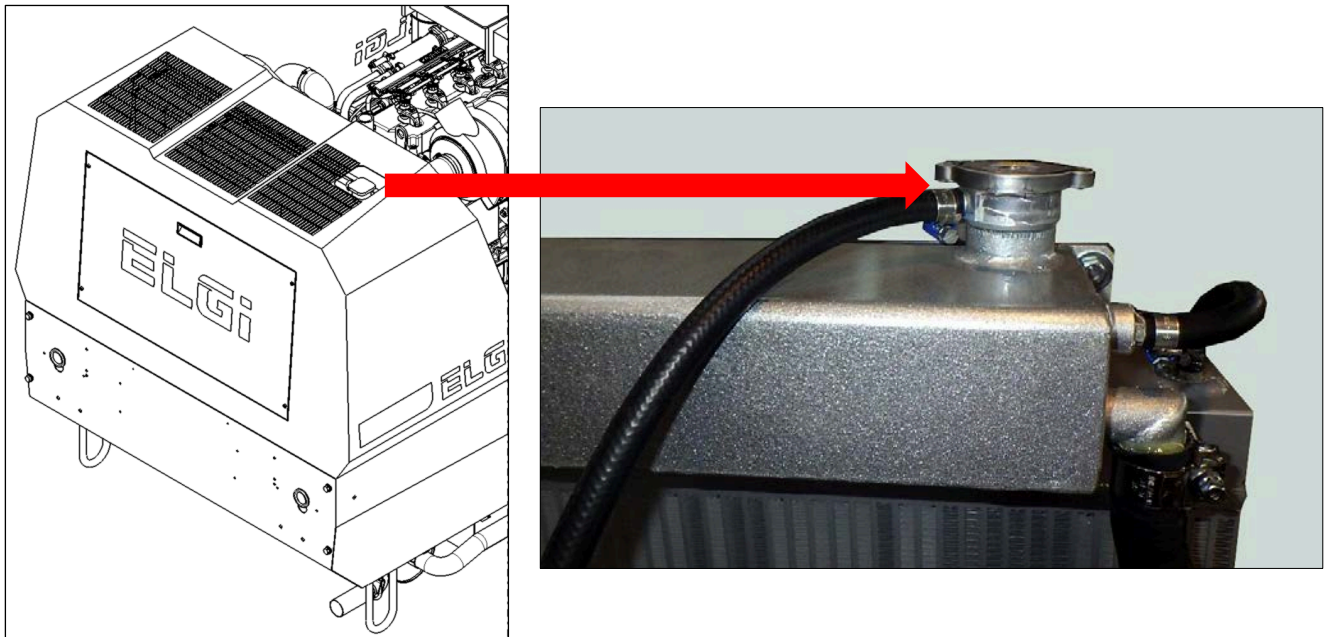



Figure 10.1-3 Checking the radiator cooling liquid

Recommended cooling liquid: PEAK EUROPEAN BLUE



WARNING: *the radiator cap (Figure 10.1-3) must never be removed when the engine is hot: this would cause a sudden outflow of liquid which might cause severe scalding. Topping up - if required - must be made by means of a blend of water and anti-freeze liquid, in the percentage indicated on the container.*



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10.2 Start-Up Procedure

Operations to be performed for a correct start-up of the machinery:

1) By turning the starting block key (part. 4 Figure 8.1-1) to the right in the position "ON", the panel is powered and the following warning lights come on:

Engine oil pressure warning light

This indicates whether the engine oil circuit is in pressure (warning light off) or not (warning light on).

Alternator warning light

This indicates alternator efficiency.

Glow plug warning light

The first two warning lights are red and when the engine has been started they must be off.

The glow plug warning light stays on for as long as it takes to heat the glow plugs after which it switches itself off automatically. At this point it is possible to start the engine-compressor by the push button (part 3 Figure 8.1-1). The starter motor is powered by the push-button which will start the diesel engine.



WARNING: Release the key at the first signs that the diesel engine is starting.

Do not run any lengthened starts, above 10 seconds.

In case of difficult start-up, repeat the maneuver with short start-ups at intervals.

- 1) Wait for a few minutes, until the engine warms up. The pressure shall raise up to the max, pressure of the machinery. If one or more lamps were still lit, immediately stop the machinery and identify the cause.
- 2) Then connect the compressed air ducts to the relevant tools.
- 3) Progressively open the service valve (Letter A Figure 10.2-1).



WARNING: It is forbidden to open the machinery with the engine hood open.



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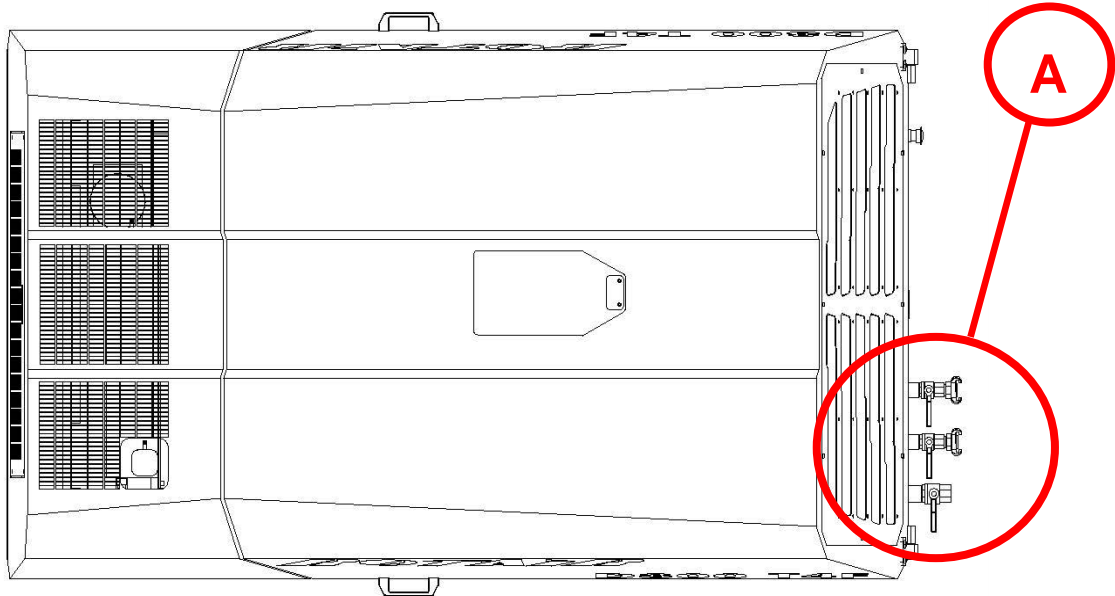


Figure 10.2-1 Location of the service valves (top view)



WARNING: *Do not inhale the compressed air discharged from this unit's outlets.*

10.3 During Operation



The machine must always operate with the hood down and closed.

During the work cycle it is necessary to verify that the intake openings are free of foreign bodies such as pieces of paper, plastic, etc ... as these materials can create obstructions to the ventilation system.

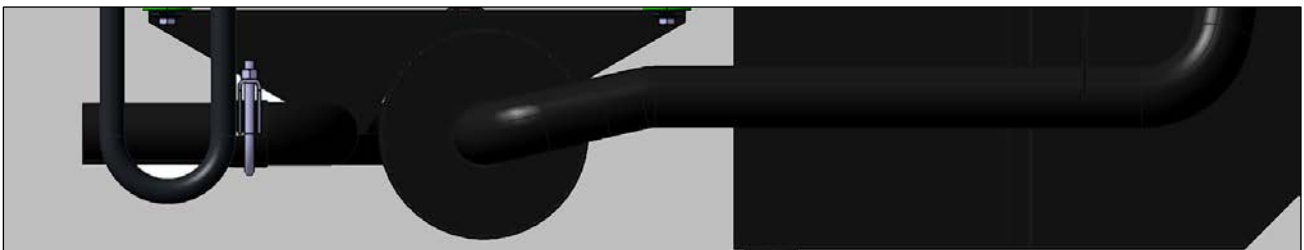



Figure 10.3-1 Exhaust pipe



WARNING: *in the vicinity of the exhaust pipe are very hot exhaust gases and harmful. Avoid*



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these areas as necessary while the machine is running.

10.4 Stopping the Machine

By turning the *starting block key* (Part.4 Figure 8.1-1) to the left in the "OFF" position the pressure in the tank lowers up to 3-3,5 bar.

As soon as the pressure reaches 3-3,5 bar the engine automatically stops.

In machines approved for road use the electrical system is completed by lighting wiring. In the table, the wire connections inside the 7-pole socket are given and their connection to the rear light apparatus. This system is connected directly to the towing machine via an extension lead which is supplied with the engine-compressor.

10.5 Post-Stop Procedures

- 1) If the machine has operated in dusty environments, it will be necessary to clean or replace the air filter and check the status of cleaning the cooling radiator; where this is clogged, it will proceed as indicated in paragraph maintenance.
- 2) Check that during the working phase there are no losses of fuel or lubricating oil inside the machine
- 3) Where possible place the machine away from the elements.

11 MONITORING AND TESTING OF THE MACHINE

11.1 Monitoring and testing of engine speed



ALL TESTING AND CALIBRATION SYSTEMS MINIMUM AND MAXIMUM, MUST BE DONE BY A PROFESSIONAL, INFORMED, FORMAT AND TRAINED, EQUIPPED WITH A SPECIAL EQUIPMENT TACHYMERIC A STRIKER REFLECTIVE AND EQUIPPED WITH HEADPHONES NOISE.



For all calibrations and adjustments we highlight the following residual risks



Presence of components in motion. Pay attention to mechanical risks.



The presence of hot surfaces at high temperatures. Pay attention to the risk burn.



11.1.1 CONTROL SYSTEM OF MAXIMUM ENGINE SPEED



The calibration of the maximum speed is set by the manufacturer. It should not be changed for any reason. Any tampering or variation of the maximum speed of rotation of the motor will cause an immediate voiding of the warranty.



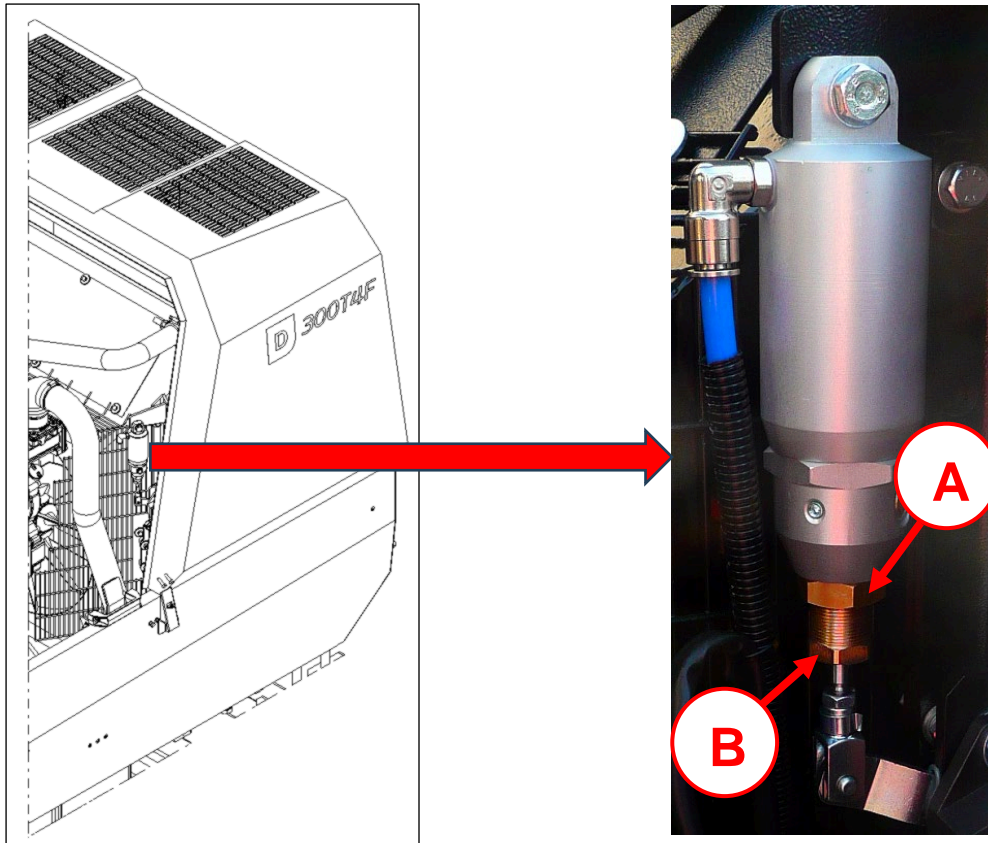
11.1.2 CONTROL SYSTEM OF MINIMUM ENGINE SPEED

Figure 11.1-1 Accelerator piston

For calibration of the idle speed of the engine revs a qualified maintenance personnel must do the following:

1. Start the machine as described in section 10.2 "Start"
2. Wait for the compressor reaches the maximum pressure and the engine stating the values of idle speed;
3. Close all faucets (Letter A in Figure 10.2-1);
4. Open the canopy with the compressor in motion;
5. Loosen the 23mm lock nut (Letter A in Figure 11.1-1);
6. If you want to increase the idle speed of the engine, you must tighten the bolt by an 18-mm wrench (Letter B in Figure 11.1-1).
7. If you want to reduce the idle speed of the engine, you must loosen the bolt by an 18-mm wrench (Letter B in Figure 11.1-1).
8. Measure with a optical tachometer (Letter C in Figure 11.1-2) the rotation speed (in revolutions / minute) of the motor hub focusing the optical beam on the speedometer notch Reflective (Letter D in Figure 11.1-2);
9. Compare the measured value with that reported in Paragraph 2 a tolerance of $\pm 2/3\%$ between the two values
10. Adjust the speed of the motor hub, as described above, to the value of idle speed indicated in paragraph 2 of this manual;
11. Once the adjustment has been made tighten the 23 mm lock nut. (Letter A in Figure 11.1-1);
12. Close the canopy.

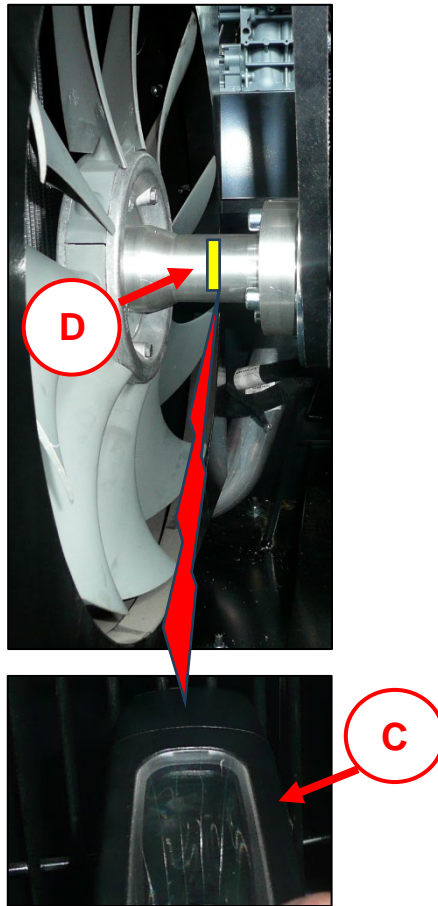



Figure 11.1-2 Measurement of the rotation speed

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11.2 Air Pressure Monitoring and Control for the Compressor

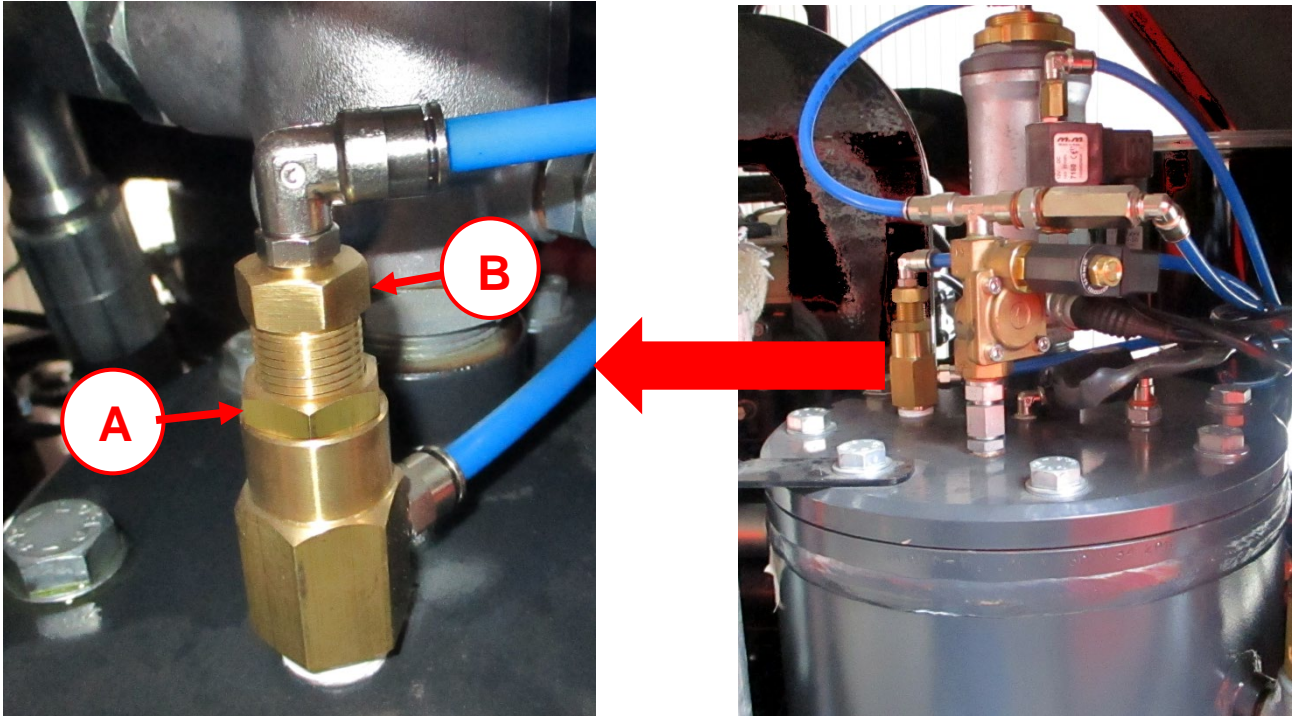


Figure 11.2-1 Adjusting maximum pressure pneumatic circuit

The maximum pneumatic pressure is calibrated during the testing phase of the machine.


If the value of the maximum pressure pneumatic, indicated by the pressure gauge on the control panel, diverged over a $\pm 5\%$ from the value specified in Paragraph 2 of this manual, proceed as follows:

1. Start the machine as described in section 10.2 "Start",
2. Wait for the compressor reaches the maximum pressure and the engine stating the values of idle speed;
3. Close all service valves (Letter A in Figure 10.2-1);
4. Open the canopy with the compressor in motion;
5. Unscrew with wrench 22 mm wrench the nut (Letter A in Figure 11.2-1);
6. If you want to increase the maximum pressure must tighten with 19 mm wrench, nut (Letter B in Figure 11.2-1);
7. If you want to reduce the pressure unscrew, with a 19 mm wrench, nut (Letter B in Figure 11.2-1);
8. Once the valve is adjusted, tighten the lock nut with a 22 mm wrench (Letter A in Figure 11.2-1);
9. Slightly open ball valve for 3-4 seconds and close off. Repeat as necessary to seat the valve.
10. Read on the pressure gauge located in the control panel, confirm the value of the maximum pressure reached;
11. Compare the measured value with that reported in Paragraph 2, repeat the steps up to the alignment of the two values;
12. Close the canopy.



WARNING: Notice: if the gauge is indicating a inconsistent pressure value, you will have to replace it. So, before making any calibration valve high or low pressure, make sure that the gauge is efficient and reliable.



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11.3 Minimum Air Pressure Monitoring and Control for the Compressor

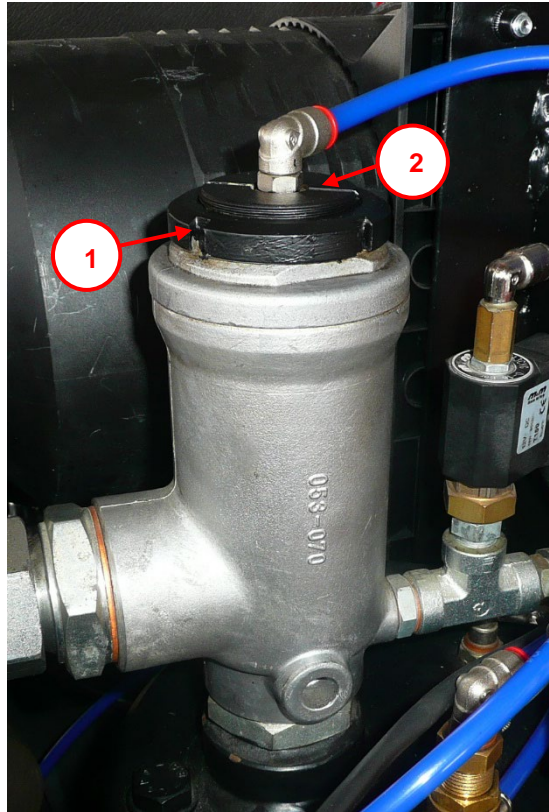


Figure 11.3-1 Adjusting minimum pressure pneumatic circuit

The minimum pneumatic pressure is calibrated during the testing phase of the machine.


If the minimum pressure pneumatic, indicated by the pressure gauge on the control panel, diverged over a $\pm 5\%$ from the value specified in Paragraph 2 of this manual, proceed as follows:

1. Start the machine as described in section 10.2 Start.
2. Wait for the compressor to reach the maximum pressure and the engine stating the values of idle speed;
3. Gradually open the service valve (Letter A in Figure 10.2-1);
4. Open the canopy with the compressor in motion;
5. Release the lock-nut (1);
6. Tighten the regulation screw (2) to increase the pressure to the desired value;
7. Loosen the regulation screw (2) to reduce the pressure to the desired value;
8. Tighten the lock nut (1) and close the service valves;
9. Slowly re-open the air service valve and then close it again repeating the operations several times in order to permit the valve to settle into place;
10. Re-open slowly the service valve (Letter A Figure 10.2-1) and close it again repeating the process a few times to allow the settling of the valve;
11. Close the canopy;



WARNING: *Pressure vessel*



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12 SAFETY DEVICE

12.1 Verification of the safety valve

The safety valve is located on the oil separator tank and it will relieve any pressure in the event that the machine might overpressure.

The calibration of this valve is performed and verified in the testing of the factory and cannot be varied for any reason or tampered with.

Its efficiency should be checked quarterly by doing the following:

- 1) Start the machine the machine as described in section 10.2 "Start"
- 2) With the valves closed and with the engine at idle speed, using forceps, pick up the pin, as shown in Figure and release it as soon as you have the perception that the valve exhausts air.

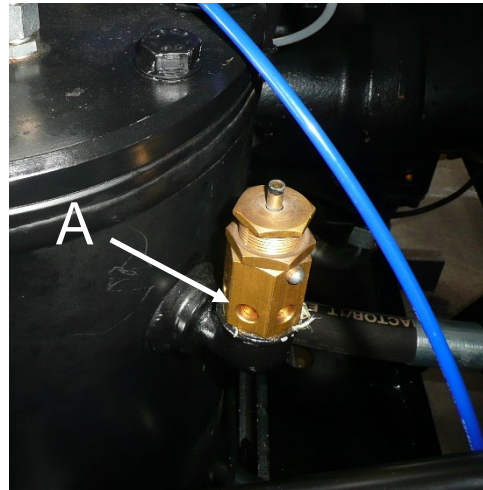
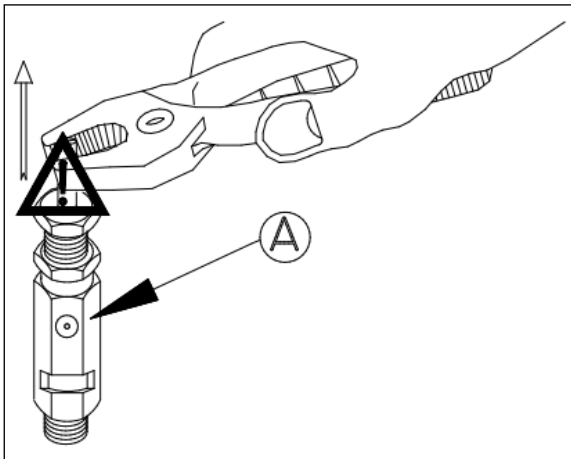


Figure 12.2-1 Control of the safety valve



WARNING: The air escaping from the valve during this operation control is also composed of small particles of oil.



WARNING: Pay attention to the danger of projection of liquids.




If, following the traction using a clamp, the pin is not raised, thus preventing the valve to vent, will require an immediate replacement of the safety valve.



In case of replacement, it is recommended to contact the ELGI service personnel, quoting the serial number of the machine.

The use of a safety valve is not original and does not comply, then ELGI will be exempt from any liability.



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13 MAINTENANCE



The machine must undergo regular periodic maintenance to preserve its technical characteristics and original safety standards.

Maintenance work must be performed by qualified personnel following approved patterns and designs, with the machine stopped and power disconnected from the electrical panel. All maintenance must be conducted only after the machine is fully powered down.



The staff of the service maintenance has to check that they have withdrawn their tools at the end of maintenance or repair and before starting the machine again, to avoid damage to the moving parts.


13.1 Routine maintenance

Means of **routine maintenance**, all the maintenance actions that its sole objective was to bring back a system (or one of its components) from a state of failure, the state is working properly before the onset of the problem, without changing or improving the functions performed by the system, nor to increase the value, or improve performance.

Maintenance includes all those periodic operations including:

In the following chapter are listed in order of frequency, all transactions concerning the compressor part, while as regards the part of the engine, it will be necessary to refer to OPERATING AND MAINTENANCE, which is prepared by the manufacturer of the engine and that is as supplied with the machine




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13.2 Maintenance program

In this program is a list of all the interventions and their frequency to be executed on the various components of the machine. Such interventions are essential for the proper functioning of the machine and its mechanical durability over time.

<i>RECOMMENDED OPERATIONS</i>	<i>FREQUENCY</i>
Checking the oil level compressor	Daily
Check engine oil level (refer to the manufacturer's manual)	Daily
Checking Coolant Level	Daily
Check fuel level and top up (if necessary)	Daily
Check oil or fuel leaks	Daily
Check operation of indicator lights	Daily
Check the readability of measuring instruments	Daily
Perform general cleaning operations	Daily
Check of any obstructions in the ventilation system	Daily
Check operation lights and license plate lights	Daily
Check the compressor air filter	Daily
Check the engine air filter	Daily
Thoroughly clean compressor and engine air filters	Daily
Check the battery electrolyte level	Monthly
Check tire pressure	Monthly
Check belt tension	Three months
Check the minimum and maximum engine speed control	Three months
Check the efficiency of the safety valve	Three months
Clean the radiator fins	Three months
Check the oil recovery nozzle	Three months
Drain the fuel tank	Three months
Check the efficiency of the braking system	Three months
Check the wheel lock	Three months
Replace the engine oil	at 50 hours and every 500 hours there after
Replace the engine oil filter	at 50 hours and every 500 hours there after
Replace the engine fuel filter	at 50 hours and every 500 hours there after
Replace the compressor oil filter	at 50 hours and every 500 hours there after
Replace compressor oil	at 50 hours and every 500 hours there after
Check the tightening of screws and bolts on the compressor and engine silent-blocks	Every 50 hours
Check the tightening of screws and bolts	Every 100 hours
Check the tightness of all pipe connections	Every 100 hours
Replace the compressor air filter	After 500 hours
Replace the separator filter	After 500 hours
Replace the engine air filter	After 500 hours

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<i>RECOMMENDED OPERATIONS</i>	<i>FREQUENCY</i>
Replace diesel pre-filter (If applicable)	After 500 hours
Check the ball valves by an authorized ELGI technician	Every 2 years
Check the readability of the machine nameplate	Every year
Perform service maintenance as per the required timeframe	

The ELGI disclaims any responsibility for the failure to comply with maintenance requirements in the table above.

13.2.1 Service Kit


50 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-11-0003	50 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		5

250 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-21-0322	250 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
162-0084-S	SECONDARY ENGINE AIR	1
162-0085-S	PRIMARY ENGINE AIR	1
162-582-S	COMPRESSOR AIR FILTER	1
162-583-S	COMPRESSOR SECONDARY AIR FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		9



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


500 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-12-0008	500 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
157-1462-S	SEPARATOR FILTER	1
162-0084-S	SECONDARY ENGINE AIR	1
162-0085-S	PRIMARY ENGINE AIR	1
162-582-S	COMPRESSOR AIR FILTER	1
162-583-S	COMPRESSOR SECONDARY AIR FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		10

13.3 Values of tightening screws and bolts

For the correct torque specs of screws and bolts on the machine please observe the tightening values corresponding to the class of bolt strengths illustrated in the table below.

We recommend the use of torque wrenches for tightening the screws and bolts on the machine.

Torques not binding N.m (Newton meters)							Couples test sockets for hexagonal screws									
<p>These pairs are reference values for normal metric threads according to DIN ISO 261 and measures supporting heads according to DIN EN ISO 4762, DIN ISO EM 4032, DIN EN ISO 4014 and DIN 931-2, 6912, 7984 and 7990. With these values obtains an exploitation of 90% of the yield strength of the screws, on the basis of a coefficient of friction equal to 0.14 (screw new, untreated, not lubricated). Important: In extreme cases, e.g. screws lubricated with MOS2 and coupling elements cadmium-plated on both sides, the value of torque should be reduced by about 20%.</p>							No. 2, 2A, 2B	No. 4	No. 6, No. 1B, 7, 400	No. 25	No. 26 R No. 626	No. 35 A No. 35 B No. 3112	No. 894 No. 895	 mm	      	
							<p align="center">Tightening values for classes of coupling according to DIN 267</p>									
M							mm									
	4.6	5.6	6.9	8.8	10.9	12.9										
M 2	0,123	0,162	0,314	0,373	0,520	0,628	4			1,90						
M 2,2	0,196	0,265	0,510	0,598	0,843	1,010	4,5*			2,64						
M 2,5	0,284	0,373	0,726	0,863	1,206	1,451	5			3,55						
M 3	0,441	0,588	1,128	1,344	1,883	2,256	5,5			4,64		14,4			2,32	
M 3,5	0,677	0,902	1,736	2,060	2,893	3,481	6*	17,6	7,4	5,92		17,6			2,96	
M 4	1,000	1,344	2,599	3,040	4,315	5,148	7	25,2	11,4	9,12		25,2			4,56	
M 5	1,916	2,648	5,099	6,031	8,483	10,200	8 9*	34,5 45,4	16,6 23	13,3 18,4		34,5 45,4	34,5 45,4	6,65 9,20		
M 6	3,432	4,511	8,728	10,300	14,710	17,652	10	58,1	31	24,8	58,1	58,1	58,1	12,4		
M 7	5,590	7,453	14,220	17,162	24,517	28,439	11 12	72,7 89,1	40,4 51,5	32,3 41,2	72,7 89,1	72,7 89,1	72,7 89,1	16,1 20,6		
M 8	8,238	10,787	21,575	25,497	35,304	42,168	13 14*	107 128	64,5 79,4	51,6 63,5	107 128	107 128	107 128	25,8 31,7		
M 10	16,67	21,575	42,168	50,014	70,608	85,317	15 16 17	150 175 201	96,2 115 134	77,0 92,3 107	150 175 201	150 175 201	150 175 201	38,5 46,1 53,5		
M 12	28,44	38,246	73,550	87,279	122,60	147,10	18 19* 20*	230 261 294	160 186 215	128 149 172	230 261 294	230 261 294	230 261 294	64,0 74,5 86,0		
M 14	45,11	60,801	116,70	138,30	194,20	235,40	21 22* 23*	330 368 408	247 281 319	198 225 255	330 368 408	330 368 408	330 368 408	99,0 112 127		
M 16	69,63	93,163	178,5	210,80	299,10	357,90	24 25* 26*	451 496 544	359 402 449	287 322 359	451 496 544	451 496 544	451 496 544	143 161 179		

13.4 Maintenance

13.4.1 INSPECTING AND CLEANING AIR FILTERS AND INTAKE

This check should be performed periodically every 100 hours/weekly of work;



If the machine operates in a very dusty environment, it will also be necessary on a daily basis.

- COMPRESSOR AIR FILTER

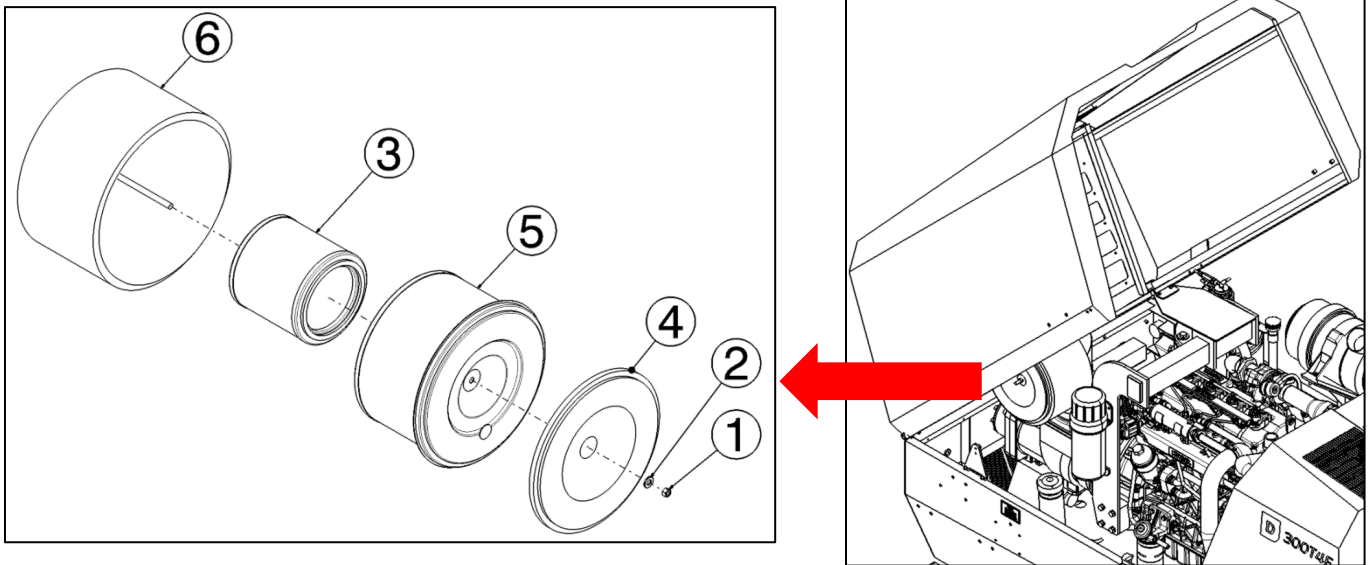


Figure 13.4-1 Aspiration air filter

- 1- Nut
- 2- Washer
- 3- 1st stage filter cartridge
- 4- Lid
- 5- 2nd stage filter cartridge
- 6- Air filter container

The filter consists of two filtering cartridges (1st and 2nd stage) for cleaning or replacement cartridges, proceed as follows:

1. Loosen the nut (fig.13.4-1 part 1 – 2 washer)
2. Remove the lid (fig.13.4-1 part 4)
3. Extract the cartridge of the 1st stage (fig.13.4-1 part 3)
4. Should any traces of dust be noticed on the cartridge of the 2nd stage (fig.13.4-1 part 5), extract this one also




The filter cartridge must never be washed with water or other substances and never cleaned with compressed air but replaced;

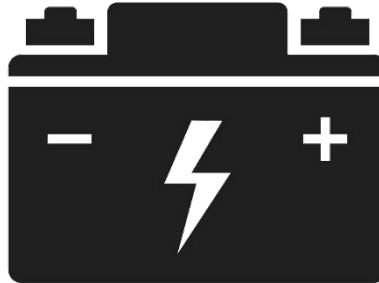


It must, however, be replaced every 500 hours of work.



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13.4.2 CONTROL THE ELECTRICAL BATTERY



Extended no-use of the machine - battery charge status



- To avoid complete discharge of the battery, if the machine is not being used for > 3 months, disconnect the negative terminal of the electrical system.
- Periodically check the battery charge and recharge it every 3 months.

Cleaning the terminals

The battery terminals (poles) must be cleaned and greased periodically. The accumulation of dirt can hinder the passage of electric current.

For cleaning it is necessary to switch off the machine, disconnect the terminals starting from the negative terminal and clean the terminals.

Checking the clamps

Generally the negative and positive pole of the battery are greased (eg. Pulp vaseline or similar product) to avoid the oxidation of metals. The paste on the clamps must be periodically replaced.

In the same way, check that the terminals are firmly connected to the battery poles and if necessary tighten them. In fact, it may occur that vibrations can loosen the grip of the clamps. A poor connection can cause malfunctions and even failures to the vehicle's electrical devices.

Checking the battery fluid (in the case of an unsealed battery)

The electrolyte must always cover the element plates.

If the battery fluid is low, it may compromise its operation.


In these cases, if the level of covering is below the minimum level it is necessary to have it checked by a qualified electric maintenance technician and if necessary to provide the addition of cold water distilled water to restore the liquid level.

If, despite top-up, the battery continues to discharge frequently, it must be replaced.



CAUTION: Take special care when handling battery fluid. Potentially corrosive liquid.



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13.4.3 FUSE REPLACEMENT

Fuse replacement should be performed if one or both fuses are damaged or not functioning.

To replace the fuse proceed as follows:

- 1) Stop the machine;
- 2) Open the canopy;
- 3) Open the fuse box;
- 4) Pull the fuse to be replaced with tweezers (to fuse 15 A), and unscrew the screws for the 40 A fuse;
- 5) Once removed, observe the internal filament, this must be intact to function properly, if this is the case simply reinstall fuse. If this filament is sectioned into two this means the fuse should be replaced;
- 6) In the event of a damaged fuse replace it by choosing a fuse with identical characteristics. The characteristics of the fuses are described 8.3in this manual;
- 7) After inserting the new fuse in the housing close the fuse box;
- 8) Close the canopy;
- 9) Now you can restart the machine.



13.4.4 REPLACEMENT LAMPS LIGHT

For the replacement of a bulb you must move forward with the procedure listed below:

- 1) Stop the machine;
- 2) Open the cover of the headlight using a screwdriver to remove the four screws of the lamp
- 3) Unscrew the light bulb;
- 4) Screw in a new bulb taking into account the value of the corresponding power (see table below);
- 5) Close the cover of the headlight using a screwdriver to screw the four screws of the headlights

Headlight composition		
Type of bulb	Power bulb	Number of bulbs
Lamp position, stop *	5/21 W	1
Signal light bulb	21 W	1
License plate lamp and rear fog	21 W	1

* The lamp position/stop double stranded vary its own light intensity depending on the use of the brake

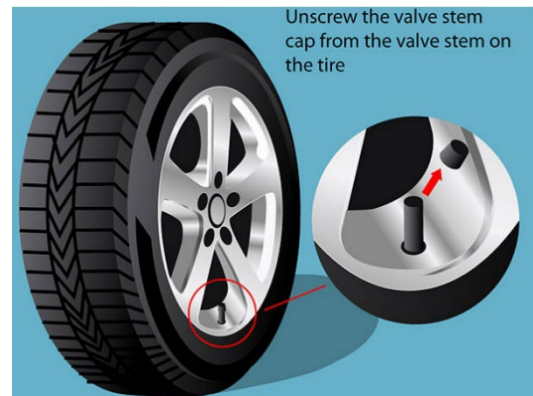


13.4.5 TIRE PRESSURE MONITORING

Make sure that the tire is "cold", i.e., that has driven more than 2 km, so that the air inside is not already expanded.

The nominal pressure of the tire expressed in BAR is 2.4 atm

Unscrew the valve cap from the tire. The valve is a tube of black metal placed near the hubcap, about 2-3 cm long.



Place the gauge on the valve and read the value reported. If you hear a "breath", it means that the gauge was not properly connected and the measurement will not be reliable. You may need to reallocate the valve of the pressure gauge.

If the pressure of the tire conforms to the parameters indicated in Chapter 2 of this manual, there is nothing left to do but check the remaining tires. If the pressure is lower, you must enter the air in the tire checking the value measured by the manometer



Replace the valve cap.

The cap serves to keep clean and to protect the valve mechanism from dust and moisture.

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13.4.6 CLEAN THE RADIATOR COOLER

The compressor and motor coolants are cooled by a radiator, which must be kept clean to allow ventilation air to pass freely and easily through its honeycomb fins.

Radiator fins clogged with dust or any other bodies, can cause harmful and dangerous overheating to the mechanical screw compressor, greatly jeopardizing the operation and durability. We recommend that you check it periodically and, if necessary, clean it with compressed air or clean it with a jet of water under pressure.

13.4.7 PERCENTAGE DOSAGE OF COOLING LIQUID

To determine the proper amount of antifreeze to be added to the radiator you must follow the following table (Figure 13.4-3):

T (°C / °F)	Total volume of the cooling plant	Water volume	Antifreeze volume	Antifreeze percentage*
(°C / °F)	(lt - gal)	(lt - gal)	(lt - gal)	%
- 10 / 14	18 - 4.75	13,5 - 3.55	4.5 - 1.20	25%
- 15 / 5	18 - 4.75	11,7 - 3.10	6.3 - 1.65	35%
- 20 / -4	18 - 4.75	10 - 2.65	8 - 2.10	45%

*Cooling liquid suggestions: PEAK EUROPEAN BLUE



Figure 13.4-3 Checking the coolant radiator



WARNING: The radiator cap (Figure 13.4-3 - A) must never be removed on a warm engine: this condition would occur a sudden leakage, which could cause serious burns to the person. The filling must be done with a mixture of water and antifreeze liquid, in the percentage indicated on the label of the container .



13.4.8 CHECKING AND CLEANING THE OIL RECOVERY ORIFICE

If control and cleaning of the oil recovery nozzle is to be performed. Should you find a leak of oil mist mixed with compressed air, proceed with the following steps. (Figure 13.4-4).

- 1) Unscrew the fitting located at the center of the tank (Letter Z in Figure 13.4-4);
- 2) Inside the 90 degree fitting (Letter Z in Figure 13.4-4) is a nozzle (Letter U in Figure 13.4-4): make sure that its calibrated hole is not blocked (blow with compressed air);
- 3) Reinstall the fitting.



WARNING: During normal operation of the compressor, inside the transparent scavenger line, part (Z), you will notice a certain amount of oil flow from the said fitting (Z) towards the head of the compressor

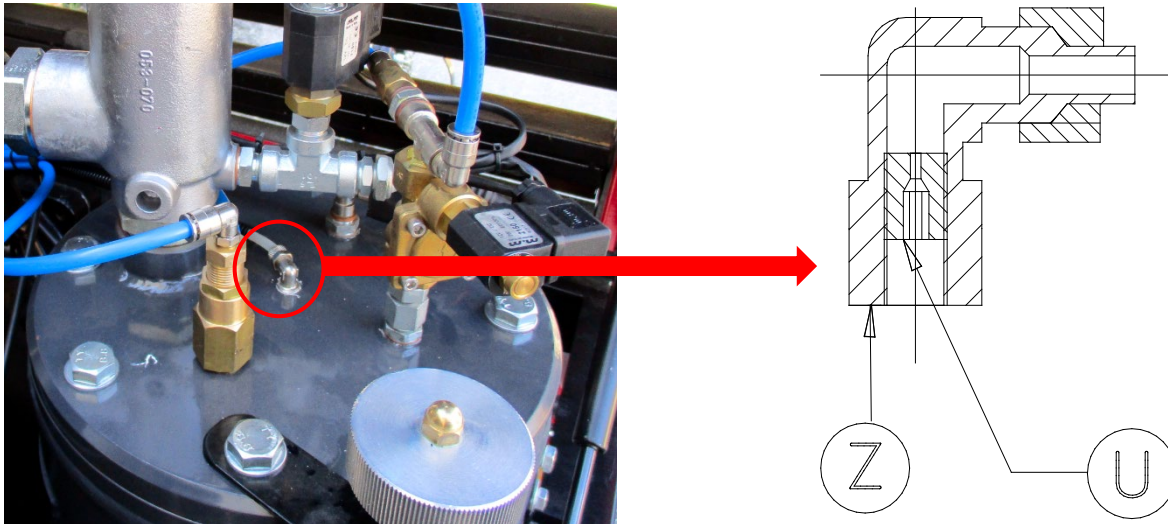


Figure 13.4-4 Nozzle oil recovery

13.4.9 FUEL TANK DRAINAGE

The purpose of draining the fuel tank is to remove any water that may have accumulated at the bottom of the tank due to condensation or contaminated fuel during refueling.

Avoid filling the fuel tank with cans, as they may contain traces of water. Since water is heavier than diesel, it can settle at the bottom and accumulate to the level of the dip tube.




Periodically perform drains to prevent even small amounts of water from being aspirated and injected into the engine.

It is also advisable to refuel at the end of the work shift to prevent temperature fluctuations in the tank walls, which could lead to the formation of condensation inside the tank.

Along with draining the tank, also replace the fuel filter to remove any traces of water from the fuel.

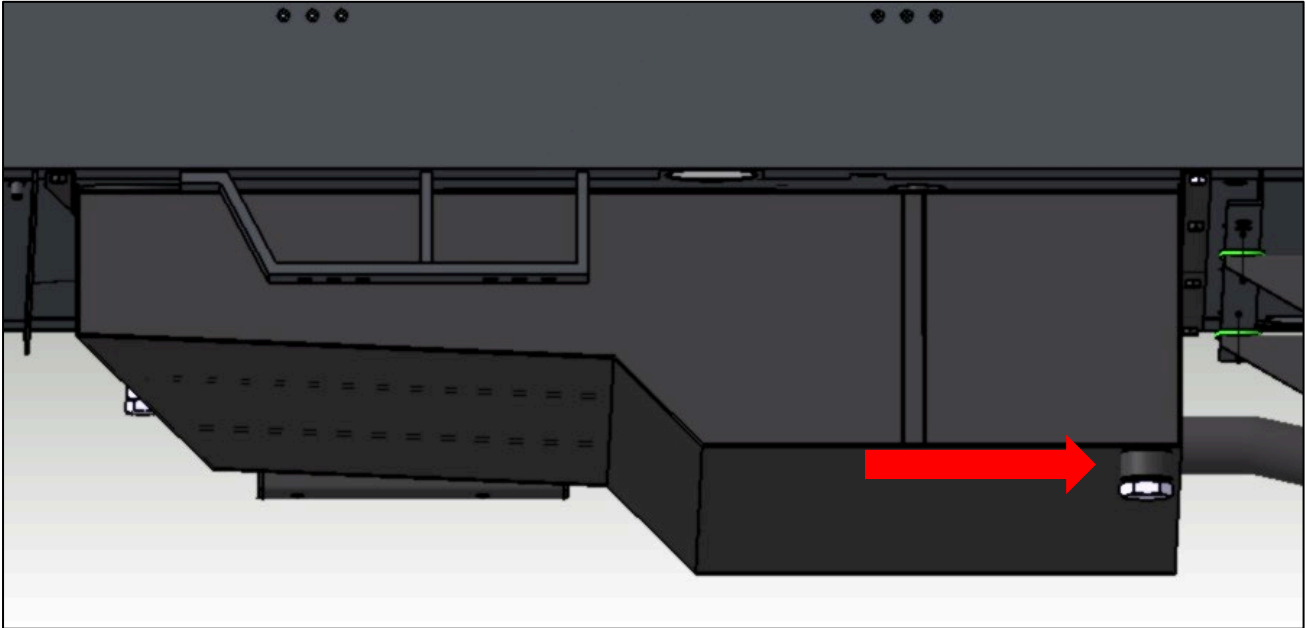


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The draining of the tank must be performed at least 30 minutes after stopping the machine, to allow water to separate from the diesel fuel and to settle to the bottom of the tank.

The polluted fuel spilled from the purges should be collected and delivered to specialized centres and authorized collection and disposal of hazardous waste.



Drain fuel tank




Remember that the residual fuel should not be totally discarded in the environment.

13.4.10 REPLACING DIESEL PRE-FILTER AND FILTER



As for the controls of the engine and replacing diesel filter, timing belt, motor oil, and other specific controls refer to the owner's manual of the engine manufacturer attached to this documentation.



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13.4.12 CONTROL OF LOCKING WHEEL BOLTS

Periodically check the tightness of the wheel bolts using a spanner, avoiding the use of air screwdrivers that may damage the bolt threads.

13.4.13 OIL FILTER REPLACEMENT COMPRESSOR

For proper filter replacement of the compressor oil filter, you must do the following:

- 1) Stop the machine and open the hood of the engine compartment;
- 2) Use a chain wrench to unscrew the filter to be replaced (part A - Figure 13.4-6);
- 3) Oil the seal of the new filter to be tightened and only by hand;
- 4) Start up the machine and make sure that there are no oil leaks in the vicinity of the seal, in this case to stop the machine and recheck the status and the correct positioning of the seal in its housing.



Figure 13.4-6 Compressor oil filter



WARNING: The filter is impregnated exhausted mineral oil pollution and harmful to the environment, therefore it must be disposed of at specialized centres of collection and treatment of waste.



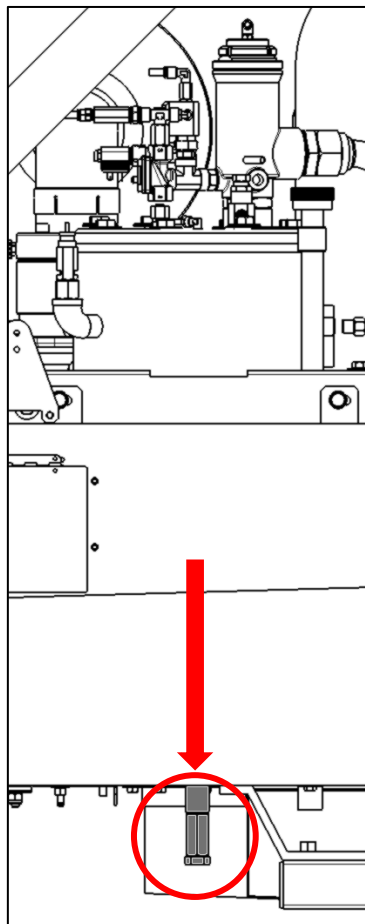
WARNING: Replace the compressor oil filter after 500 hours or after a long storage period (9-12 months) whichever comes first before.



13.4.14 COMPRESSOR OIL REPLACEMENT

The compressor oil change must be performed considering the operating conditions of the machine (e.g., dusty environments, very high temperatures). Oil change intervals should never exceed 50 or 500 working hours. Along with the oil change, the corresponding filter must also be replaced (refer to Paragraph 13.4.12).

RECOMMENDED OIL	QUANTITY	PART NUMBER
AIRLUBE PORTABLE LUBRICANT	2.5 Gallons	512-12-0000
	5 Gallons	512-12-0001
	55 Gallons	512-12-0002
	330 Gallons	512-12-0003




Compressor oil drain



WARNING: It is strictly recommended to use ONLY ELGI AIRLUBE. ELGI declines any responsibility if other oils will be used.



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13.4.15 CHECKING THE OIL MIST SEPARATOR

Separator filter life is expected around 500 hours of work, but is closely related to a careful observance of all maintenance requirements given in this manual.

If the unit has low compressor oil, breach of maintenance intervals, or the radiator is clogged with foreign debris, this may determine an anticipated and irreparable deterioration of the filters.

Therefore, if, after the control and cleaning of the oil recovery nozzle (operation described in the paragraph 13.4.8) and making sure the proper oil level is in the tank, you find traces of oil in the compressed air, you will have to replace the air/oil separator filter..

To ascertain the degree of clogging of the filter separator operate as follows:

- 1) Install a pressure gauge upstream of the separator and make sure that the gauge is installed securely.
- 2) Start the machine.
- 3) Partially open the ball valve until the pressure gauge on the control panel shows the value of the operating pressure.
- 4) Read the value of the pressure gauge located upstream of the oil separator filter and compare two values: if, between the two readings, there is a difference of more than 1 bar replace the filter separator.

The air/oil separator filter must never be washed with water.



WARNING: *Pressure vessel*



13.4.16 REPLACING THE OIL SEPARATOR FILTER

1. The operation must be undertaken with machine off and no pressure in the oil separator tank.
2. Disconnect all the pipes from the connections positioned on the closure flange of the separator tank, marking them so there is no problem on re-assembly.
3. Loosen the screws (fig. 13.4-7 part A) and remove the flange (B).
4. Extract the filtering element (D) together with the seals (C) and (E).
5. Assemble the new seal (E) in the relative slot which has been previously cleaned. Ensure that metallic staples have been clipped to the seal in order to avoid the isolation of the filter and the accumulation of static electricity. Otherwise there is a risk of the separator filter catching fire.
6. Insert the new separator element correctly positioning it into the relative slot.
7. Assemble the second seal (C) with the same precautions as above.
8. Reassemble the flange (B) in the pre-assembly position.
9. Tighten the bolts (A), with a tightening torque of 80 Nm.
10. Re-connect all the pipes to the respective fittings.
11. Start up the machine ensuring there is no leakage between the cap and the tank.
12. Allow the machine to operate for 10-15 minutes with closed service valves
13. Stop the machine with tank depressurized to 0 bar, re-check the screw tightening (A).

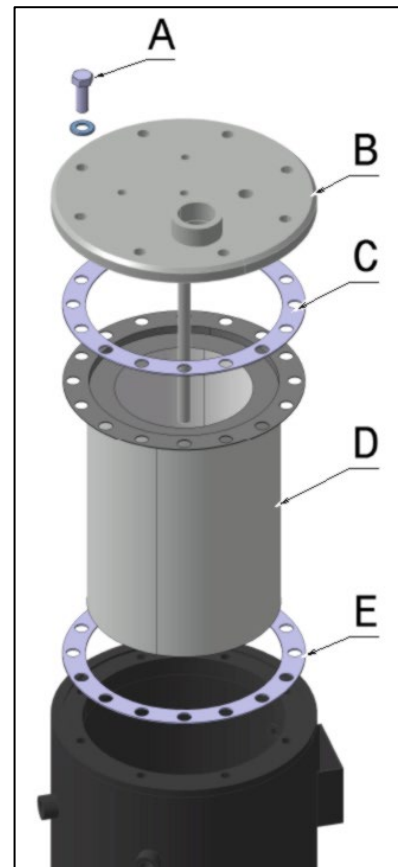
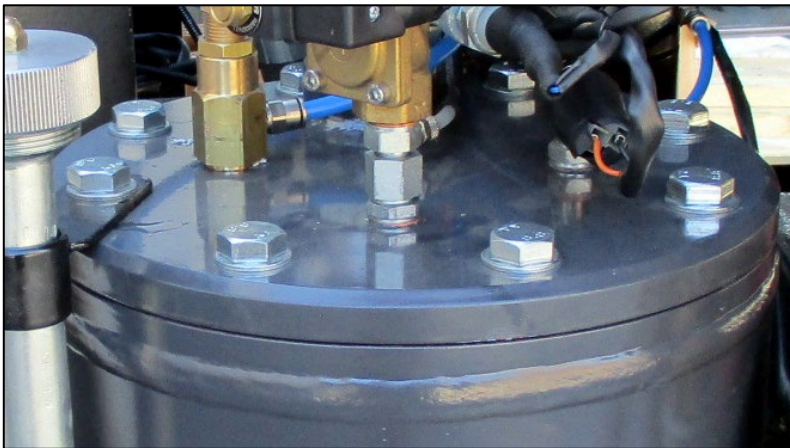



Figure 13.4-7 Oil separator filter

**WARNING:** *Pressure vessel*

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13.4.17 ENGINE CONTROL AND MAINTENANCE




As for the controls of the engine and replacing air filters, diesel filter, timing belt, motor oil and other specific controls refer to the owner's manual of the engine manufacturer attached to this documentation.

14 SPARE PARTS



In case you need to order a single component contact your authorized service center ELGI.




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15 FAULTS AND TROUBLESHOOTING

Abnormal	Cause	Solution
The engine will not start.	Battery discharged or defective.	Recharge and replace if necessary.
	Terminals of the battery cables oxidized or loose.	Clean battery posts and tighten as necessary.
	No fuel.	Top up the fuel in the diesel tank.
	Solenoid faulty fuel.	Contact the engine manufacturer's customer service for assistance.
	Air in the fuel pipe.	Locate the infiltration by careful verification of all pipes.
	Injection pump defective.	Contact the engine manufacturer's customer service for assistance.
Opening the service valves the motor does not accelerate.	Control valve of maximum pressure defective.	They are located at: - Cylinder head of engine; - Bottom side or airend endcap; - Tank separator. One at a time, unplug its power cable from the sensor to identify the defective sensor and replace it. The temperature light on the control panel should go off.
		Contact the engine manufacturer's customer service for assistance.
The engine speeds up but no air come out	Minimum pressure control valve blocked.	Contact the engine manufacturer's customer service for assistance.
The machine stops suddenly and can only be restarted after a few minutes of waiting.	A temperature sensor detects a temperature anomaly and consequently stops the machine.	Remove the max pressure control valve and accurately control the spring and the conical seat. If the defect cannot be repaired, the valve must be replaced.
		Disassemble and check that the piston is free to move. Check that the spring is intact. If the defect cannot be repaired the valve must be replaced. Reassemble and adjust the minimum pressure following the instructions in Section 11.3.
		Take off one at a time, locate the sensor that determines the stop. If that proves to be placed on the engine, check the oil level of the motor, the voltage and the conditions of the alternator belt. For water-cooled engines, check the coolant level. If it turned out to be the probe placed on the compressor control the level of 'oil in the tank and



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Abnormal	Cause	Solution
		if necessary top up; Check the cooling fan and clean the radiator; replace the oil filter of the compressor. If that proves to be positioned on the oil separator tank, check the oil separator filter following the instructions to Par. 13.4-15, proceeding to its eventual replacement Par 13.4-16.
Abnormal	Cause	Solution
The engine does not reach the maximum speed	The spring piston accelerator is broken or to be put under tension.	Check the tension of the spring piston accelerator (Par. 11.1.2).
	Engine speed lower than expected.	Have the injection apparatus of the motor checked by qualified personnel. Replace the fuel filter. Run the draining of the fuel tank (Par. 13.4.9).
Oil leaking from the service valves.	Minimum working pressure too low.	Adjust it according to the instructions of Par. 11.3.
	Too much oil in the tank.	To the correct level (Par.13.4).
	The machine works in non-horizontal position.	Ensure the machine is level with the ground.
	Nozzle clogged oil recovery.	See Par. 13.4.8.
	Defective exhaust cleaner.	See Par. 13.4.15.

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16 MACHINE DISPOSAL AND DECOMMISSIONING

16.1 Dismantling Instructions

Safe Machine Dismantling Procedure

- 1) Prepare the Work Area – Ensure the machine is placed in a spacious, stable location and turned off.
- 2) Drain Fluids – Empty all liquid waste, including motor oil, fuel, coolant, and hydraulic oil, into designated containers. Refer to the following section for proper disposal guidelines.
- 3) Remove Covers – Loosen and remove the screws securing the body covers, then carefully detach them.
- 4) Disassemble Components – Remove each component systematically, sorting them based on their material composition.
- 5) Properly dispose of each part according to the applicable waste category.

Waste Categories

The following types of waste may be generated during the machine's life-cycle and must be disposed of appropriately:

- Used motor oil
- Used compressor oil
- Coolant residues
- Residual fuel
- Battery fluid remnants
- Rags or paper contaminated with solvents or other cleaning agents

17 MACHINE DECOMMISSIONING

The operations of destruction and disposal must be carried out in a safe condition by a qualified specialist and after carefully reading and incorporated the recommendations and instructions provided in this section of the manual of use and maintenance and consulting the safety data sheets relating to substances in the machine mentioned in the previous chapter..

Once you reach the end of the mechanical life of the compressor, this has to be taken out of service so that it cannot be used for other purposes.



18 WASTE MANAGEMENT



The withdrawal of special waste and / or hazardous materials should be entrusted with the written contract to authorized firms; and those who physically transport and handle this waste must be in possession of the required authorizations. The haulers must be an authorized company that specializes in waste management.

18.1 Special Waste

They are considered a hazardous waste residue from industrial, agricultural, crafts, commercial and service, for quality or quantity, is declared similar to municipal waste. These include also: machinery, equipment and metal parts of engines deteriorated and obsolete.



18.2 Toxic And Hazardous Waste



Are considered hazardous toxic waste all waste containing or contaminated by the substances listed in Directives 75/442 / CEE, 76/403 / CEE and 768/319 / CEE or other regulations in the countries of use and installation of the machines.



18.3 Temporary Storage



Are considered hazardous toxic waste all waste containing or contaminated by substances listed in Directives 75/442 / CEE, 76/403 / CEE and 768/319 / CEE or other regulations in the countries of use and installation of the machines.

Temporary storage of toxic and hazardous waste is allowed according to the expected disposal of waste by treatment and / or final disposal. In any case, observe the mandatory laws of the country of the user in the field of environmental protection.

18.4 Container Specifications

The fixed and mobile containers, designed to contain toxic and hazardous waste must possess adequate strength requirements in relation to the chemical-physical properties and to its hazardous characteristics of the waste contained. The containers which hazardous materials are stored must disclose the nature of their contents via labels or markings on the container.



18.5 Registration and Documentation Requirements

In accordance with the EU Directive 75/439 / CEE on the disposal of waste oil, the records of loading / unloading must be kept by all companies that produce hazardous waste or hazardous toxic from industrial and artisanal (in each case the 'Users should refer to the regulations implementing that Directive in the country of installation and use of the machines).



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19 ELGI PRODUCT WARRANTY INFORMATION

19.1 Warranty Term and Conditions

Rotair Model	Full Machine Warranty	Engine Brand & Model	Engine Warranty	Airend Warranty
GP35FP	12 Months or 2,000 Hrs.	Vanguard Model 38	36 Months/ Unlimited Hrs.	60 Months & Unlimited Hrs.
GP75H	12 Months or 2,000 Hrs.	Honda GX690	36 Months/ Unlimited Hrs.	60 Months & Unlimited Hrs.
D90KA	12 Months or 2,000 Hrs.	Kubota D1105	24 Months or 4,000 Hrs.	60 Months & Unlimited Hrs.
D185T4F	12 Months or 2,000 Hrs.	Kohler KDI 1903	36 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.
DS185T4F	12 Months or 2,000 Hrs.	Kohler KDI 1903	36 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.
D300T4F	12 Months or 2,000 Hrs.	Kohler KDI 2504	36 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.
D400T4F	12 Months or 2,000 Hrs.	Cummins QSF 3.8	24 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.
D425T4F	12 Months or 2,000 Hrs.	Cummins QSF 3.8	24 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.
D800T4F	12 Months or 2,000 Hrs.	FPT N67	24 Months or 2,000 Hrs.	60 Months & Unlimited Hrs.

ELGi North America

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Warranty Terms Policy on next page



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Warranty Terms on Engine Driven Air Compressors

HEREBY KNOWN AS THE PRODUCT/S

- 1) ROTAIR SPA/ ELGi NA provides a warranty to the constructor/user, ensuring that the products are free from defects in design, materials, and workmanship within the normal tolerance levels. This warranty is applicable as long as the products are used within their technical and performance specifications and in compliance with the instructions provided in the user and maintenance manual. It's important to note that this warranty is subject to the normal rules of diligence and prudence.
- 2) For the products in their original state, including all accessory fittings, the warranty period is one year for Rotair parts from the date of putting the product into operation by the end user (commission date). On the other hand, the warranty period for the ELGi Airend is five years from the date on which it is put into operation. It's important to note that the warranty card, which will be included with the product user manual, will serve as valid proof of warranty.
- 3) If the commissioning date of the product is not available, an additional 6 months will be added to the actual warranty term for the parts. This additional time accounts for transit time and stock. For Rotair parts, the warranty term will be extended to 18 months, and for ELGi airend, the warranty term will be extended to 66 months. In this scenario, the warranty term will start from the shipping date from Rotair. However, for the engine, the warranty terms of the manufacturer should be referred to.
- 4) If the products are owned by retailers or distributors and intended for rental purposes, the date when the product is actually put into service will remain valid for warranty purposes. Additionally, the ROTAIR SPA/ELGi sales invoice, along with the warranty registration, will also be considered valid. This means that the warranty coverage will be based on the date of putting the product into service and the corresponding sales invoice and warranty registration.
- 5) The warranty period for spare parts is 6 months from the date of delivery to the end client, as indicated in the sales invoice. However, it's important to note that spare parts subject to normal wear, as specified further in the document, are not covered by the warranty terms. It's also worth mentioning that the warranty terms will not be suspended or extended due to machine stoppages, even if those stoppages are caused by repairs made under warranty.
- 6) THE WARRANTY IS EXEMPT IN CASES OF:
 - I. Product damage during transportation.
 - II. Damage arising from the improper use of the product in relation to the technical features imposed by the manufacturer.
 - III. Use on machines or tools not in accordance with the instructions laid down by the manufacturer.
 - IV. Improper or impertinent use in relation to the anticipated uses.
 - V. Failure to perform the necessary regular maintenance as outlined in the product or failure to take the necessary precautions to protect the product when it is not used.
 - VI. Damage caused as the result of accidents such as dropping the compressor, fire, accidental causes, negligence and all other causes which are not the direct result of an original product defect.
 - VII. Defects arising as the result of modifications, alterations, repairs or



replacements undertaken by non-authorized personnel.

- VIII. Damage as the result of the use of non-original parts, components and/or accessories.
 - IX. Damage arising as the result of the failure to follow the instructions and/or indications contained in the user and maintenance manual, or in any event supplied by the constructor to ensure the correct installation and repair of the product.
 - X. Normal wear & tear of the product parts.
 - XI. The worsening of damage as the result of the continued use of the product by the client once the defect has already become apparent.
 - XII. The failure of the client to meet his payment obligations.
 - XIII. Delay in defect notification by the client (over 15 days).
 - XIV. Failure to send the manufacturer the guarantee/consignment certificate duly compiled within ten 10 (days) of product consignment to the end user
 - XV. Failure on the part of the dealer to send the User Operations and Maintenance Manuals along with the product to the end user.
- 7) The manufacturer's warranty provided to the product dealer/user covers only repair work performed at an authorized workshop for the original client-user. The manufacturer will reimburse only the labor costs, excluding all other expenses such as travel, daily living, and transfer costs. Reimbursement will cover only the hourly labor costs for repairs conducted at the dealer's premises or an authorized service center. All repairs must use OEM spare parts purchased from the manufacturer; otherwise, the warranty will be void.
- 8) Defective parts replaced under warranty must be kept at the dealer's premises or authorized workshop for 90 days. If the manufacturer does not request the return of these defective parts within this period, the dealer or authorized service center may dispose of them without further communication to the manufacturer. If the manufacturer requests the return of any defective or replaced parts within the 90-day period, failure to return them will result in the consignee being invoiced for the parts.
- 9) The delivery of spare parts covered under warranty will be at the manufacturer's expense using a non-express courier. Any urgent shipments will be at the expense of the receiver or end user, unless authorized by ELGi.
- 10) The parts of the product subject to normal wear include: cooling and lubrication liquids, tires, air/oil filters, air/oil separator filters, belts, and other normal maintenance items or consumable products.
- 11) The engine is covered exclusively by the warranty terms and conditions specified by the engine manufacturer. Rotair & ELGi NA are therefore exempt from any responsibility or damage claims resulting from engine defects or malfunctions. ELGi can provide information on certified service centers if needed.



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12) OPERATIONAL PROCEDURES FOR ENGINE-DRIVEN COMPRESSOR REPAIRS DURING THE WARRANTY PERIOD:

The manufacturer grants the dealer and/or authorized service center a negotiated labor rate for authorized warranty repairs. The maximum total amount for labor costs covered during the warranty period will not exceed 5% of the purchase cost paid by the original buyer.

13) PROCEDURE FOR REQUESTING WARRANTY PARTS AND EXPENSE REFUNDS:

When requesting warranty parts, the dealer or authorized service center must submit the WARRANTY CLAIM FORM on Page 9, which must include the following details: product model, serial number, date of operation at the user's premises, actual working hours, and the defect found. Upon the manufacturer's acceptance of the warranty claim for the shipment of the required parts, the repairing party must send the WARRANTY CLAIM FORM to ELGi NA. The form should be completed, including the LABOR section, and signed by an authorized service technician. ELGi NA will then, at its discretion, authorize the payment of expenses incurred in correcting the defect. LABOR COST CHARGES WILL NOT BE ACCEPTED WITHOUT PRE-AUTHORIZATION OF THE WARRANTY CLAIM FORM.

Should the Warranty Claim Form for refunding of the labor costs met by the dealer and/or authorized Service Center is not presented within 30 days of the repair work, all rights to refunding of the labor costs involved will become void.

14) If the dealer provides assistance services through an external service center authorized by ELGi, the external service center will be automatically authorized to monitor warranty work and procedures. The dealer will be able to make direct refunds to the external service center for the warranty work performed.

15) This warranty constitutes the only Warranty Claim Form provided by the manufacturer and is limited solely to the faults and defects specifically anticipated. It excludes and replaces, to the extent permitted by law, all other forms of warranty, whether explicit or implicit, legal or conventional. It also excludes any form of compensation for direct, indirect, incidental, or consequential damages.

16) The dealer or user expressly accepts this warranty according to its terms, limits, and exclusions as indicated above. They acknowledge that, aside from what is specifically indicated, no other claims may be made against the manufacturer, whether in a contractual or non-contractual context, either directly or indirectly, regarding any product defects or faults.

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19.2 Summary of the Warranty Conditions for Repair

Summary of the conditions for repairs under warranty are as follows:

1. The warranty term granted by the manufacturer relates solely to repair work under warranty undertaken at an authorized workshop in relation to the first client-user.
2. The manufacturer will reimburse expenses solely for the labor involved in the repairs, to the total exclusion of all other costs such as traveling expenses, daily living expenses, and transfer costs.
3. All repairs must be made using OEM spare parts purchased from the manufacturer; otherwise, the warranty will become void.
4. The defective spares replaced under warranty must be kept at the dealer's premises or authorized workshop for a period of 90 days.
5. If, after the 90-day period, the manufacturer does not specifically request the return of the defective parts, the dealer and/or authorized service center may dispose of them without further communication to the manufacturer.
6. The failure to return any defective or replaced parts, as requested by the manufacturer within the 90-day time limit, will result in the parts being invoiced to the consignee.
7. The delivery of spares covered under warranty is at the expense of the manufacturer using a non-express courier. Any urgent shipment will be at the expense of the receiver or end user, unless authorized by ELGi.
8. The warranty claim form must be filled out and submitted to ELGi NA for authorization of labor cost reimbursement before any repairs are undertaken.
9. The warranty claim form for refunding labor costs must be presented within 30 days of the repair work; otherwise, the rights to refunding labor costs will become void.
10. If the dealer provides assistance services through an external Service Center authorized by ELGi, the external service center will be authorized to monitor warranty work and procedure and make the refund directly to them.

These conditions outline the process and requirements for repairs under warranty.



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19.3 Warranty Registration Card




WARRANTY REGISTRATION CARD

Machine Model:

Serial Number:

Purchase Date:

Commission Date:

Distributor Name:

Contact & Phone Number:

Address:

Customer Name:

Installation Address:

Contact:

Phone Number:

Email Address:

Completion Date:

IMPORTANT: THE CARD SHALL BE COMPLETED AND SENT TO ELGI NORTH AMERICA; MISSING DATA OR THE NON-COMPLIANCE WITH MAILING REGISTRATION ENTAIL THE LOSS OF WARRANTY. COPY SHALL BE MADE AND KEPT AT THE CARE OF THE CUSTOMER.



PARTS LIST

D 300T4F



4610 Entrance Drive St A - Charlotte, NC 28273

PHONE: 704-523-4123

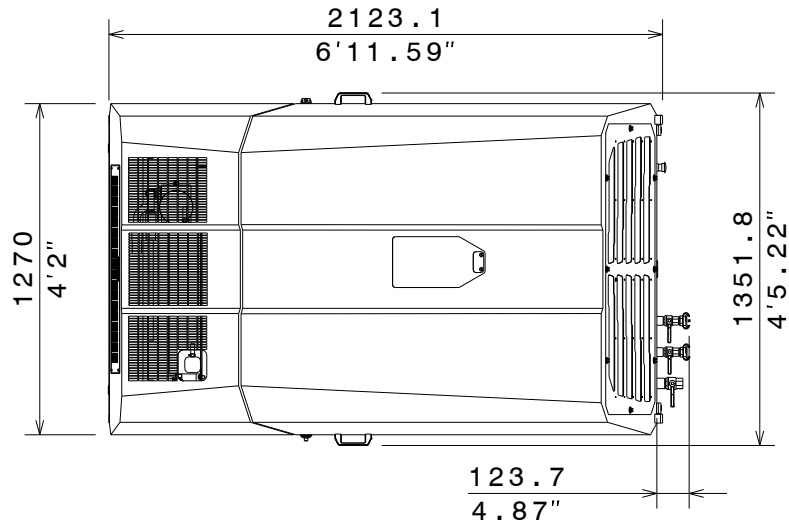
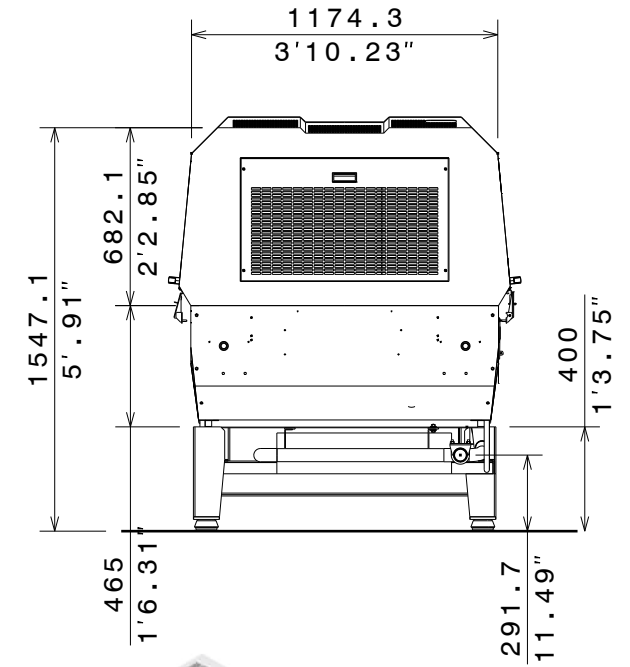
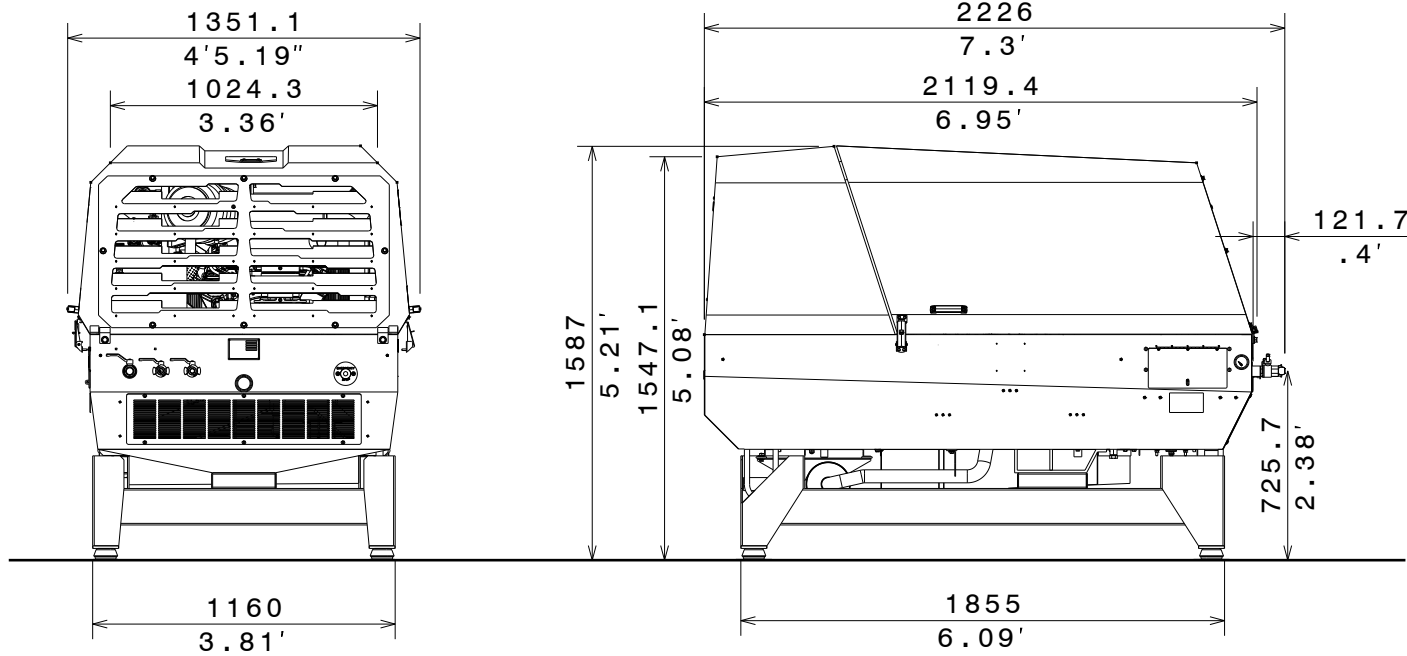
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D300T4F - Dimensions

Tab. 01.0



mm
FEET / INCHES





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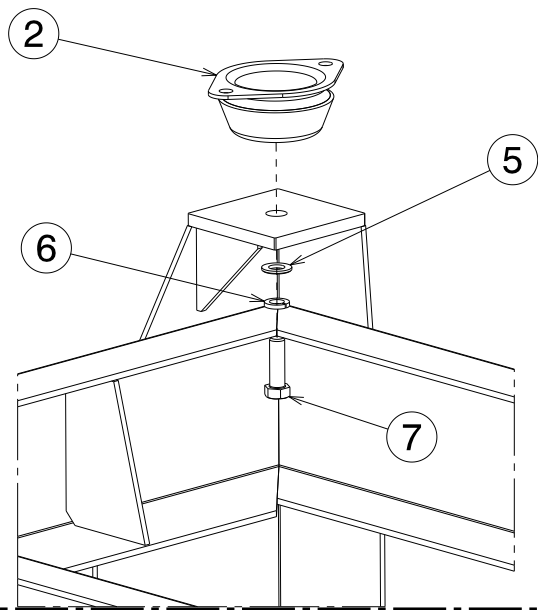
Motocompressor – D300T4F

PARTS LEGENDA: Chassis

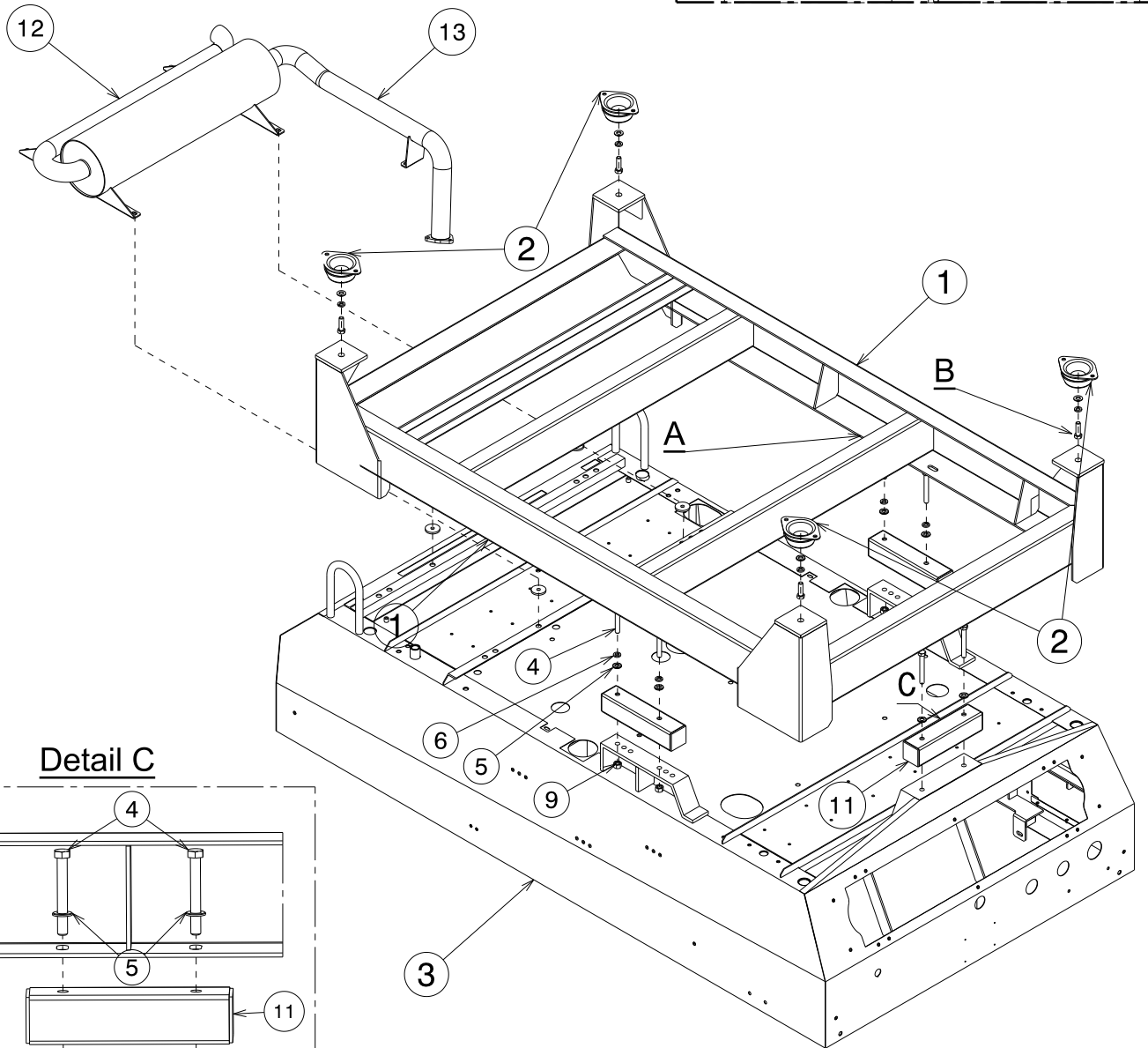
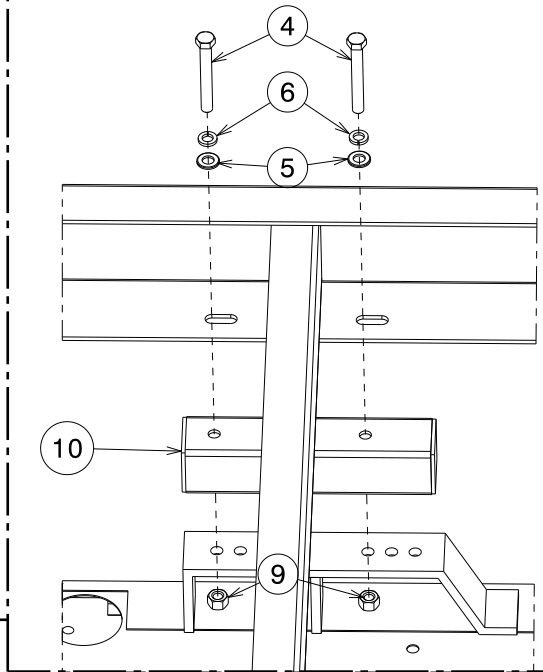
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REF	NAME	CODE	QUANTITY
1	Skid version with subframe	A	---

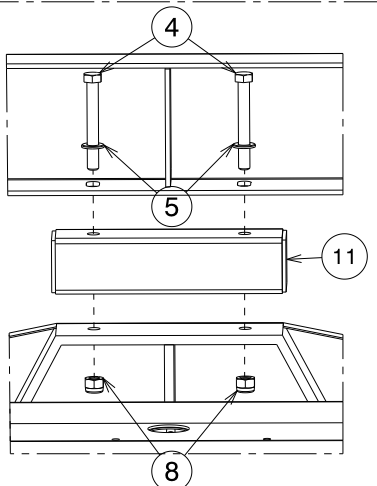
Detail B



Detail A



Detail C





PARTS LIST

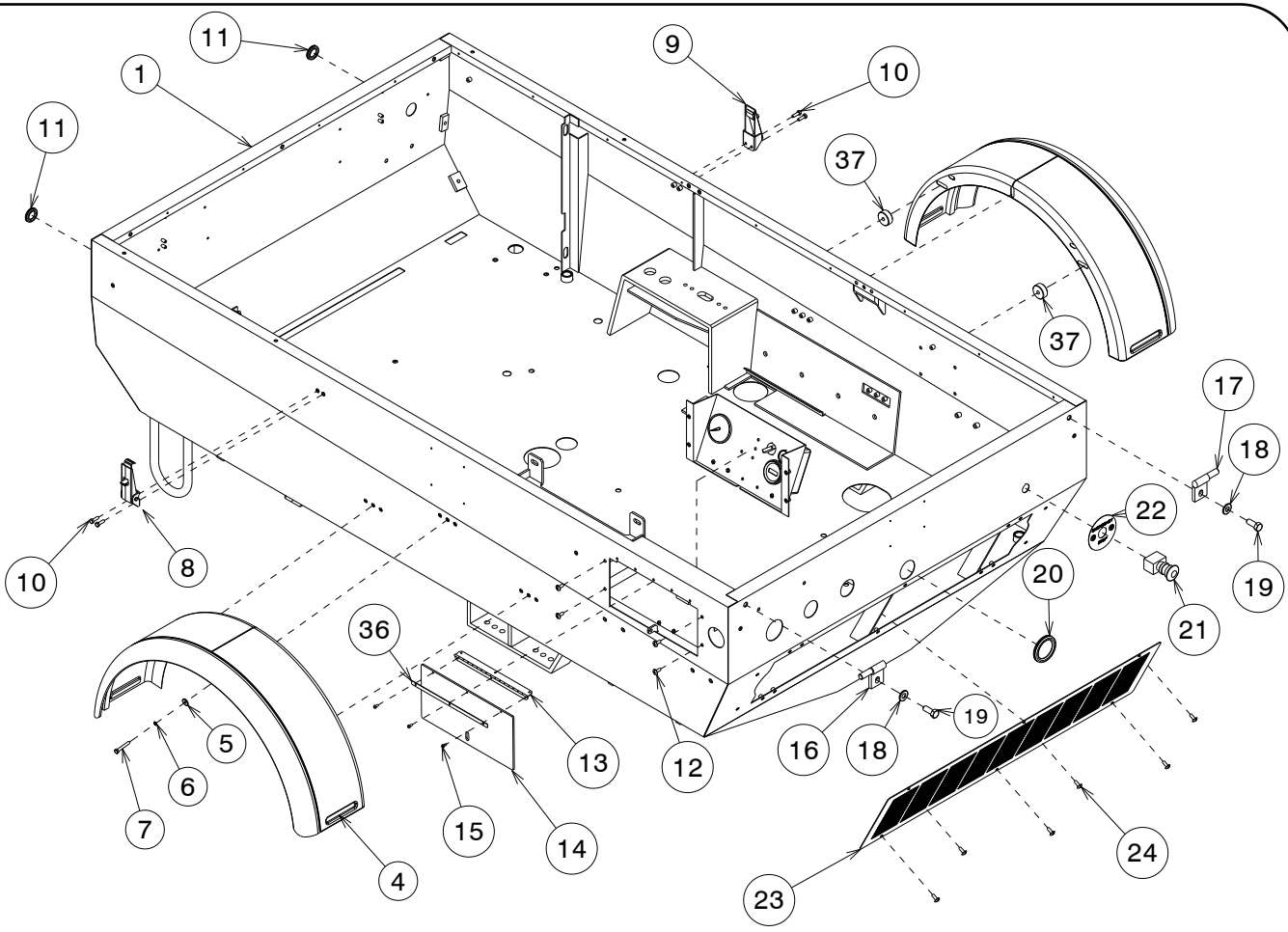
Motocompressor – D300T4F

PARTS LEGENDA: Skid Chassis

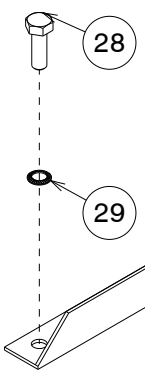
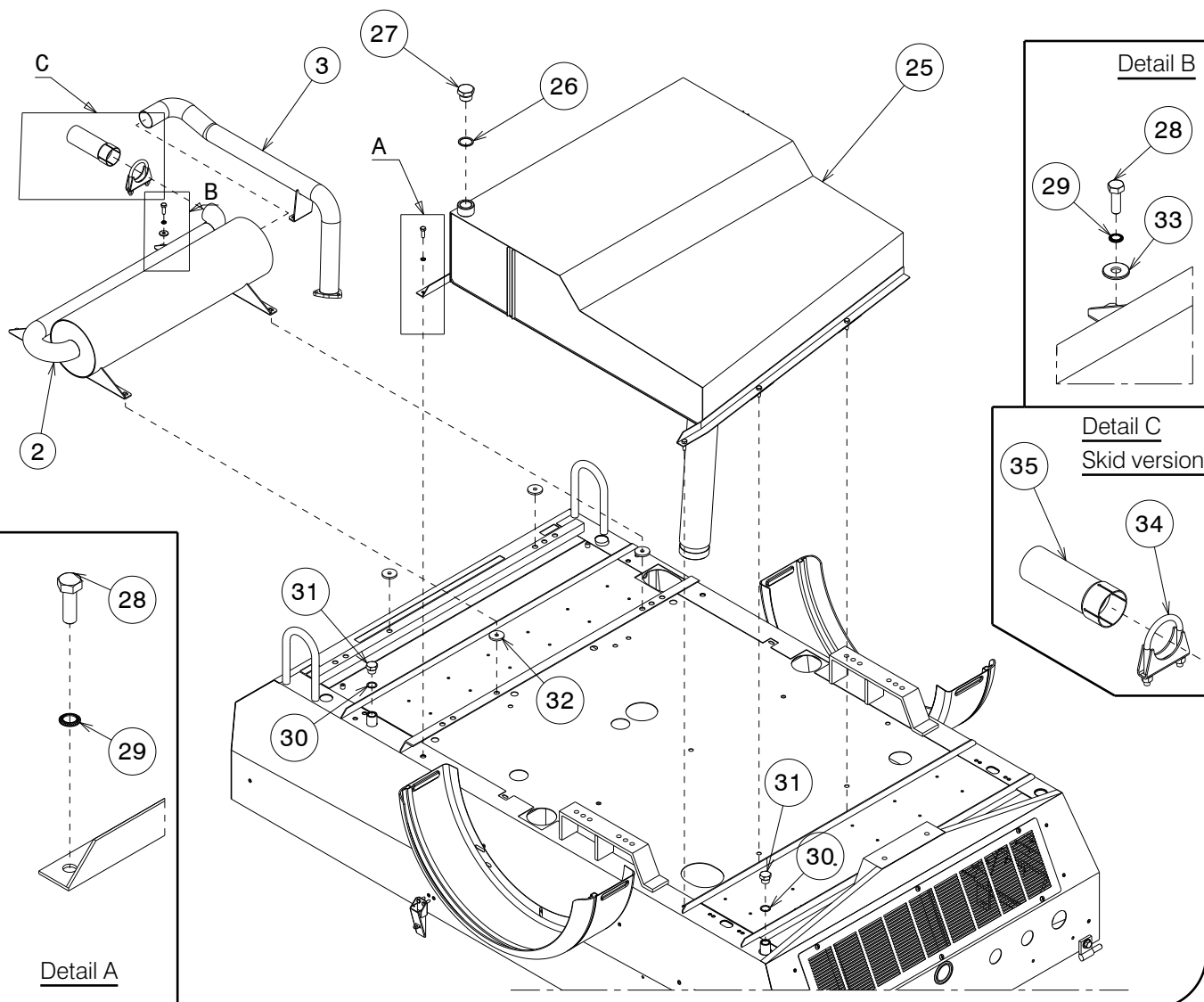
Tab. 01.1

REF	NAME	CODE	QUANTITY
1	Skid version chassis	038-10340020-S	1
2	Silent Block	061-0065-S	4
3	Chassis	038-10340-S	1
4	Hex head screw M12x95 screw	132-205-S	6
5	Flat washer d.13	015-034-S	10
6	Elastic washers	139-060-S	8
7	Hex head screw M12x40 screw	132-194-S	4
8	Self-locking nut M12	137-060-S	2
9	Hex nut M12 UNI 5587	135-060-S	4
10	Axle-frame spacer (side)	009-318500-S	2
11	Axle-frame spacer (center)	009-318501-S	1
12	Muffler	042-0851830-S	1
13	Muffler collector	119-07450-S	1

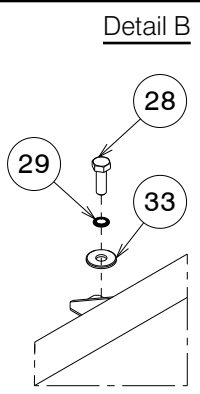
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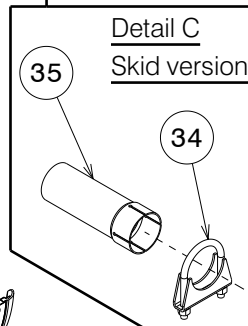
D300T4F - Clampings to the frame



Detail A



Detail B



Detail C
Skid version

ELGI



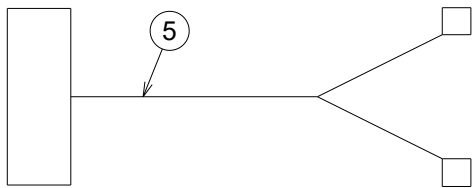
PARTS LIST

Motocompressor – D300T4F

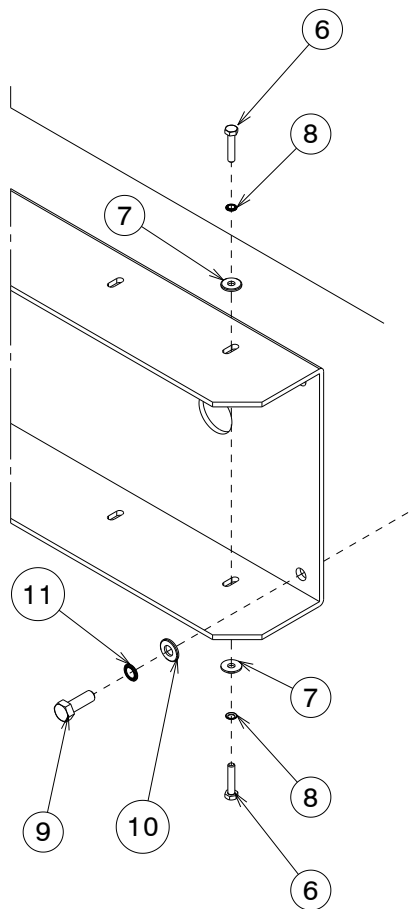
PARTS LEGENDA: Clampings to the frame

Tab. 01.2

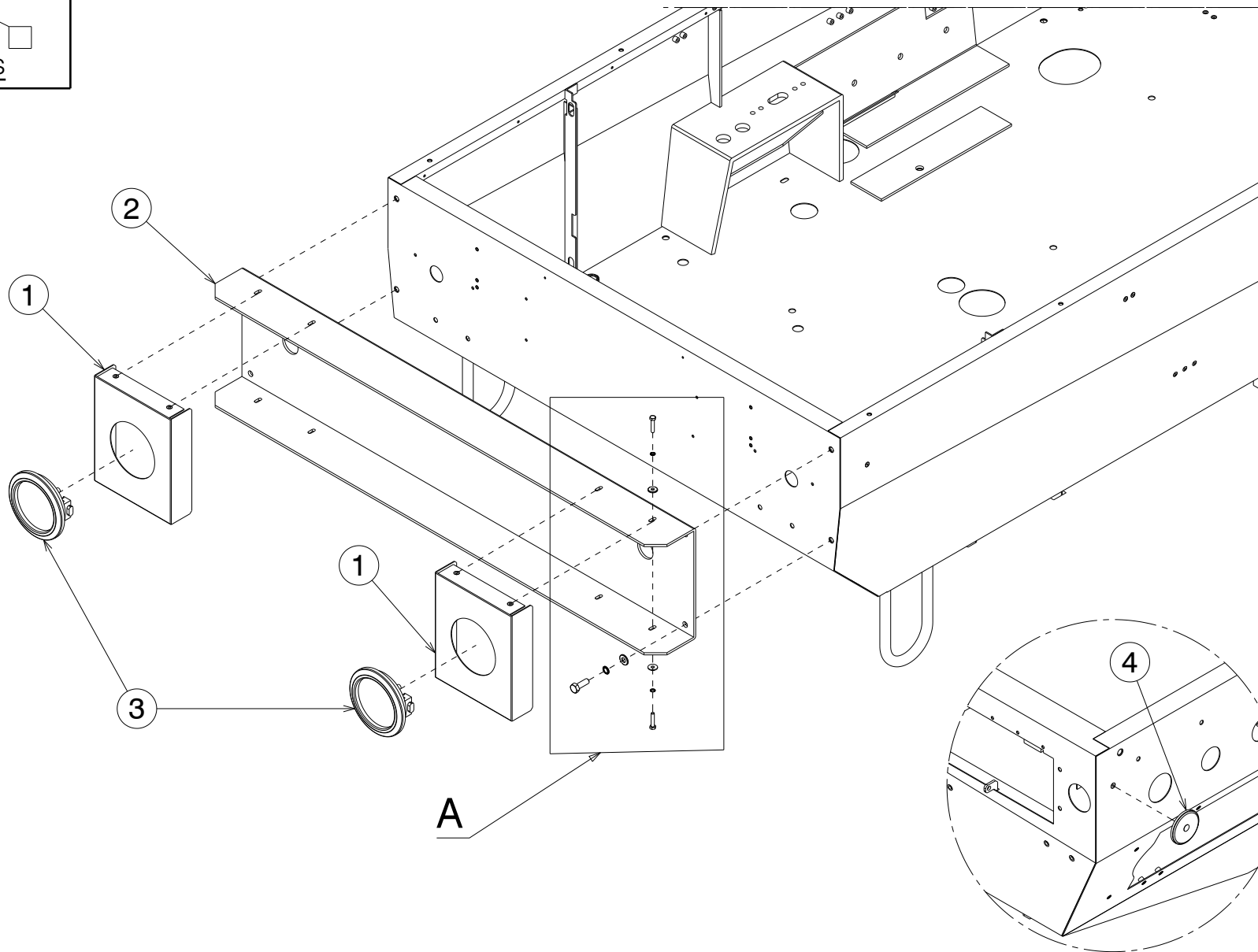
REF	NAME		CODE	QUANTITY
1	Chassis		038-10340-S	1
2	Muffler		042-0851830-S	1
3	Muffler collector		119-07450-S	1
4	Mudguards		055-0154-S	2
5	Washer d. 6.6x18x2		015-029-S	6
6	Washer d.6		015-250-S	6
7	Hex head screw M6x40 UNI 5739		132-068-S	6
8	Lock without hole		128-006-S	1
9	Lock (possible with padlock)		128-0065-S	1
10	Hex head screw . M6x20		132-063-S	4
11	Diaphragm fairlead		239-021-S	2
12	Large head screw M6x16		243-009-S	4
13	Control panel hinge		007-029-S	1
14	Plexiglass door		057-0203-S	1
15	Large head screw 4x10		243-088-S	3
16	Right hinge		007-022-S	1
17	Left hinge		007-023-S	1
18	Flat washer d. 13		015-047-S	2
19	Hexagonal head screw M.12x30 UNI 5739		132-192-S	2
20	Diaphragm fairlead		239-048-S	1
21	Emergency button		154-066-S	1
22	"Emergency button" sticker		238-3113-S	1
23	Tropicalized air radiator closing panel		124-3010-S	1
24	Large head screw M6x16		243-009-S	6
25	Gasoil tank	Up to serial No. C39748	201-027332-S	1
	Gasoil tank	From serial No. C39749	201-02733201-S	1
26	Copper washer (1")		015-018-S	1
27	Iron plug (1")		106-135-S	1
28	Hex head screw M8x25 UNI 5739		132-102-S	11
29	Schnorr washer d.8		015-251-S	11
30	Copper washer (½")		015-012-S	2
31	Iron plug (½")		106-125-S	2
32	Seal for muffler d.40 th..5		023-077-S	4
33	Flat washer 8x24x2 UNI6593		015-031-S	4
34	Pipes clamp d.54x8		149-070-S	1
35	Muffler extension (Skid version)		119-04957-S	1
36	Plexiglass hinge protection blade		120-219402-S	1
37	Spacer		009-312-S	4



Lights electrical harness



Detail A





PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: Bumper and lights Kit

Tab. 01.3

REF	NAME	CODE	QUANTITY
BUMPER AND LIGHTS KIT: 240-07800048-S			1
It includes:			
1	Lights support	010-113400-S	2
2	Bumper	032-11450-S	1
3	USA Light	142-0850-S	2
4	White reflector d.60	147-071-S	2
5	Electrical harness	224-53900-S	1
6	Hexagonal head Screw M6x30 UNI 5739	132-066-S	8
7	Washer d. 6.6x18x2	015-029-S	8
8	Washer d.6	015-250-S	8
9	Hexagonal head screw M10x30 UNI 5739	132-143-S	4
10	Flat washer 10,2x21x2	015-032-S	4
11	Schnorr washer d.10	015-252-S	4



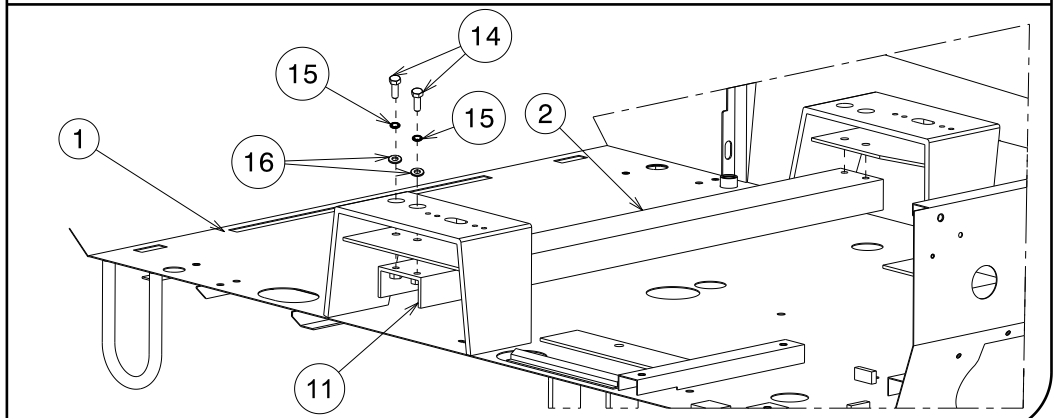
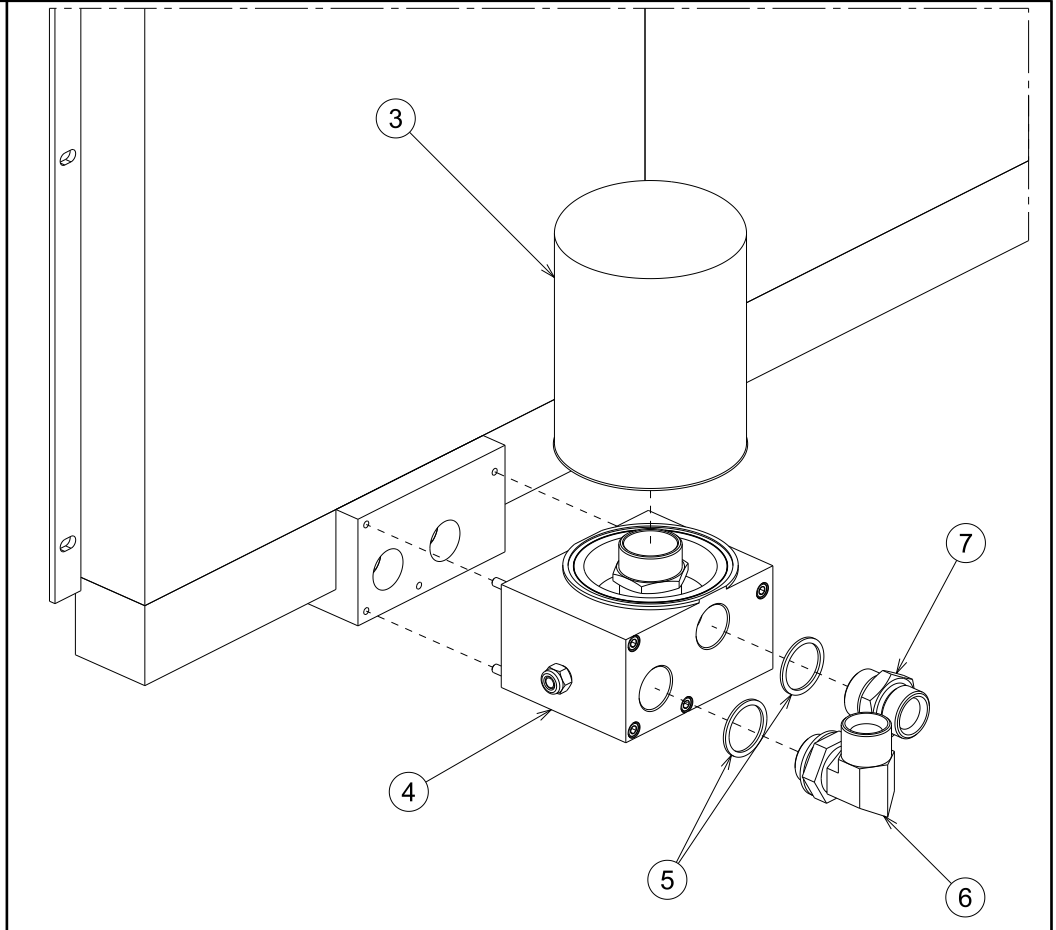
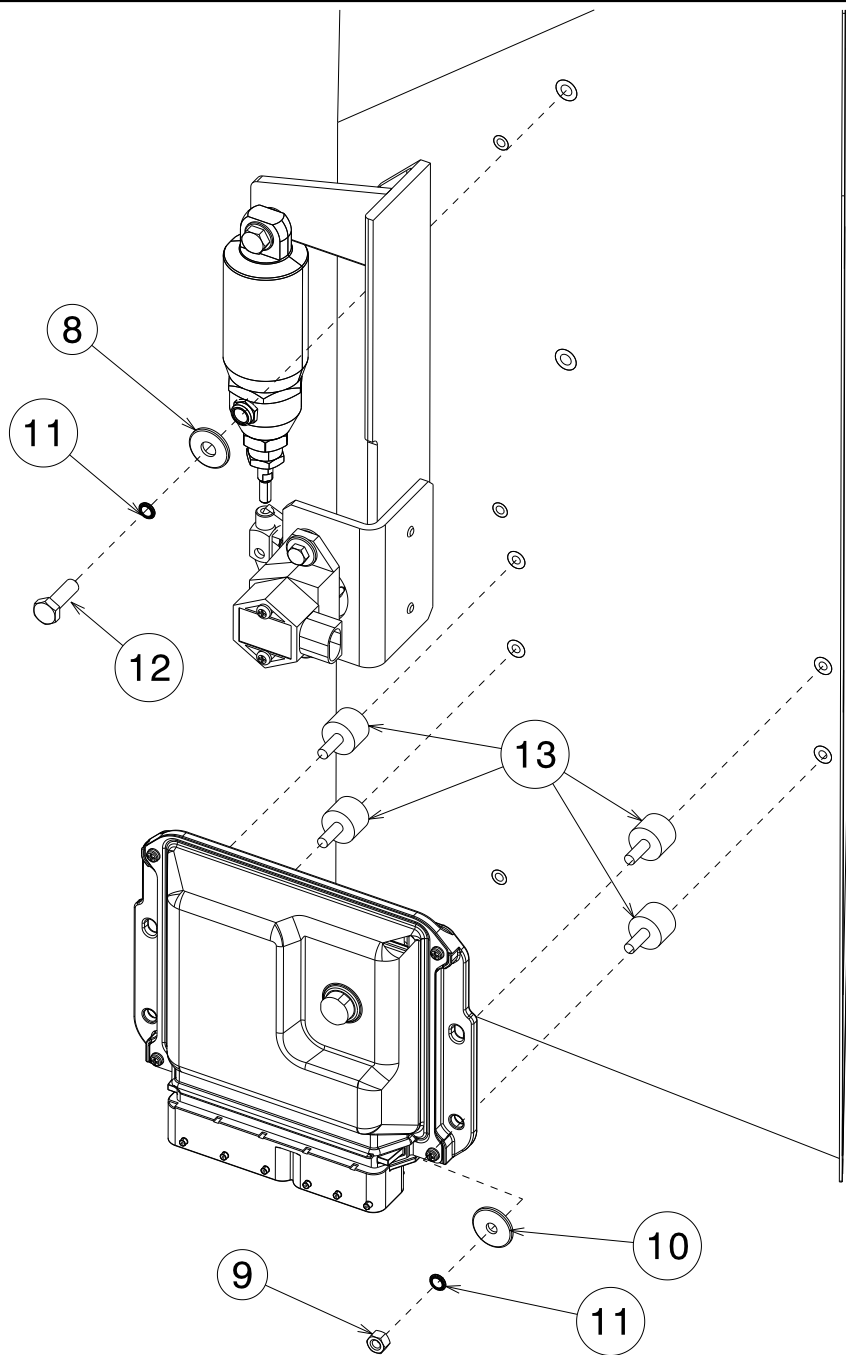
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: Radiator - Fancover

Tab. 02.1

REF	NAME	CODE	QUANTITY
1	Radiator	011-09650-S	1
2	Radiator support	049-02080-S	1
3	Fan cover closing panel	124-300-S	1
4	Hex head screw . M6x20	132-063-S	12
5	Fancover	001-153600-S	1
6	Fairlead	239-016-S	1
7	Right fan protection grid	124-267522-S	1
8	Left fan protection grid	124-267524-S	1
9	Upper fan protection grid	124-267520-S	1
10	Expansion tank	201-018150-S	1
11	Expansion tank support	010-34500-S	1
12	Hex head screw . M8x20 UNI 5739	132-101-S	8
13	Schnorr washer d.8	015-251-S	6
14	Flat washer 8x24x2 UNI6593	015-031-S	22
15	Self locking nut M8 UNI 7473	137-040-S	6
16	Flat washer 6x24x2 UNI6593	015-038-S	16
17	Washer d.6	015-250-S	18
18	Cable fastener clamp	149-220-S	1





PARTS LIST

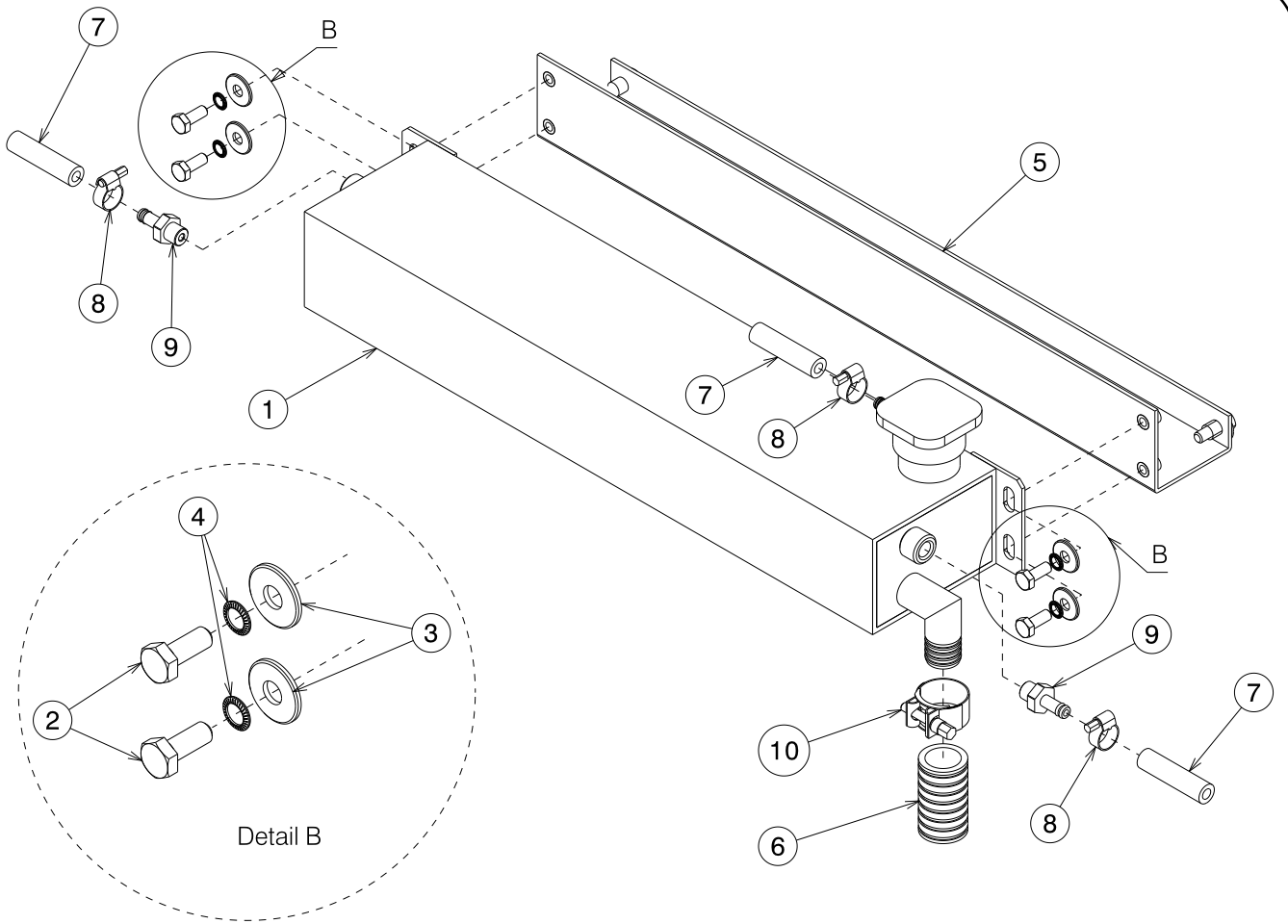
Motocompressor – D300T4F

PARTS LEGENDA: Radiator - Fancover

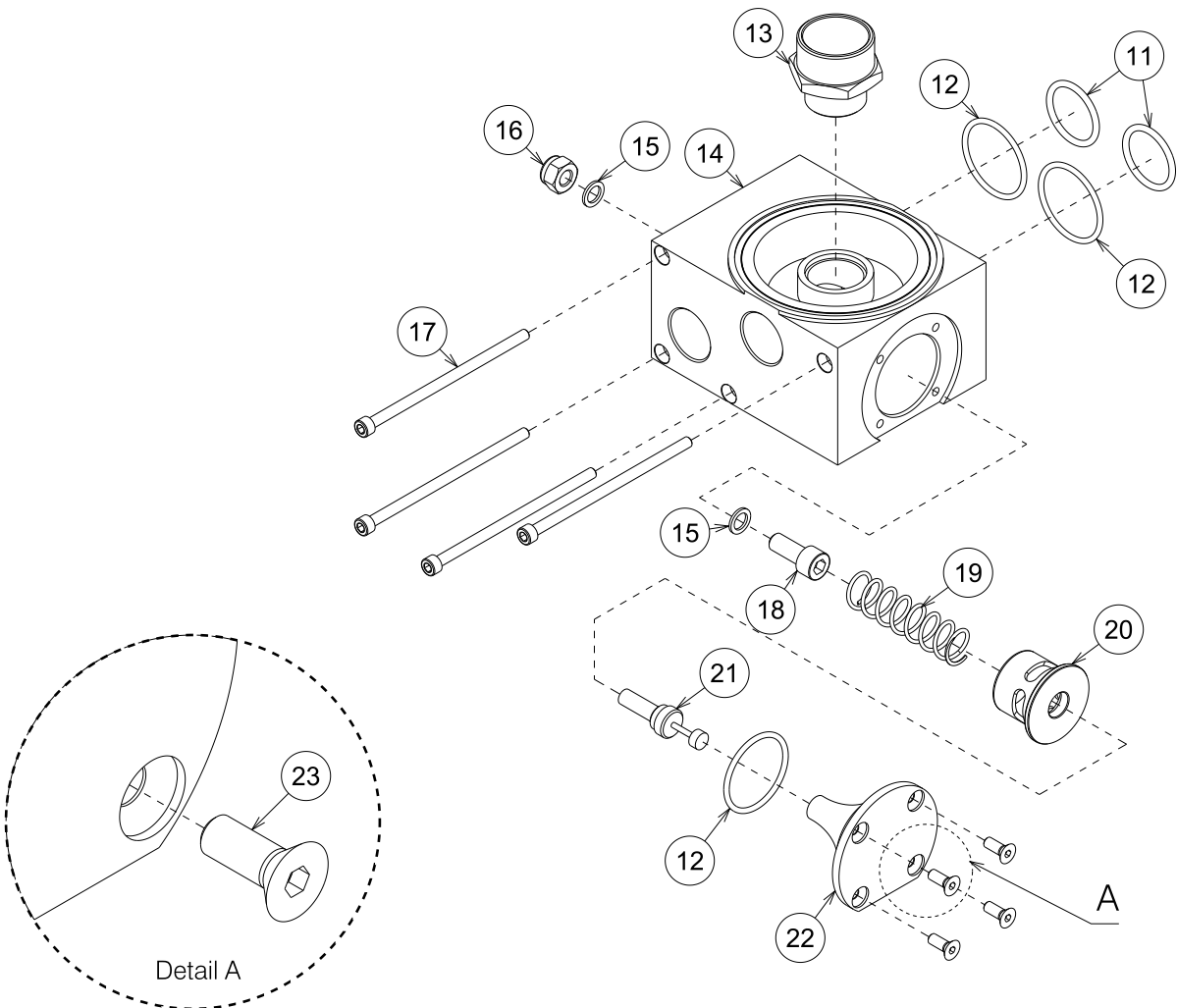
Tab. 02.2

REF	NAME	CODE	QUANTITY
1	Chassis	038-10340-S	1
2	Chassis reinforcement plate	208-3133-S	1
3	Oil filter	099-009-S	1
4	By-pass valve assembly	024-01152-F	1
5	Copper washer (1")	015-018-S	2
6	90° fitting M+M (1")	148-2987-S	1
7	Double screw (1")	187-070-S	1
8	Flat washer 8x24x2 UNI6593	015-031-S	4
9	Hex nut M6 UNI 5587	135-030-S	4
10	Flat washer 6x24x2 UNI6593	015-038-S	4
11	Washer d.6	015-250-S	4
12	Hex head screw M8x25 UNI 5739	132-102-S	4
13	Silent block	061-019800-S	4
14	Hexagonal head screw M10x30 UNI 5739	132-143-S	4
15	Schnorr washer d.10	015-252-S	4
16	Flat washer 10,2x21x2	015-032-S	4

Tab. 03



D300T4F - By-pass block - Expansion tank





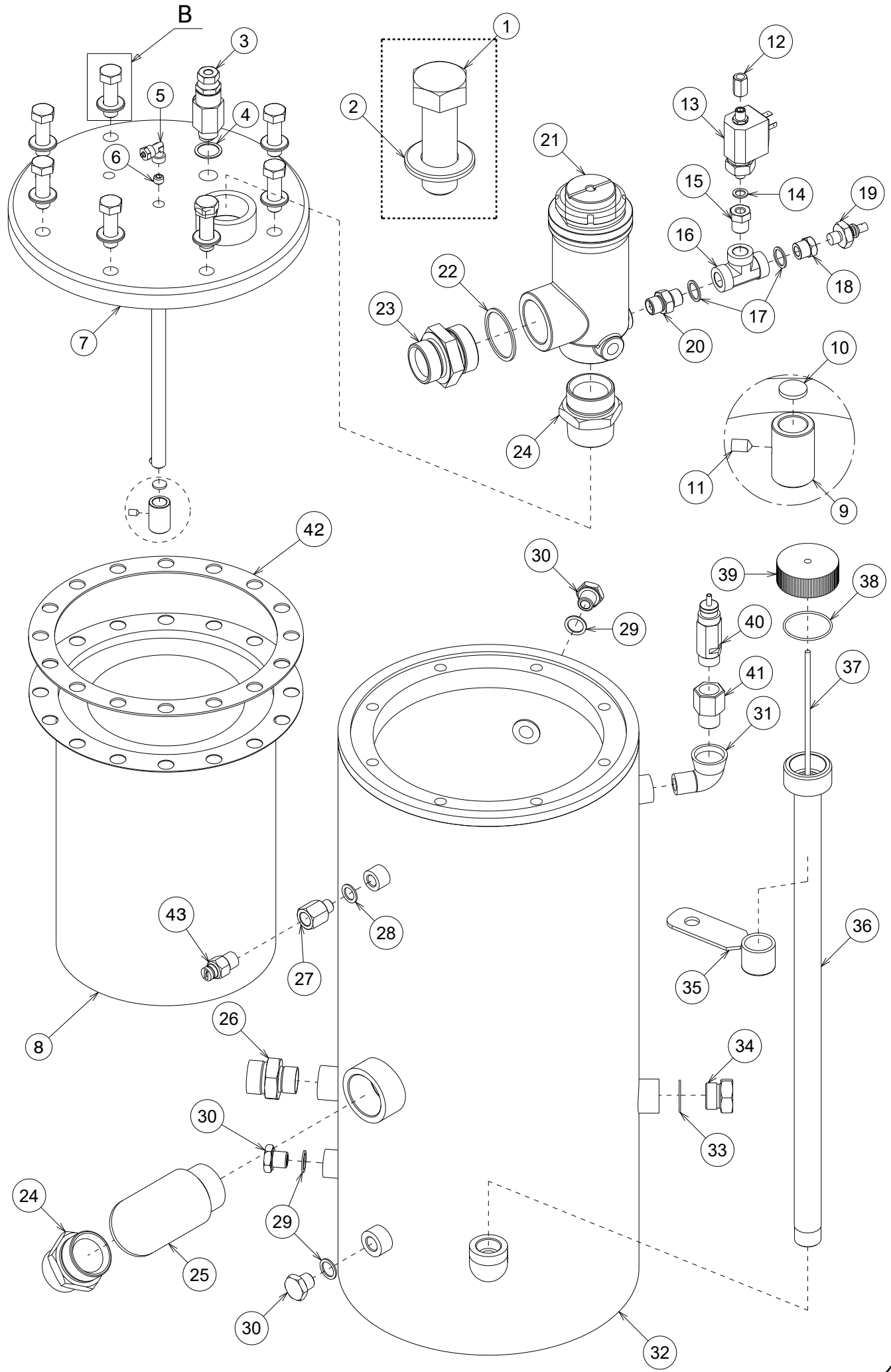
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F - By-pass block - Expansion tank

Tab. 03

REF	NAME	CODE	QUANTITY
1	Expansion tank	201-018150-S	1
2	Hex head screw . M8x20 UNI 5739	132-101-S	4
3	Flat washer 8x24x2 UNI6593	015-031-S	4
4	Schnorr washer d.8	015-251-S	4
5	Expansion tank support	010-34500-S	1
6	Pipe d. 25x34	089-009.5-S	1
7	Anti-oil pipe for fuel 15x8	089-120-S	3
8	Pipe clamp 10x16	149-007-S	3
9	M fitting (1/4") d.8	148-198.2-S	2
10	Pipe clamp	149-305-S	1
11	OR seal	023-0281-S	2
12	OR seal	023-1162-S	3
13	Double screw	187-003-S	1
14	By-pass big body	053-05662-S	1
15	Copper washer (1/8")	015-005-S	2
16	Self-locking nut M10	137-050-S	1
17	Hex socket head cap screw M6x120	133-120-S	4
18	Hex socket head cap screw M10x25	133-182-S	1
19	Spring	043-053-S	1
20	Big by-pass valve spacer	009-1495-S	1
21	By-pass thermostat	103-015-S	1
22	Plug for big by-pass valve	106-411-S	1
23	Screw T.S.E.I.M M6x16	146-092-S	4





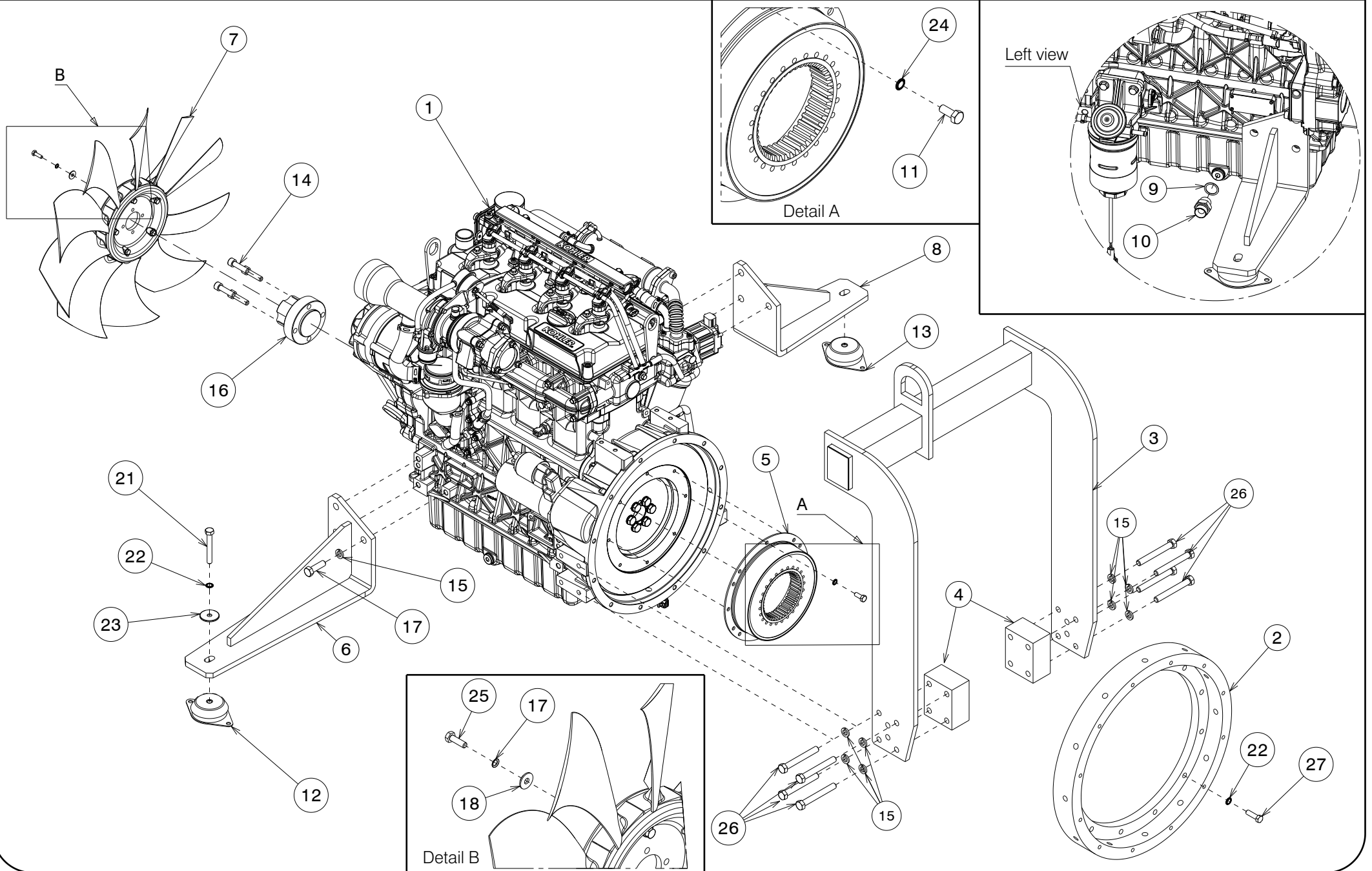
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Separator tank

Tab. 04

REF	NAME	CODE	QUANTITY
1	Hexagonal head screw M14x35x1,5 UNI 5739	132-2435-S	8
2	Washer Diam. 15 x 28 x 2,5	015-036-S	8
3	Pressure regulation valve	024-032.1-F	1
4	Copper washer (1/2")	015-012-S	1
5	Fitting 90' (1/4") for pipe d. 6	148-090-S	1
6	S.T screw (1/8")	218-001-S	1
7	Separator tank closing flange	004-0635-S	1
8	Separator filter	157-1462-S	1
9	Oil filter support bush	223-506-S	1
10	Filter d.14x2	099-225-S	1
11	S.T screw M.6x10	218-1405-S	1
12	Spacer 20 D. 1/8"	009-014-S	1
13	Solenoid valve D.1/8 12V	160-052-S	1
14	Copper washer (1/8")	015-005-S	1
15	Reduction 3/8"M to 1/8"F	190-021-S	1
16	T Fitting (3/8")	148-282.5-S	1
17	Copper washer d.int. 17x22x1.5 (3/8")	015-010-S	2
18	Reduction M12x1.75 female to 3/8"M	190-027-S	1
19	Oil pressure switch 1,4bar	154-030-S	1
20	Double screw 3/8" cil a 3/8" conical	187-0252-S	1
21	Minimum pressure valve assembly	024-03111-F	1
22	Copper washer (1 1/2")	015-019.1-S	1
23	Double screw (1 1/4" a 1 1/2")	187-094-S	1
24	Double screw con+cil (1 1/2")	187-0906-S	2
25	Short radius elbow M+F (1 1/2")	111-061-S	1
26	Double screw (3/4" a 1") foro 19.1	187-065-S	1
27	Extension 16x1.5F – 1/4 M L=34	189-350-S	1
28	Copper washer (1/4")	015-007-S	1
29	Copper washer (d. 16.2x22x1.5)	015-009-S	3
30	Iron plug (M16x1.5)	106-100-S	3
31	Short radius elbow M 1/2 + F 1/2	111-035-S	1
32	Separator tank 43 lt ASME	037-0345-S	1
33	Copper washer (3/4")	015-015-S	1
34	Iron plug (3/4")	106-130-S	1
35	Clamping ring	214-004.5-S	1
36	Oil level check	059-029-S	1
37	Oil level rod	086-026-S	1
38	OR seal CC2-4175	023-047-S	1
39	Oil level rod plug	106-010-S	1
40	Safety valve ASME	033-059-S	1
41	Extension M+F 1/2" (for ASME tank)	189-007-S	1
42	Separator tank seal	023-0744-S	1
43	115' thermo contact	103-008-S	1





PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Engine

Tab. 05

FROM SERIAL NO. C43112			
REF	NAME	CODE	QUANTITY
1	Engine	165-4280-S	1
2	Fly-wheel housing	020-1010-S	1
3	Hoisting hook	017-0438220-S	1
4	Hoisting hook spacer	009-318550-S	2
5	KTR Engine joint	006-10811-S	1
6	R Engine support	039-112932-S	1
7	Fan	083-14143-S	1
8	L Engine support	039-112930-S	1
9	Copper washer (1/2")	015-012-S	1
10	Double screw (1/2" – M22x1.5)	187-014-S	1
11	Hex head screw 5/16-18	132-70180-S	8
12	Silent block	061-02375-S	1
13	Silent block	061-02470-S	1
14	Hex socket head cap screw M10x40 UNI 5931	133-185-S	4
15	Elastic washers d.12	139-060-S	14
16	Fan support	028-06561-S	1
17	Schnorr washer d.6	015-250-S	4
18	Flat washer d.6	015-029-S	4
19	Hexagonal head screw 3/8-16 UNC L=1"	132-701-S	12
20	Schnorr washer d.12	015-254-S	12
21	Hex head screw M10x75 UNI 5739	132-152-S	2
22	Schnorr washer d.10	015-252-S	14
23	Washer d. 10x40x2.5	015-037-S	2
24	Schnorr washer d.8	015-251-S	8
25	Hex head screw . M6x20	132-063-S	4
26	Hex head screw M12x95 screw	132-205-S	8
27	Hex head screw 3/8-16 UNC L=1"1/4	132-7012-S	12

FROM SERIAL NO. C45565			
REF	NAME	CODE	QUANTITY
7	Fan	083-141431-S	1
16	Fan support	028-06564-S	1
17	Schnorr washer d.8	015-251-S	4
18	Flat washer d.8	015-030-S	4
25	Hex head screw . M8x25	132-102-S	4



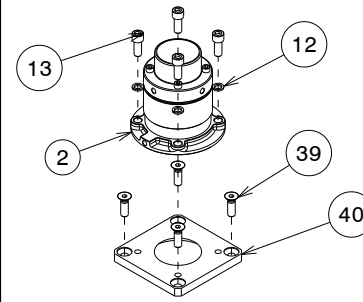
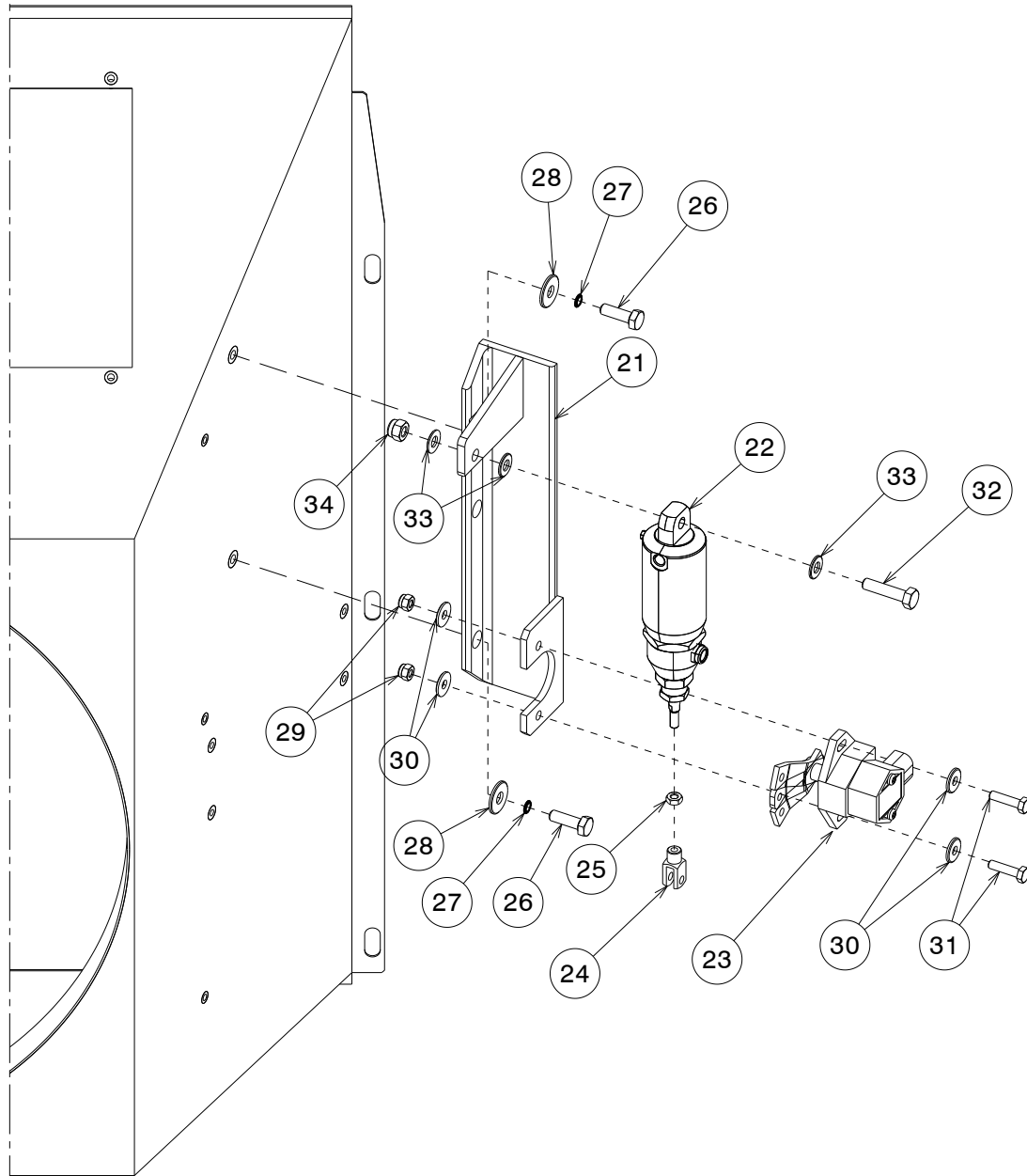
PARTS LIST

Motocompressor – D300T4F

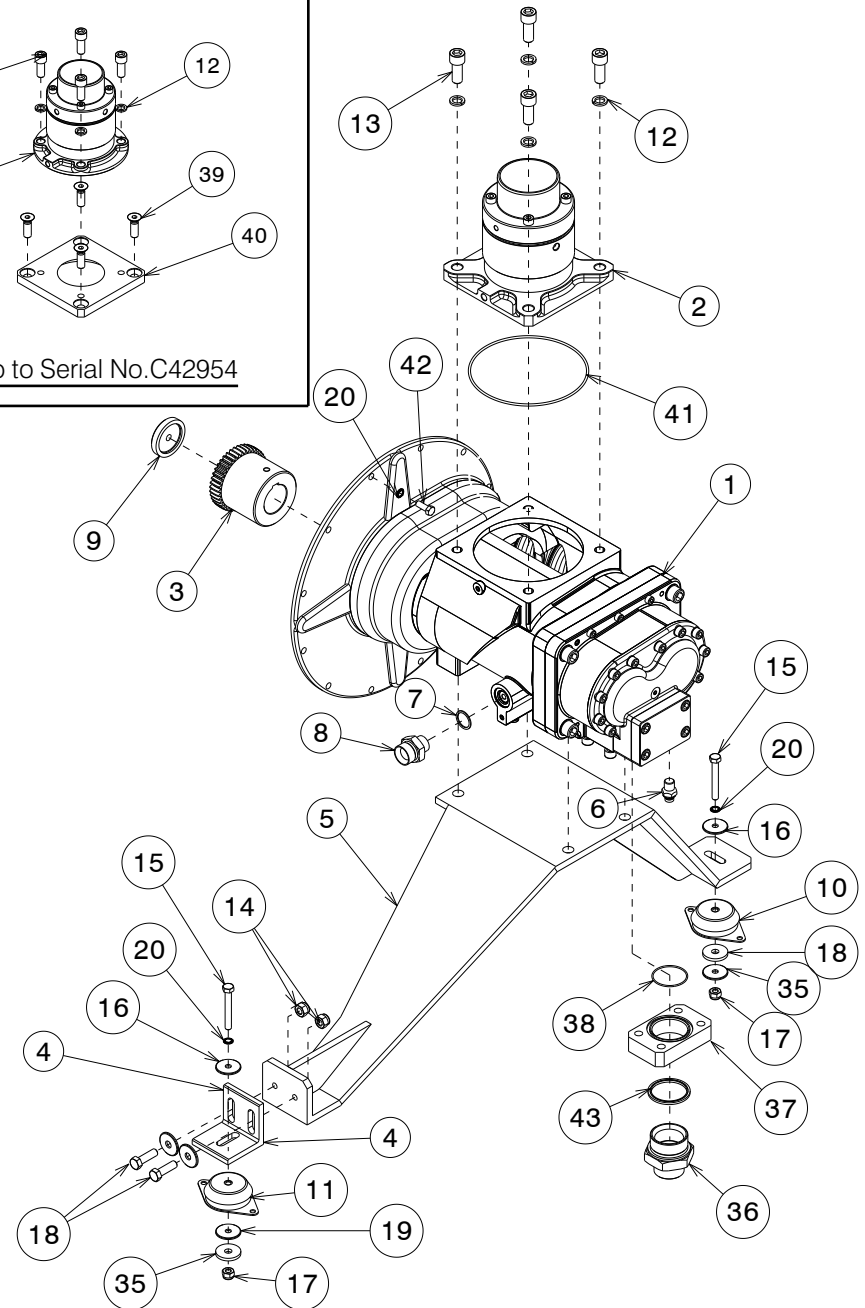
PARTS LEGENDA: D300T4F – Engine

Tab. 05.1

UP TO SERIAL NO. C43111			
REF	NAME	CODE	QUANTITY
1	Engine	165-4280-S	1
2	Fly-wheel housing (Up to serial No.	020-10031-S	1
3	Left hoisting hook (Up to serial No.	017-0438015-S	1
4	Right hoisting hook (Up to serial No.	017-0438215-S	1
5	KTR Engine joint	006-10810-S	1
6	R Engine support	039-112932-S	1
7	Fan	083-14143-S	1
8	L Engine support	039-112930-S	1
9	Copper washer (1/2")	015-012-S	1
10	Double screw (1/2" – M22x1.5)	187-014-S	1
11	Hex head screw 5/16-18	132-70180-S	8
12	Silent block	061-0233-S	1
13	Silent block	061-0243-S	1
14	Hex socket head cap screw M10x40 UNI 5931	133-185-S	4
15	Elastic washers d.12	139-060-S	6
16	Fan support	028-06561-S	1
17	Hex head screw M12x40 screw	132-194-S	15
18	Self-locking nut M12	137-060-S	9
19	Hexagonal head screw 3/8-16 UNC L=1"	132-701-S	12
20	Schnorr washer d.12	015-254-S	12
21	Hex head screw M10x75 UNI 5739	132-152-S	2
22	Schnorr washer d.10	015-252-S	2
23	Washer d. 10x40x2.5	015-037-S	2
24	Schnorr washer d.8	015-251-S	8
25	Hex head screw . M6x20	132-063-S	4
26	Washer d.6	015-250-S	4
27	Washer d. 6.6x18x2	015-029-S	4



Up to Serial No.C42954





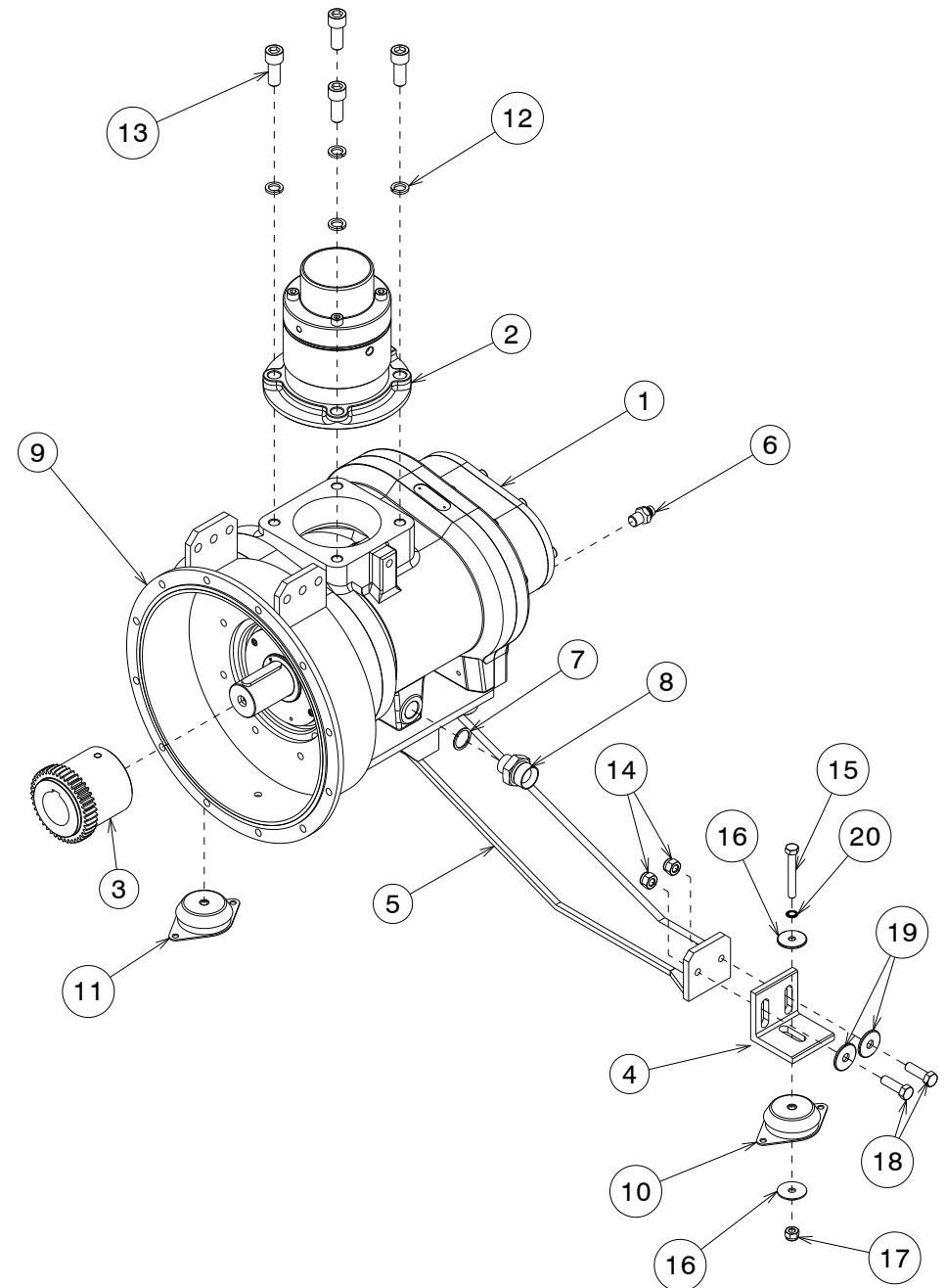
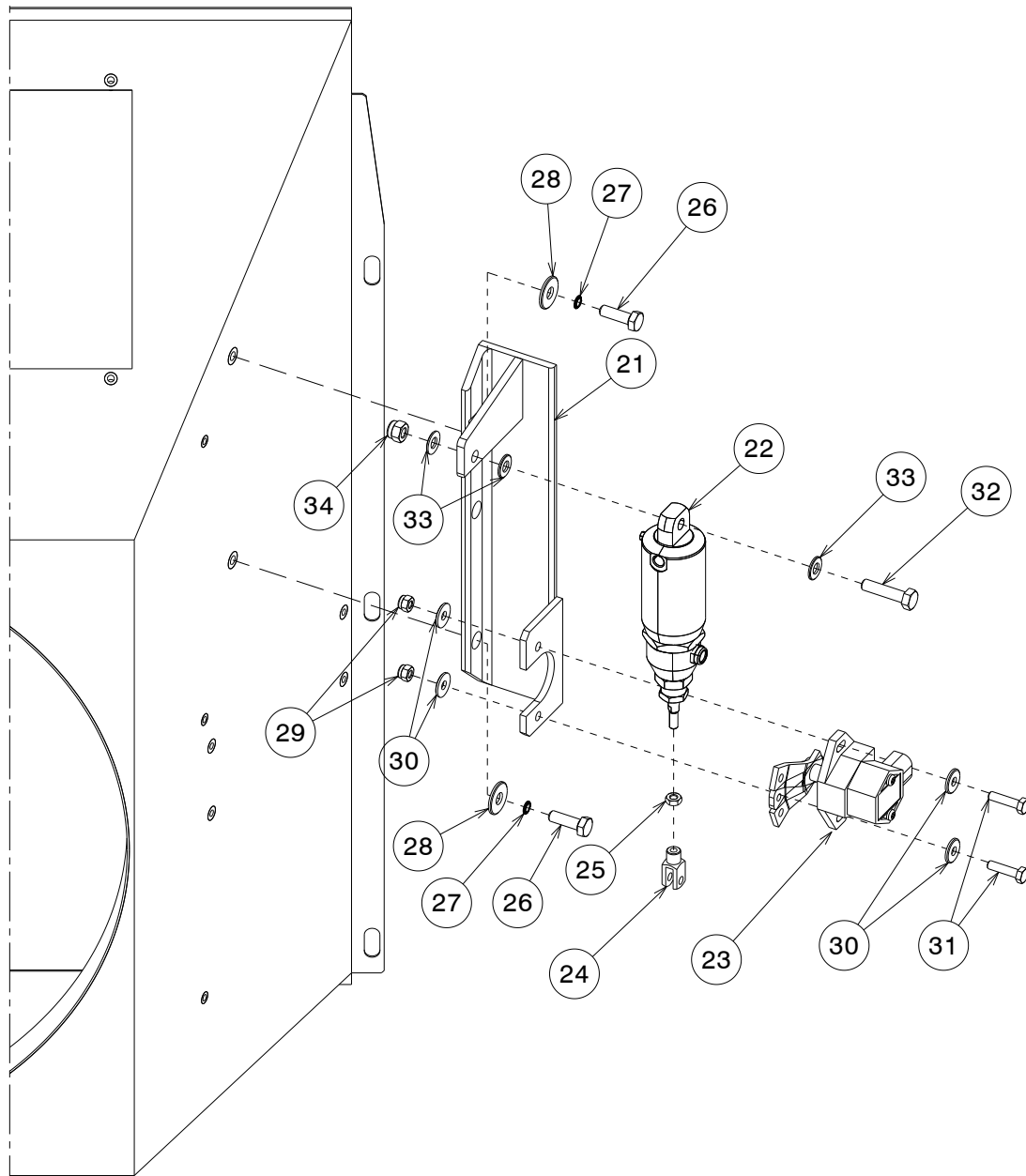
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Air end – Acc.Piston

Tab. 05.2

FROM SERIAL No. C43112			
REF	NAME	CODE	QUANTITY
1	Air end assembly (From Serial No. C43112)	024-03291596-F	1
2	Regulator assembly (Up to Serial No. C42954)	024-130-F	1
	Regulator assembly (From Serial No. C42955)	024-1302-F	1
3	KTR Compressor joint	006-10813-S	1
4	"L" air end support	039-1153-S	1
5	Air end support	027-07755-S	1
6	Compressor thermo contact 125°	103-0125-S	1
7	Copper washer	015-013-S	1
8	Double screw 1" - 22x1,5	187-0730-S	1
9	Washer	015-090510-S	1
10	Silent block	061-02375-S	1
11	Silent block	061-02470-S	1
12	Elastic washers d. 16	139-080-S	4
13	Hex socket head cap screw M16x 35 (Up to Serial No. C42954)	133-332-S	4
	Hex socket head cap screw M16x 40 (From Serial No. C42955)	133-333-S	4
14	Self-locking nut M12	137-060-S	2
15	Hex head screw M10x75 UNI 5739	132-152-S	2
16	Flat washer d.10x40x2.5	015-037-S	2
17	Self-locking nut M10	137-050-S	2
18	Hex head screw M12x40	132-194-S	2
19	Flat washer d.12,5x40x3	015-0405-S	2
20	Schnorr washer d.10	015-252-S	14
21	Accelerator piston support	010-10950-S	1
22	Accelerator piston Kit	044-0040523-S	1
23	Accelerator signal transducer	205-0502-S	1
24	Accelerator piston fork	196-010-S	1
25	Hex nut M6 UNI 5589	135-031-S	1
26	Hex head screw M8x25 UNI 5739	132-102-S	2
27	Washer d.6	015-250-S	2
28	Flat washer 8x24x2 UNI6593	015-031-S	2
29	Hex nut M6 UNI 7473	137-030-S	2
30	Washer d. 6.6x18x2	015-029-S	2
31	Hex head screw screw M6x25 UNI 5739	132-065-S	2
32	Hexagonal head screw M8x30 UNI 5739	132-104-S	1
33	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	1
34	Self locking nut M8 UNI 7473	137-040-S	1
35	Rubber washer	015-051-S	2
36	Double screw (2" – 2" ½)	187-100-S	1
37	Delivery clamping flange	004-047150-S	1
38	OR seal 3206	023-067-S	1
39	Hexagon socket countersunk head 16x35 UNI 5933	146-301-S	4
40	Flange	004-204250-S	1
41	OR seal 4725	023-065-S	1
42	Hexagonal head screw 3/8-16 unc l=1	132-701-S	12
43	Bonded washer	015-206-S	1





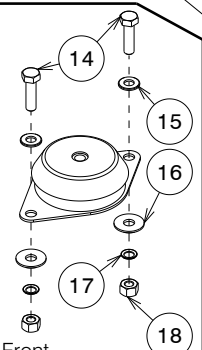
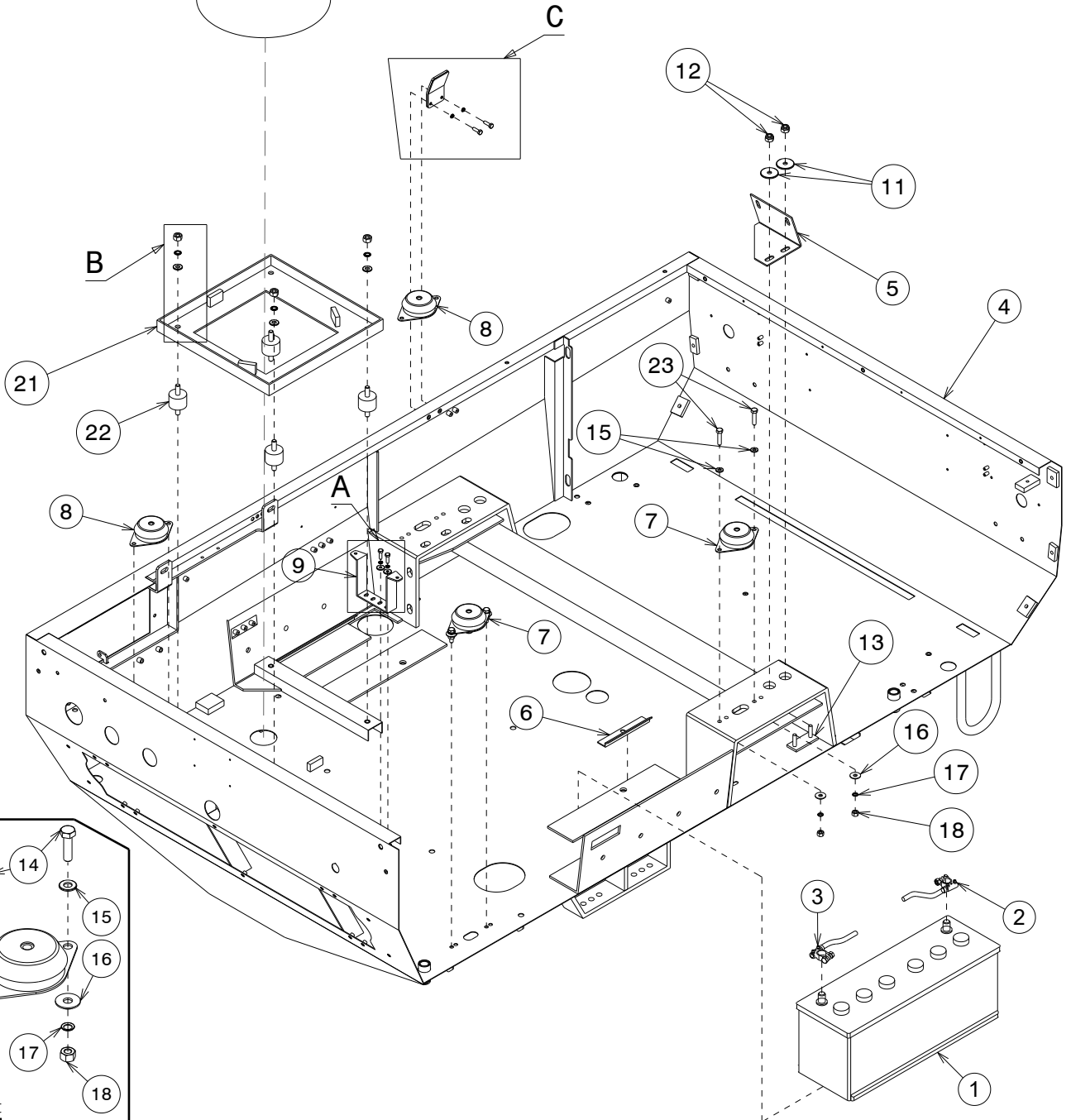
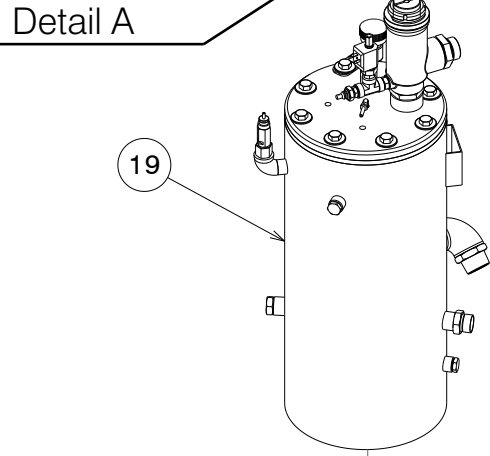
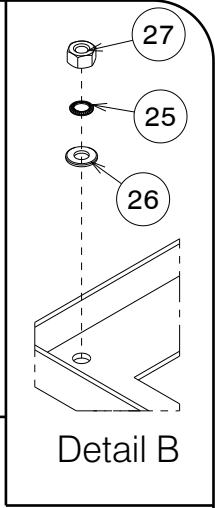
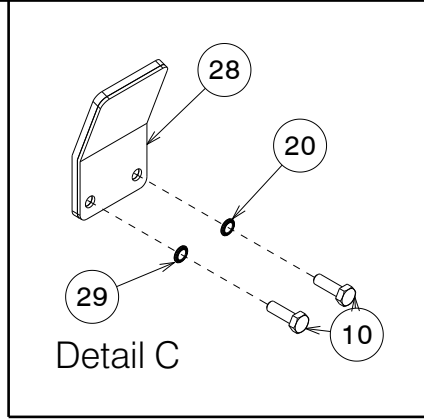
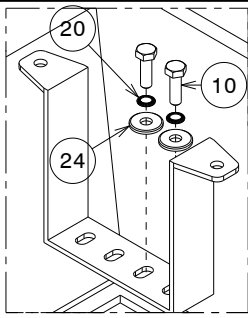
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Air end – Acc.Piston

Tab. 05.2.1

UP TO SERIAL No. C43111			
REF	NAME	CODE	QUANTITY
1	Air end assembly	024-0971-F	1
2	Regulator assembly	024-130-F	1
3	KTR Compressor joint	006-10812-S	1
4	"L" air end support	039-1153-S	1
5	Air end support	027-07754-S	1
6	Compressor thermo contact 125°	103-0125-S	1
7	Copper washer (3/4")	015-015-S	1
8	Double screw (3/4" a 1") foro 19.1	187-065-S	1
9	Fly-wheel housing	020-10031-S	1
10	Silent block	061-0233-S	1
11	Silent block	061-0243-S	1
12	Elastic washers d. 16	139-080-S	4
13	Hex socket head cap screw M16x 40	133-333-S	4
14	Self-locking nut M12	137-060-S	2
15	Hex head screw M10x75 UNI 5739	132-152-S	2
16	Flat washer d.10x40x2.5	015-037-S	2
17	Self-locking nut M10	137-050-S	2
18	Hex head screw M12x40	132-194-S	2
19	Flat washer d.12,5x40x3	015-0405-S	2
20	Schnorr washer d.10	015-252-S	2
21	Accelerator piston support	010-10950-S	1
22	Accelerator piston Kit	044-0040523-S	1
23	Accelerator signal transducer	205-0502-S	1
24	Accelerator piston fork	196-010-S	1
25	Hex nut M6 UNI 5589	135-031-S	1
26	Hex head screw M8x25 UNI 5739	132-102-S	2
27	Washer d.6	015-250-S	2
28	Flat washer 8x24x2 UNI6593	015-031-S	2
29	Hex nut M6 UNI 7473	137-030-S	2
30	Washer d. 6.6x18x2	015-029-S	2
31	Hex head screw screw M6x25 UNI 5739	132-065-S	2
32	Hexagonal head screw M8x30 UNI 5739	132-104-S	1
33	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	1
34	Self locking nut M8 UNI 7473	137-040-S	1





PARTS LIST

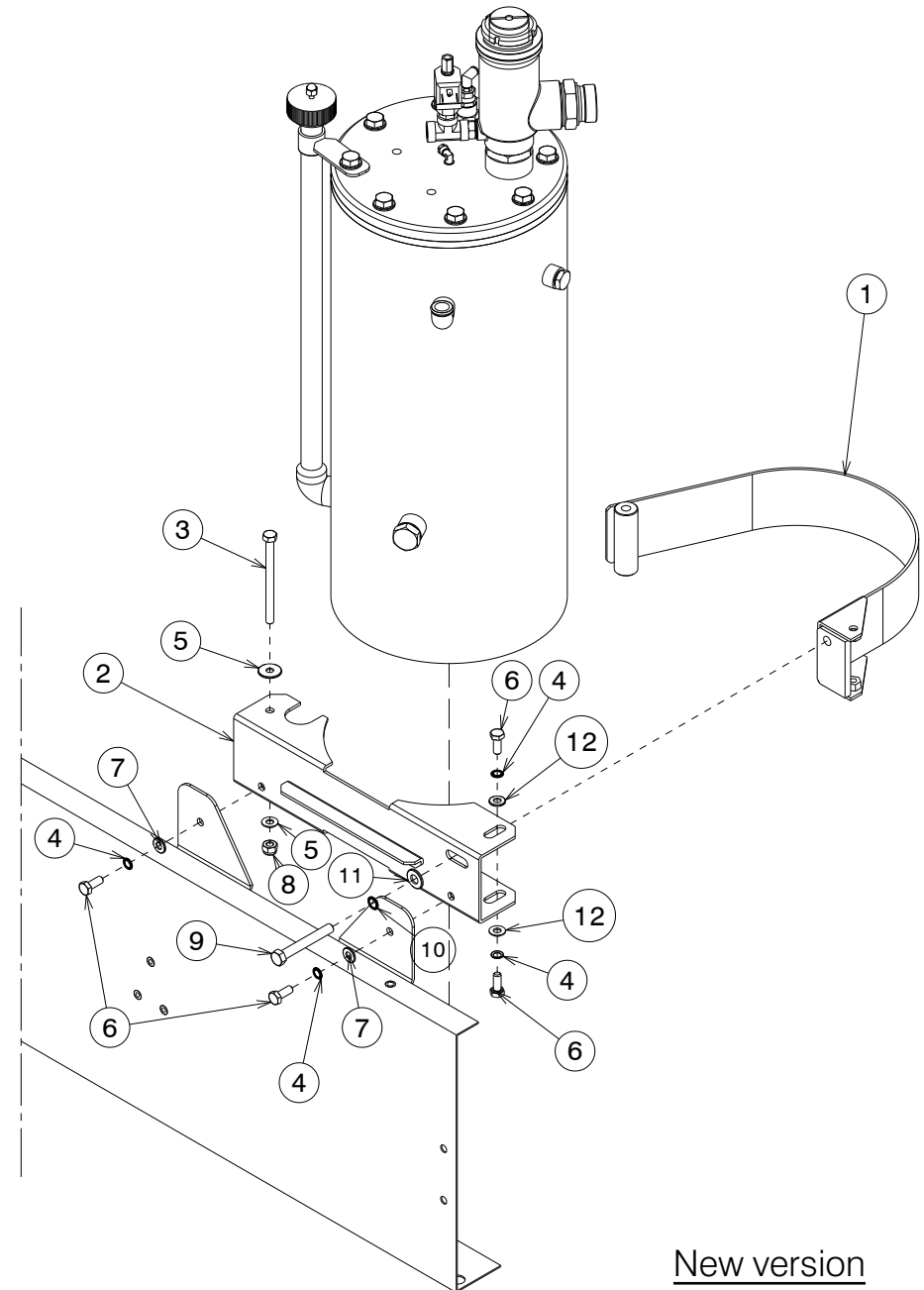
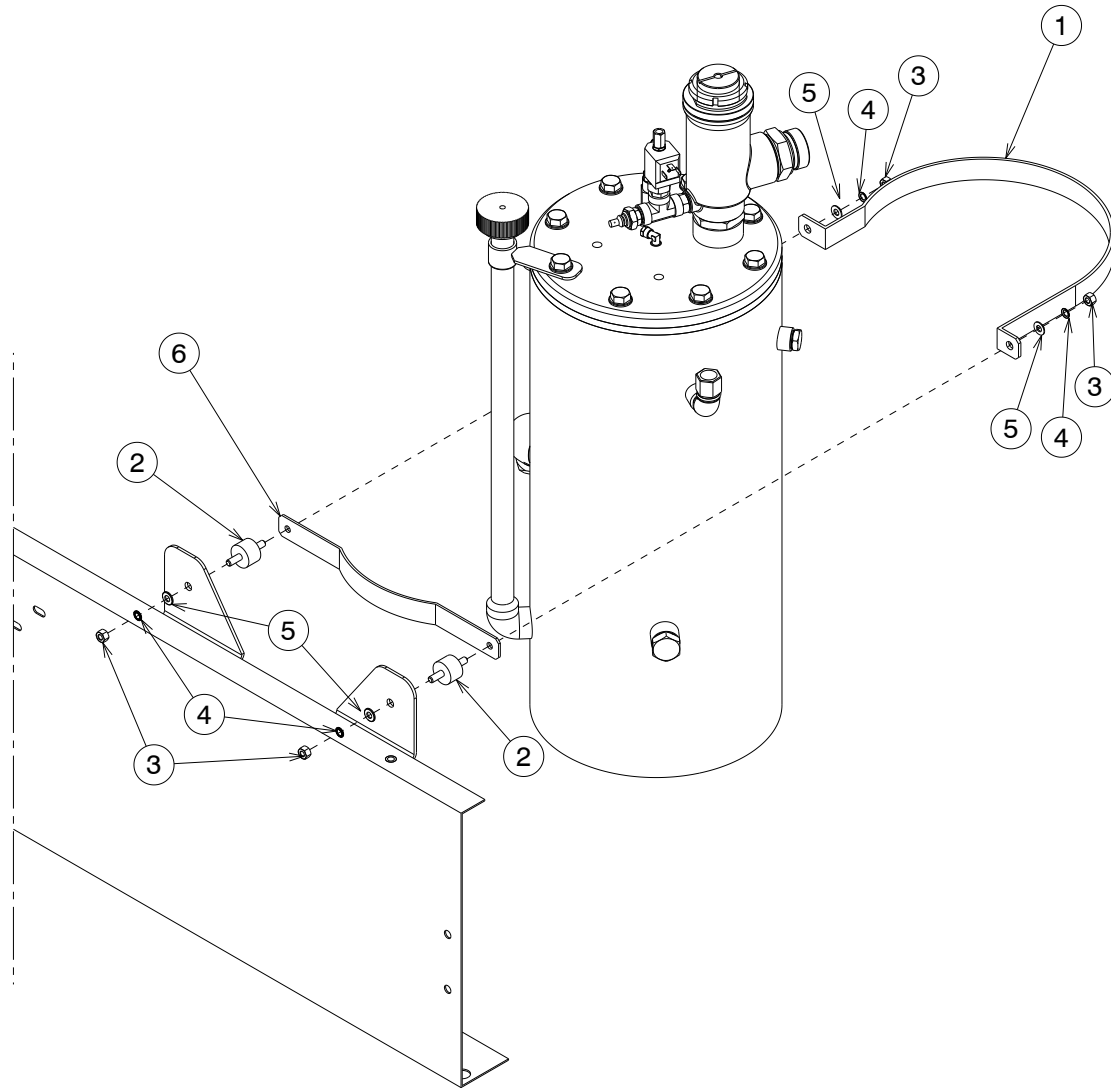
Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Clampings to the chassis

Tab. 06

REF	NAME	CODE	QUANTITY
1	Battery	174-040-S	1
2	Positive battery cable L=1270	252-054-S	1
3	Negative battery cable L=600	252-041-S	1
4	Chassis	038-10340-S	1
5	Intercooler pipe support	010-34504-S	1
6	Battery clamp	115-010-S	1
7	Silent block (Up to Serial No.C43143)	061-0243-S	2
	Silent block (From Serial No.C43144)	061-02470-S	2
8	Silent block (Up to Serial No.C43143)	061-0233-S	2
	Silent block (From Serial No.C43144)	061-02375-S	2
9	Fuses box support blade	120-21977-S	1
10	Hex head screw M6x20	132-063-S	4
11	Flat washer d.10x40x2.5	015-037-S	2
12	Self-locking nut M10	137-050-S	2
13	Intercooler pipe support clamping section	120-396500-S	1
14	Hex head screw M8x30	132-103-S	2
15	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	8
16	Flat washer 8x24x2 UNI6593	015-031-S	8
17	Schnorr washer d.8	015-251-S	8
18	Hex nut M8 UNI 5587	135-040-S	8
19	Separator tank assembly	024-61656-S	1
20	Washer d.6	015-250-S	4
21	Separator tank support	010-070501-S	1
22	Silent block	061-028-S	4
23	Hexagonal head screw M8x30 UNI 5739	132-104-S	2
24	Washer d. 6.6x18x2	015-029-S	2
25	Schnorr washer d.10	015-252-S	4
26	Flat washer 10,2x21x2	015-032-S	4
27	Hex nut M10 (galvanized)	135-0502-S	4
28	Centering blade	120-039522-S	2

Old version



New version



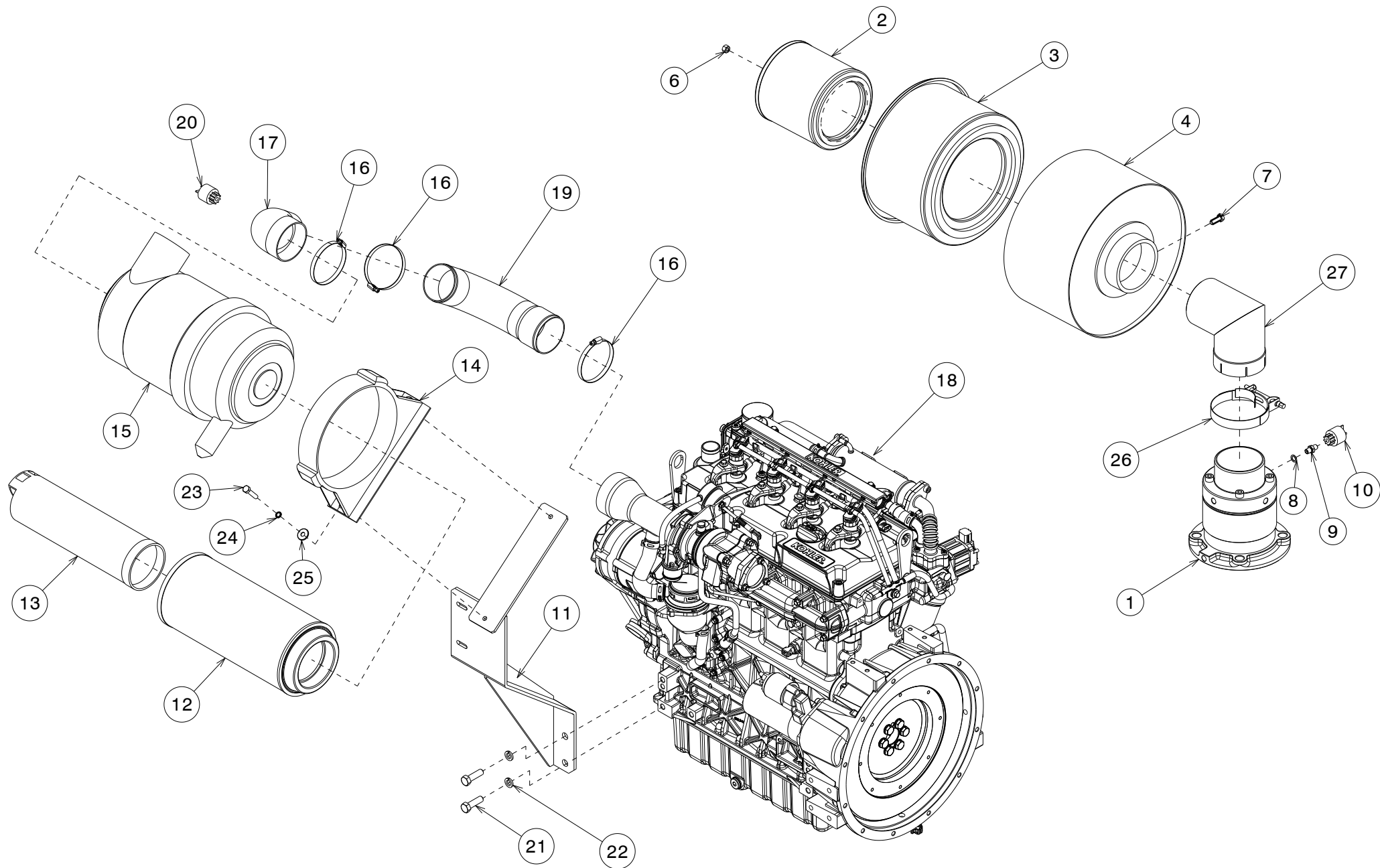
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: Separator tank support

Tab. 06.1

POSITION	DESCRIPTION	PART No.	QUANTITY
Old version			
1	Separator tank clamping ring	214-045-S	1
2	Silent block	061-013-S	2
3	Hex nut M8 UNI 5587	135-040-S	4
4	Schnorr washer d.8	015-251-S	19
5	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	8
6	Separator tank support blade	120-2193-S	1
New version			
1	Separator tank clamping ring	214-04450-S	1
2	Separator tank support blade	120-212520-S	1
3	Hexagonal head screw M10x130	132-163-S	1
4	Schnorr washer d.10	015-252-S	4
5	Flat washer 10x30x2,5 UNI6593	015-033-S	2
6	Hex head screw . M10x25	132-142-S	4
7	Flat washer 10,2x21x2	015-032-S	2
8	Self-locking nut M10	137-050-S	1
9	Hex head screw . M12x65	132-199-S	1
10	Schnorr washer d.12	015-254-S	1
11	Flat washer d. 12x30x4	015-03980-S	1
12	Flat washer d. 10x40	015-037-S	2





PARTS LIST

Motocompressor – D300T4F

LEGENDA: Air filters

Tab. 07

REF	NAME	CODE	QUANTITY
1	Regulator assembly	024-130-F	1
2	Air filter cartridge	162-583-S	1
3	Air filter cartridge	162-582-S	1
4	Air filter container	014-293-S	1
5	Elbow	111-10505-S	1
6	Hex nut M8 UNI 5587	135-040-S	1
7	Hex head screw M8x25 UNI 5739	132-102-S	1
8	Copper washer (1/8")	015-005-S	2
9	Double screw (1/8")	187-001-S	2
10	Air filter clogging signaller	257-048-S	1
11	Air filter container support (Up to Serial No. C39951)	010-345021-S	1
	Air filter container support	010-345022-S	1
12	Primary air filter	162-0085-S	1
13	Secondary air filter	162-0084-S	1
14	MANN air filter support	010-2417-S	1
15	MANN filter group	014-418-S	1
16	Pipe clamp d.70x90	149-145-S	3
17	MANN curve d.80 (Up to Serial No. C39951)	111-107-S	1
	MANN curve d.80	111-10705-S	1
18	Engine	165-42801-S	1
19	Engine intake pipe (Up to Serial No. C39951)	064-1706041-S	1
	Engine intake pipe	064-1706042-S	1
20	Air filter clogging sensor	257-0470-S	1
21	Hex head screw M12x40 screw	132-194-S	2
22	Elastic washers	139-060-S	2
23	Hex head screw M8x40 UNI 5739	132-105-S	2
24	Schnorr washer d.8	015-251-S	2
25	Flat washer 8x24x2 UNI6593	015-031-S	2
26	Pipe clamp d.97-104	149-1672-S	1



PARTS LIST

Motocompressor – D300T4F

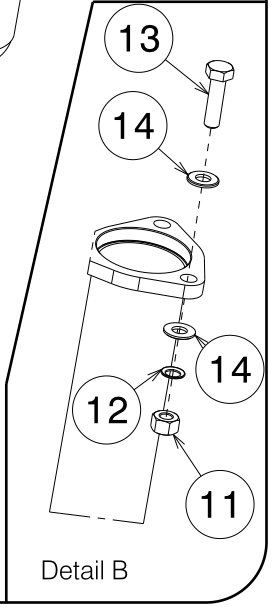
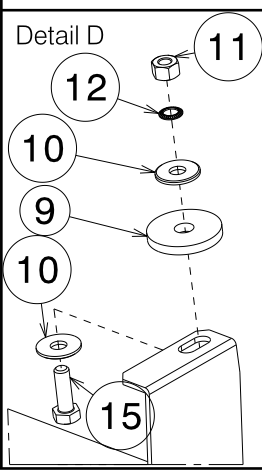
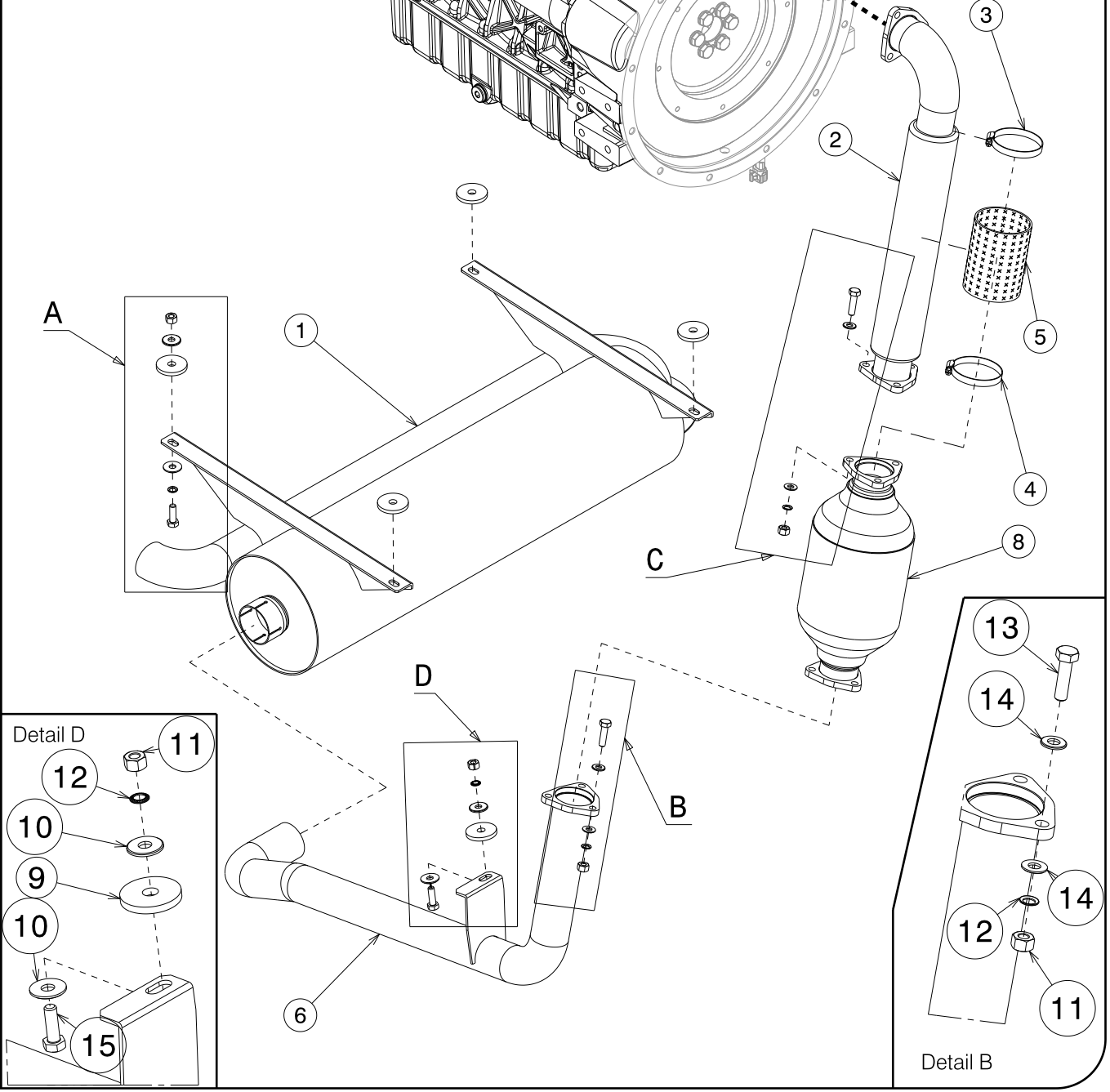
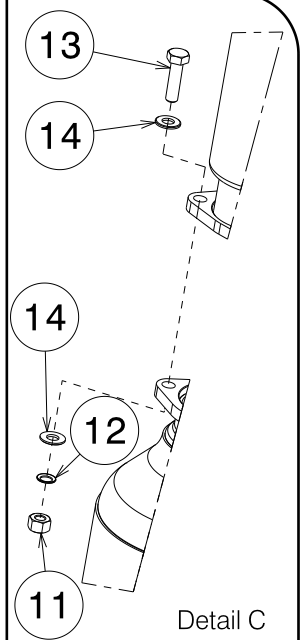
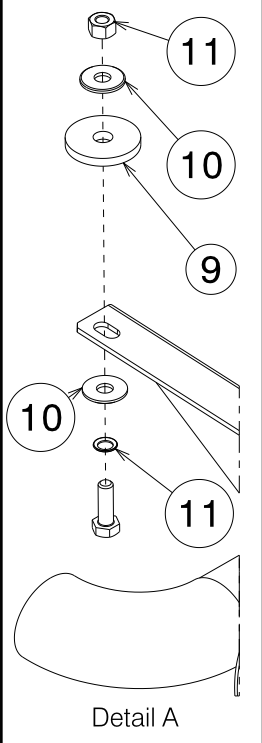
PARTS LEGENDA: D300T4F – Canopy

Tab. 08

REF	NAME	CODE	QUANTITY
1	Handle	209-003-S	1
2	Rear removable panel	124-308801-S	1
3	Fixed canopy	036-158151-S	1
4	Mobile canopy (Up to Serial No. C40499)	036-159151-S	1
	Mobile canopy (From serial No. C40500)	036-1591512-S	1
5	Lifting piston	091-09470-S	2
6	Lifting piston clamping support	120-39340-S	2
7	Hexagon socket countersunk head 8x 16 UNI 5933	146-120-S	4
8	Handle	209-009-S	2
9	Plate	208-004-S	1
10	Rubber plate	177-201-S	1
11	Large head screw 6x20	243-010-S	2
12	Air intake panel	022-059251-S	1
13	Air intake sound proof panel	124-3054120-S	5
14	Hex head screw M8x40 UNI 5739	132-105-S	4
15	Flat washer 8x24x2 UNI6593	015-031-S	4
16	Hex socket head cap screw M8x25 UNI 5931	133-133-S	4
17	Plate	208-001-S	2
18	Hex head screw . M6x20	132-063-S	4
19	Socket head cap screw 6x40 UNI7380	150-505-S	4
20	Large head screw M6x16	243-009-S	30
21	Hex head screw . M8x20 UNI 5739	132-101-S	8
22	Schnorr washer d.8	015-251-S	8
23	Flat washer 8x24x2 UNI6593	015-031-S	8
24	Hinge (From serial No. C40500)	007-007501-S	2
25	Hex socket countersunk head 10x20(From serial No. C40500)	146-151-S	4

Tab. 09.1

D300T4F - Connections





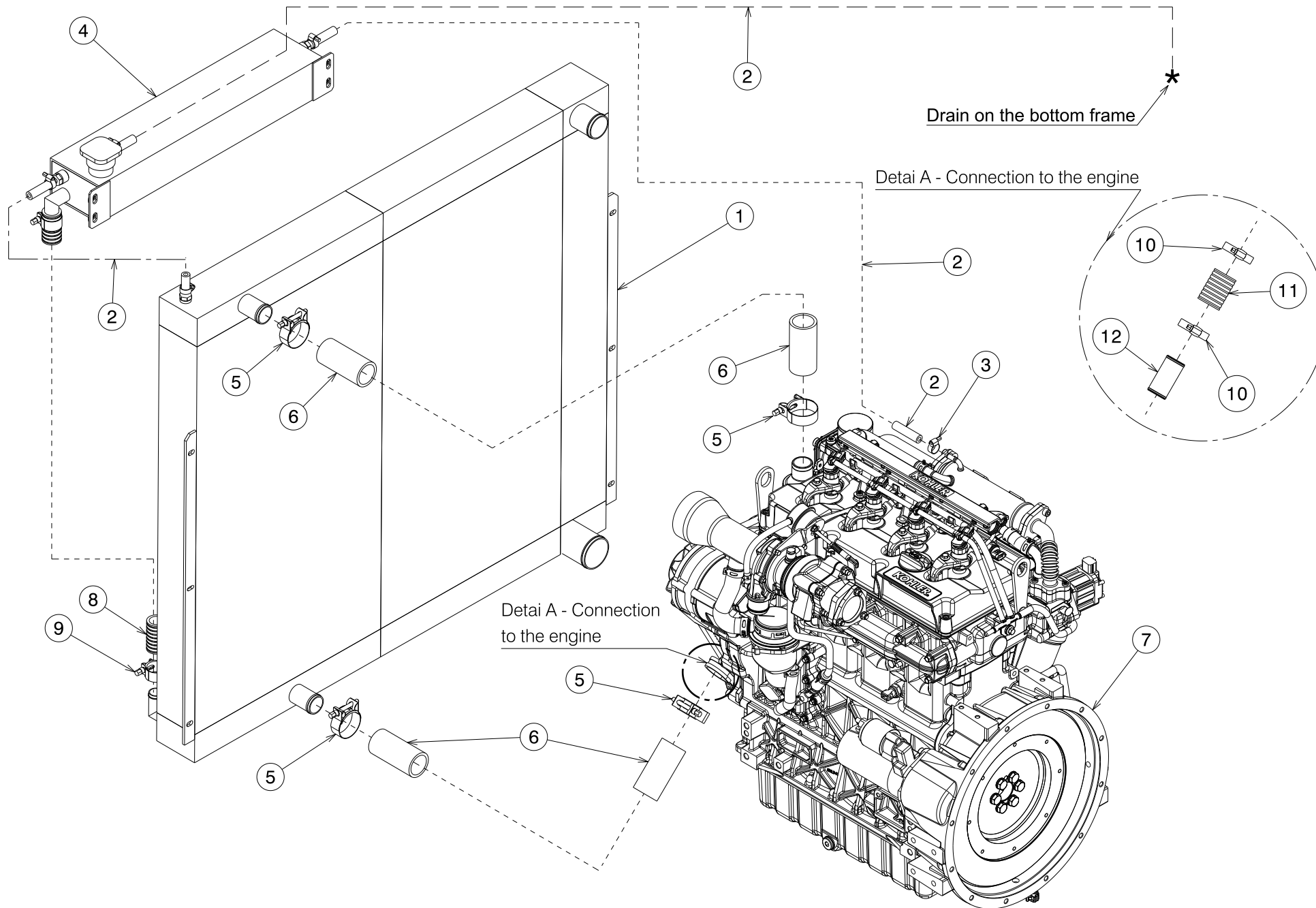
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Connections

Tab. 09.1

REF	NAME	CODE	QUANTITY
1	Muffler	042-0851830-S	1
2	Flex pipe	090-101805-S	1
3	Pipe clamp d.50x70	149-140-S	1
4	Pipe clamp d.40x60	149-135-S	1
5	Fiber glass braiding d.70	097-0325-G	1
6	Muffler collector	119-07450-S	1
7	Engine	165-4280-S	1
8	Catalyst (supplied with engine)	---	1
9	Seal for muffler d.40 th..5	023-077-S	5
10	Flat washer 8x24x2 UNI6593	015-031-S	10
11	Hex nut M8 UNI 5587	135-040-S	11
12	Schnorr washer d.8	015-251-S	11
13	Hex head screw M8x30	132-103-S	6
14	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	12
15	Hex head screw M8x25 UNI 5739	132-102-S	1





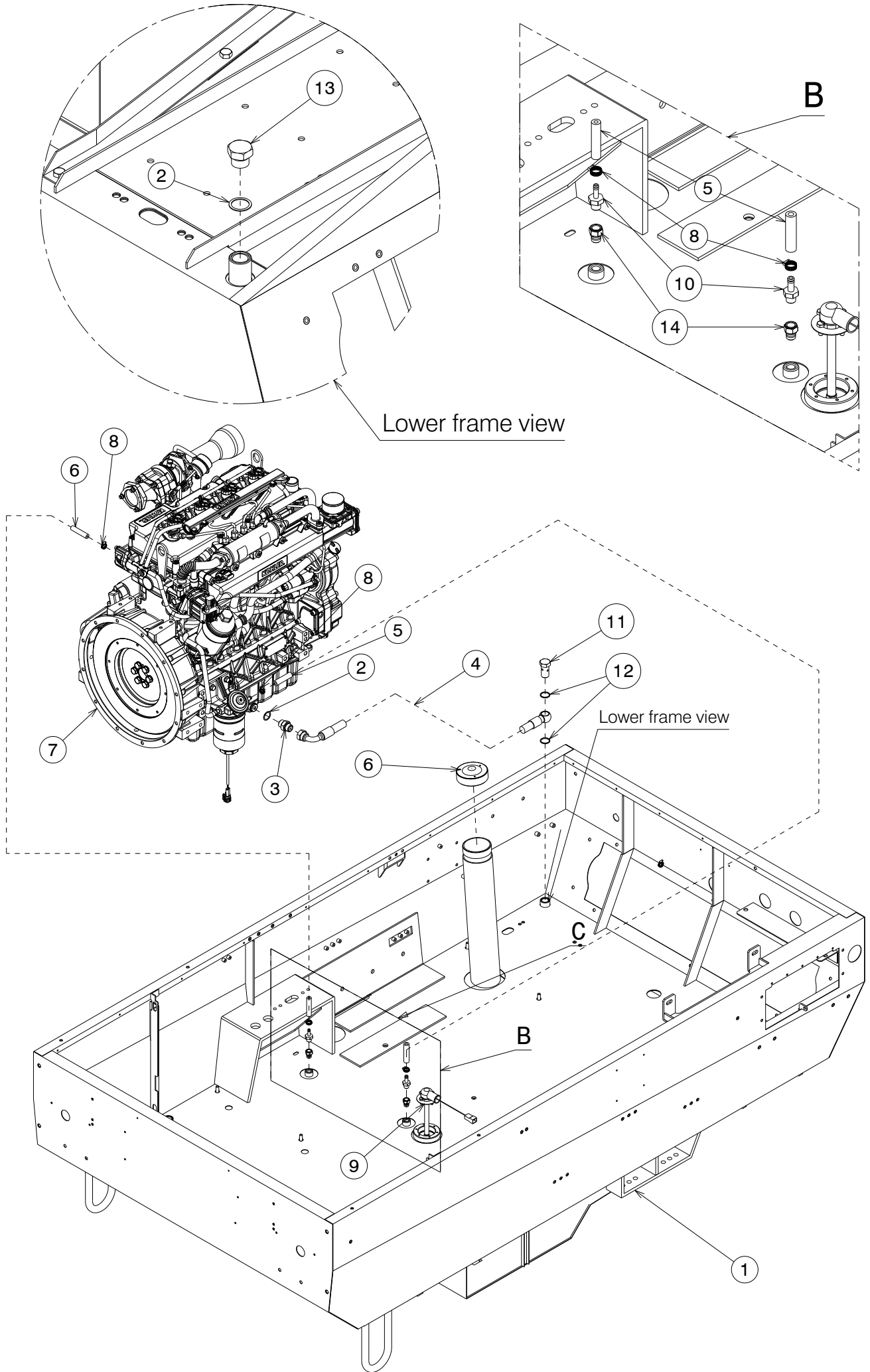
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Connections

Tab. 09.2

REF	NAME	CODE	QUANTITY
1	Air-Oil radiator	011-09650-S	1
2	Anti-oil pipe for fuel 15x8	089-1203-S	3
3	Pipe clamp 10x16	149-007-S	1
4	Expansion tank	201-018150-S	1
5	Clamp cost.torque d.32-54	149-1321-S	4
6	Calorflex pipe d.38x48	089-006-S	2
7	Engine	165-4280-S	1
8	Pipe d. 25x34	089-009.5-S	1
9	Clamp 31-34	149-305-S	1
10	Pipe clamp 32x50 (From Serial No.C40100)	149-131-S	2
11	Radiator pipe d.35x43 (From Serial No.C40100)	089-00560-S	10"
12	Reduction d.35 L=70 (From Serial No.C40100)	190-613953-S	1





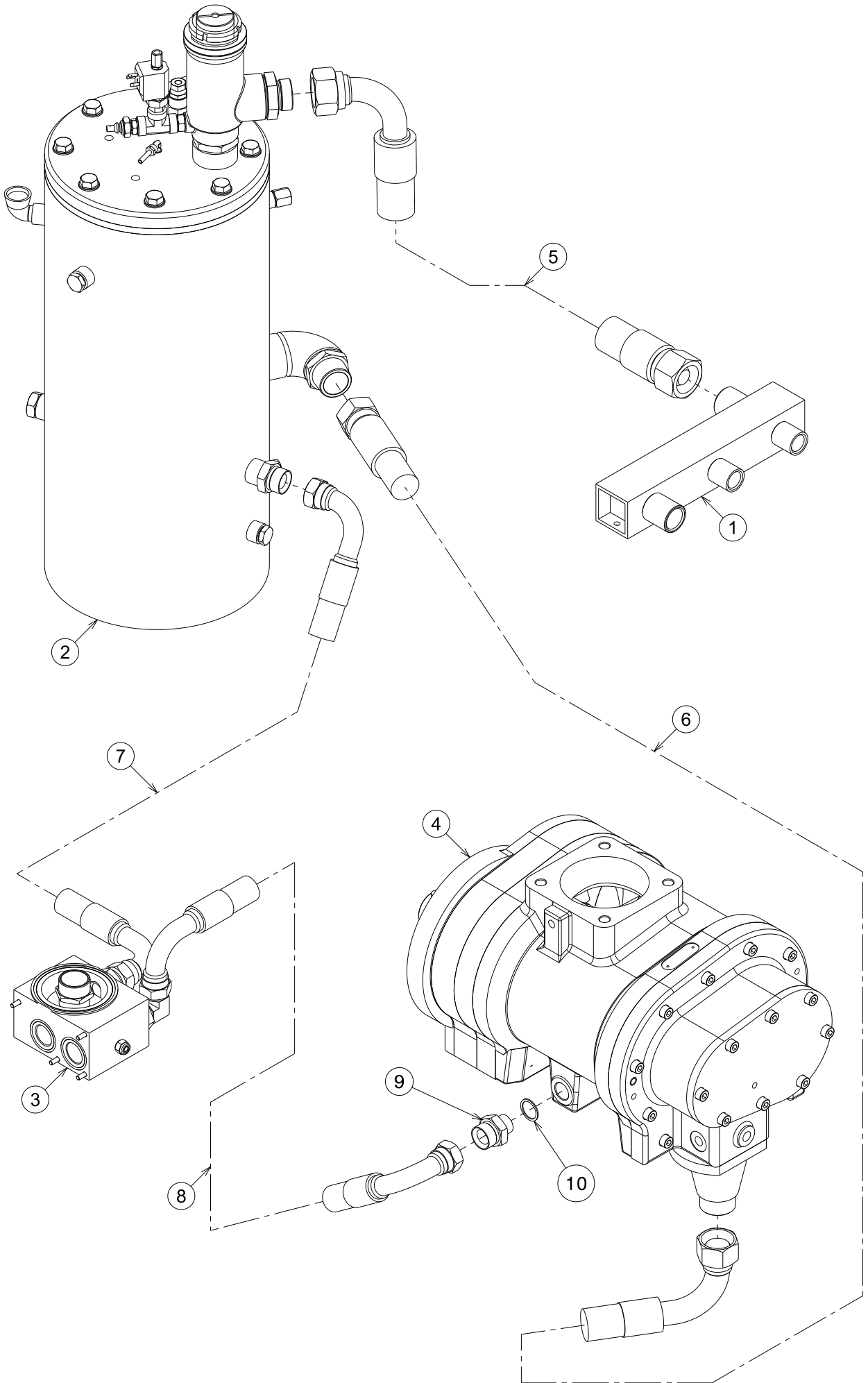
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Connections

Tab. 09.3

REF	NAME	CODE	QUANTITY
1	Chassis	038-10340-S	1
2	Copper washer (1/2")	015-012-S	2
3	Double screw (1/2" foro 12.6)	187-045-S	1
4	Pipe 1/2"	065-176.402-S	1
5	Anti-oil pipe for fuel 15x8	089-120-S	1
6	Gasoil plug	193-016-S	1
7	Engine	165-4280-S	1
8	Pipe clamp 10x16	149-007-S	4
9	Gasoil level control assembly	024-0193-S	1
10	M fitting (1/4") d.8 with OR	148-198.21-S	2
11	Screw (1/2")	188-100-S	1
12	Copper washer (d. 24.1)	015-014-S	2
13	Iron plug (1/2")	106-125-S	1
14	Straight adapter fitting 1/4"M conical – 1/4"F cil.	148-03600-S	1





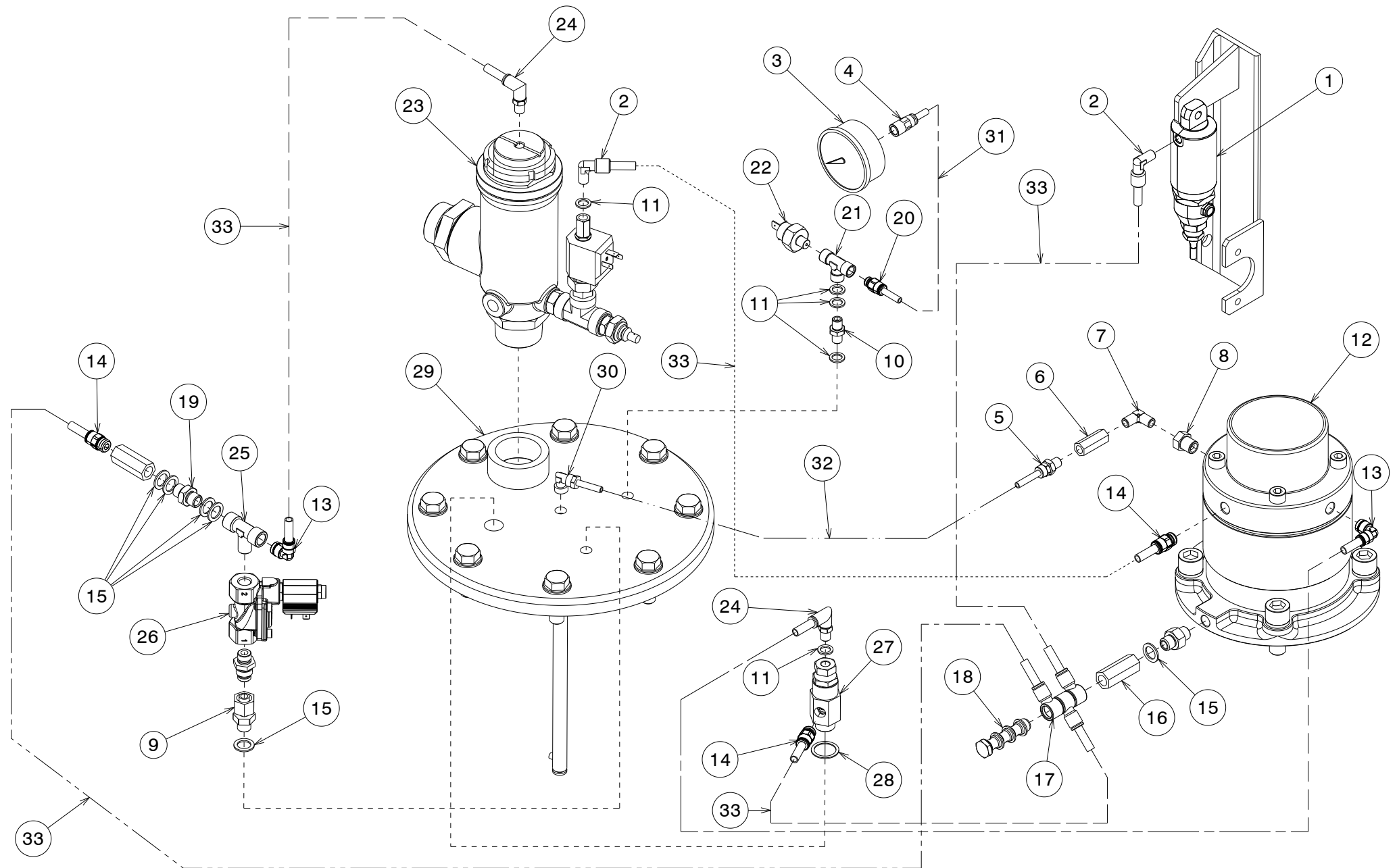
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Connections

Tab. 09.4

REF	NAME	CODE	QUANTITY
1	Exit valves clamping sleeve	063-109-S	1
2	Separator tank	024-61656-F	1
3	By-pass valve assembly	024-01152-F	1
4	Air end assembly	024-0971-F	1
5	Pipe (1 1/4")	065-3019.59-S	1
6	Pipe (1 1/2")	065-314.016-S	1
7	Pipe (1")	065-882.39-S	1
8	Pipe (1")	065-882.87-S	1
9	Double screw (3/4" a 1") foro 19.1	187-065-S	1
10	Copper washer (3/4")	015-015-S	1





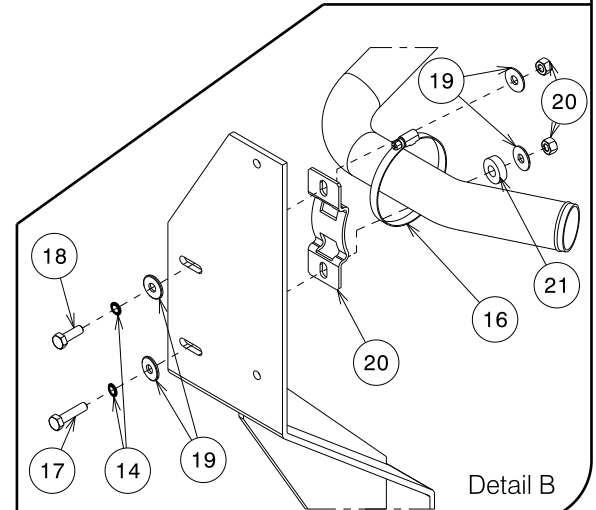
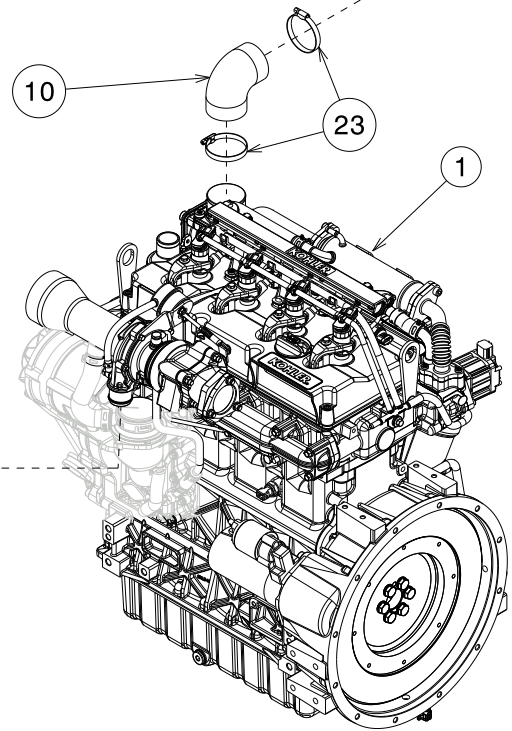
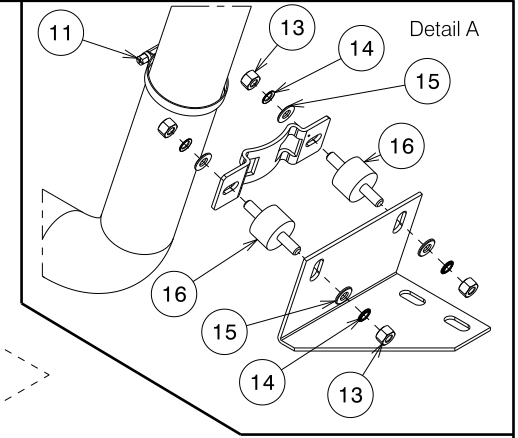
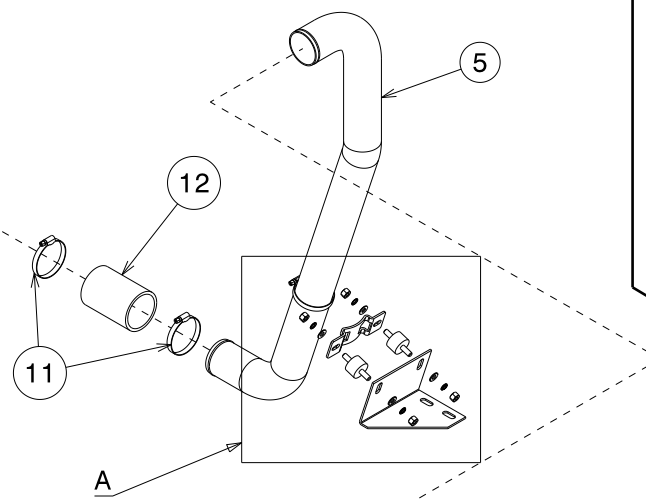
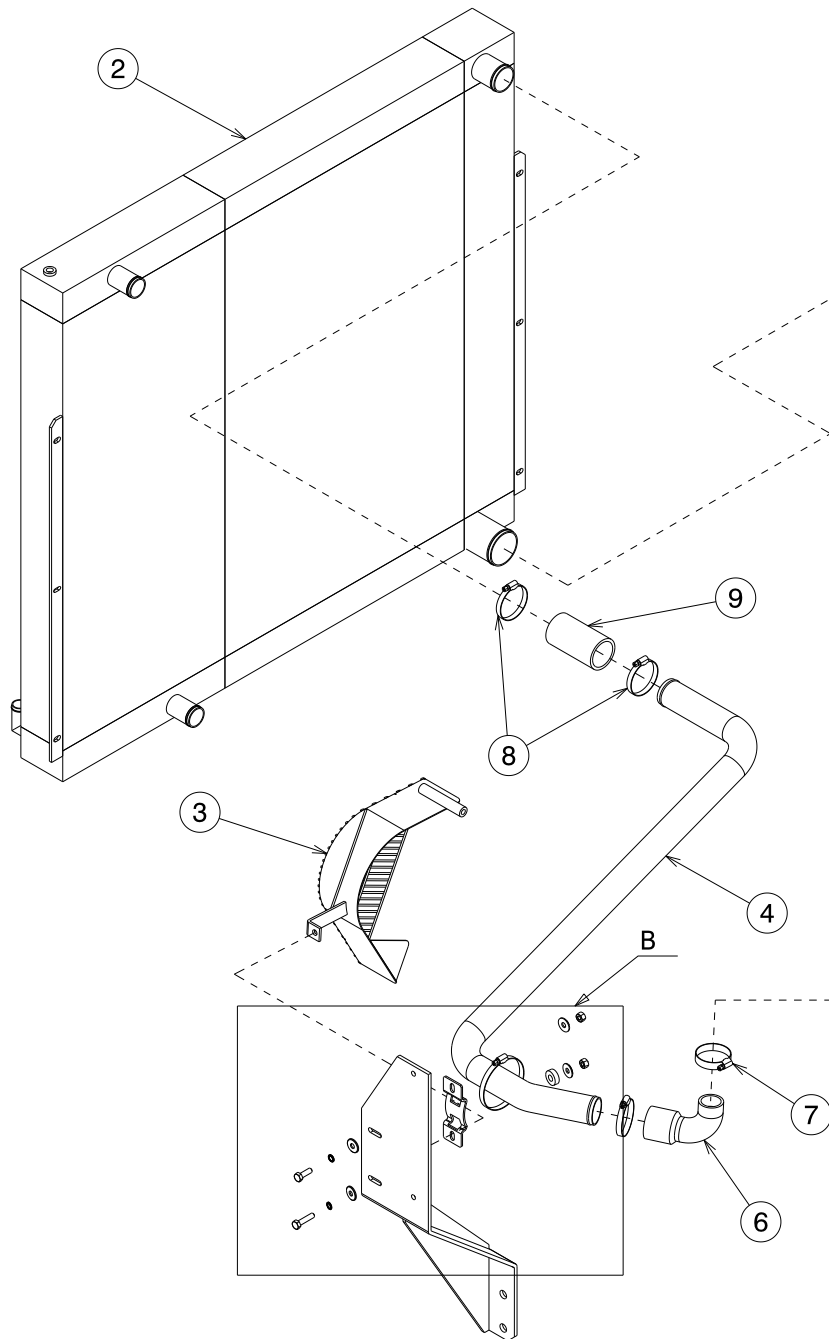
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Pneumatic connections

Tab. 09.5

REF	NAME	CODE	QUANTITY
1	Accelerator piston assembly	044-0040523-S	1
2	Quick coupling 90° (1/8") for pipe d.8	148-572-S	2
3	15 Bar pressure gauge	206-020-S	1
4	Straight quick coupling F (1/8") for pipe d.6	148-5765-S	1
5	Straight coupling (1/8") for pipe d.6	148-040-S	1
6	Non return valve (1/8")	033-001-S	1
7	Adaptor clamping 90° M+M (1/8")	148-288-S	1
8	Reduction M with + F cil (1/4" – 1/8")	190-010-S	1
9	Straight coupling (1/4")	148-7115-S	1
10	Double screw (1/8")	187-001-S	1
11	Copper washer (1/8")	015-005-S	5
12	Regulator assembly	024-130-F	1
13	Quick coupling 90° (1/4") per tubo d.8	148-573.5-S	2
14	Straight quick coupling (1/4") per tubo d.8	148-575-S	3
15	Copper washer (1/4")	015-007-S	6
16	Non return valve (1/4")	033-0178-S	1
17	Super quick coupling (1/4")	148-5901-S	3
18	Quick coupling (1/4")	148-5900-S	1
19	Double screw (1/4")	187-005-S	1
20	Straight quick coupling F (1/8") for pipe d.6	148-576-S	1
21	T fitting F+F+F (1/8")	148-141-S	1
22	Oil pressure switch	154-025-S	1
23	Minimum pressure valve assembly	024-03111-F	1
24	Straight quick coupling (1/8") for pipe d.6	148-8001-S	2
25	T fitting F+M+F (1/4")	148-194-S	1
26	Solenoid valve	160-0871-S	1
27	Pressure regulation valve	024-032.1-F	1
28	Copper washer (1/2")	015-012-S	1
29	Separator tank closing flange	004-0635-S	1
30	Fitting 90' (1/4") for pipe d. 6	148-090-S	1
31	Rilsan blue pipe 6x4	089-0605-S	1
32	Polyamidis pipe 6x4	089-060-S	1
33	Rilsan blue pipe 8x6	089-0705-S	5



Detail B



PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Intercooler connections

Tab. 09.6

REF	NAME	CODE	QUANTITY
1	Engine	165-4280-S	1
2	Air-Oil radiator	011-09650-S	1
3	Protection belts grid	005-0955-S	1
4	Intercooler outlet pipe	064-170600-S	1
5	Intercooler inlet pipe	064-170602-S	1
6	Silicone elbow	111-106720-S	1
7	Pipe clamp 32x54	149-1321-S	1
8	Pipe clamp d.45x67	149-1360-S	3
9	Silicone pipe	089-0155-S	4.70 "
10	Silicone elbow	111-10605-S	1
11	Pipe clamp d.50x70	149-140-S	1
12	Silicone pipe	089-0325-S	4.70 "
13	Hex nut M8 UNI 5587	135-040-S	4
14	Schnorr washer d.8	015-251-S	6
15	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	4
16	Pipe clamp d.70x90	149-145-S	1
17	Hexagonal head screw M8x30 UNI 5739	132-104-S	1
18	Hex head screw M8x25 UNI 5739	132-102-S	1
19	Flat washer 8x24x2 UNI6593	015-031-S	4
20	Clamp support	010-1530-S	1
21	Spacer	009-0875-S	1
22	Silent block	061-013-S	2
23	Pipe clamp d.57x79 (From Serial No.C40224)	149-1420-S	4

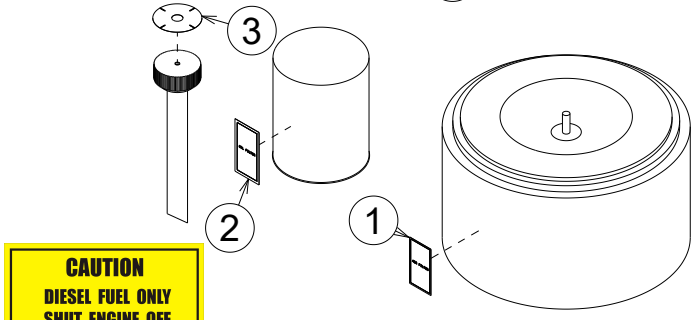


MODEL _____
 YEAR / MFG _____
 WEIGHT (lbs) _____
 PRESSURE (psi) _____
 SERIAL NO. _____

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<p>⚠ DANGER</p> <p>Hazardous Voltage. Presence of 24 VDC battery charger use of equipment can cause severe injury or death.</p> <p>Crash Hazard. Always park on even ground. Keep tracks clean.</p> <p>Ensure Guards. Always park with all doors before opening the equipment.</p> <p>Qualified Personnel. Always operate equipment as trained and only the qualified personnel.</p>	<p>⚠ WARNING</p> <p>Do Not Refuel. Do not refuel, clean, plug or other components when compressor is operational or just after.</p> <p>Relieve Pressure. Always compressor will relieve all internal pressure before opening to work in other components, plug or other components.</p> <p>Corrosive Substances. Presence of corrosive fluid inside the equipment. Always handling use proper safety gear.</p> <p>Hot Surfaces. Compressor can create severe burning temperature. Do not touch hot surfaces.</p>	<p>⚠ CAUTION</p> <p>Read Manual. Read instruction manual before start of operations with the equipment.</p> <p>NOTICE</p> <p>Starting Instructions</p> <p>1. Should the machine be stored with a temperature lower than 0°C, let it run with the fuel system (generator, battery or compressor) before starting.</p> <p>2. In the case of problems in starting, check the fuel system (generator or compressor) before starting.</p>
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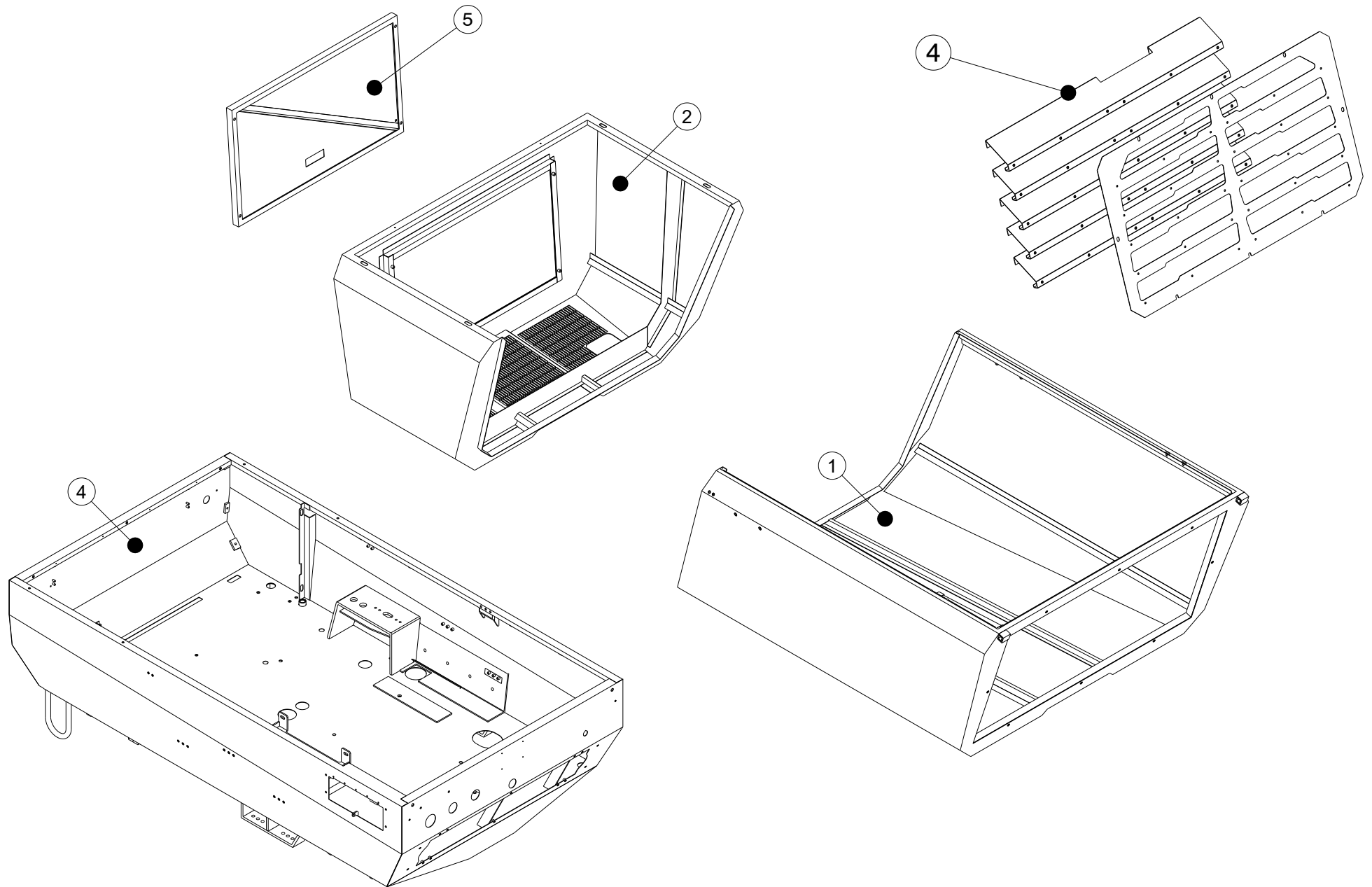
PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Strickers

Tab. 10

REF	NAME	CODE	QUANTITY
1	Satiny air filter sticker	238-001-S	1
2	Satiny oil filter sticker	238-002-S	2
3	Oil level control sticker	238-003-S	1
4	Warnings sticker	238-1240.2-S	1
5	“Designed in the U.S.A.” sticker	238-35830-S	1
6	Rotair sticker	238-0213.2-S	2
7	“Caution Diesel Only” sticker	238-097600-S	1
8	Serial No. plate	238-14763-S	1
9	“D300T4F” sticker	238-325843.1-S	2





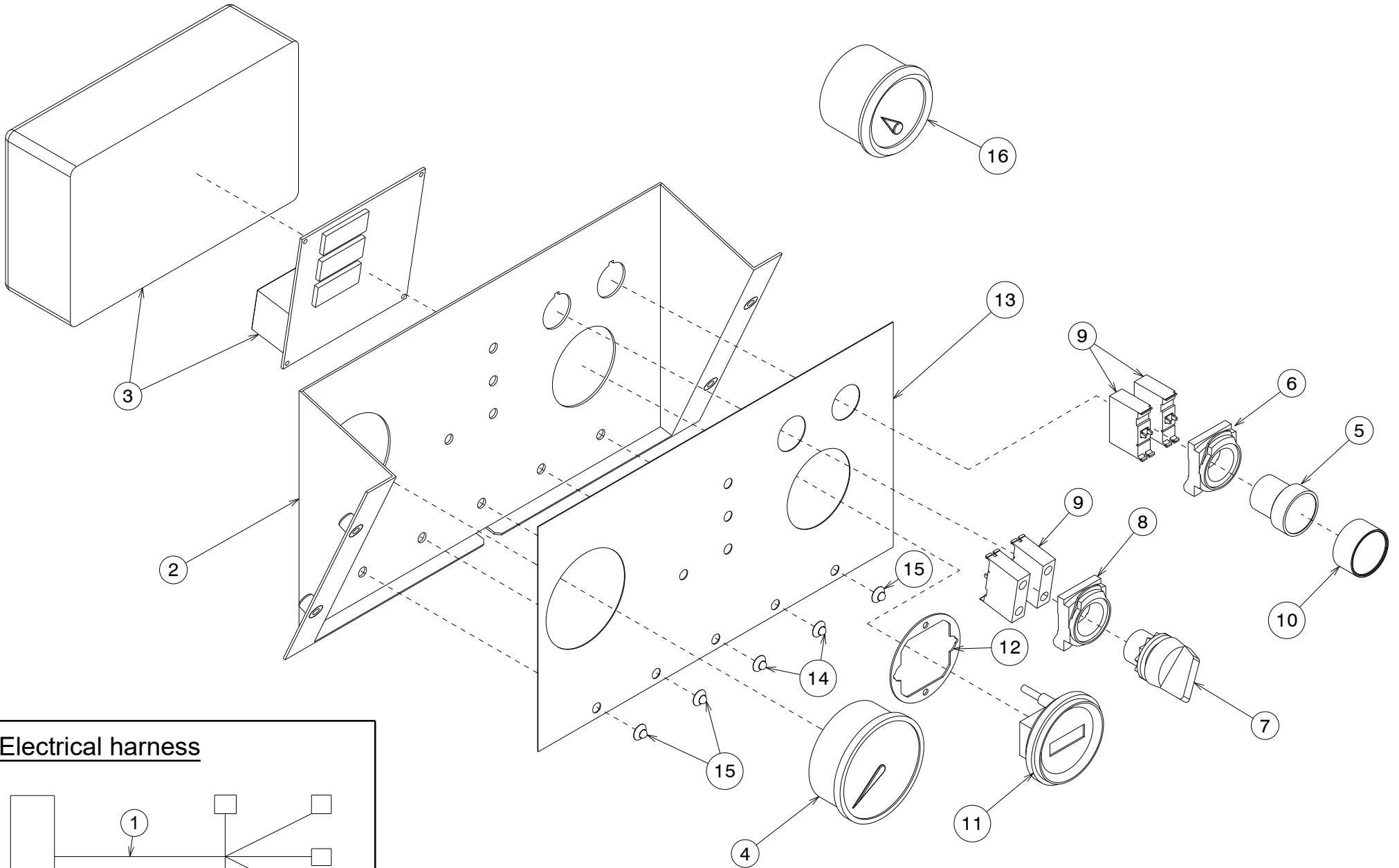
PARTS LIST

Motocompressor – D300T4F

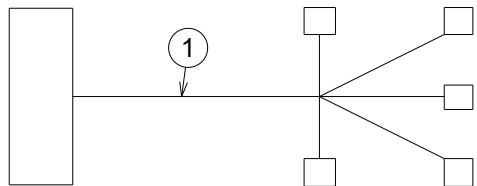
PARTS LEGENDA: D300T4F – Soundproofing

Tab. 11

REF	NAME	CODE	QUANTITY
1	Mobile canopy sound-proof kit	204-309221-S	1
2	Fixed canopy sound-proof kit	204-309121-S	1
3	Chassis sound-proof kit	204-345508-S	1
4	Air intake sound-proof kit	204-335432-S	1
5	Rear removable panel sound-proof kit	204-345506-S	1



Electrical harness





PARTS LIST

Motocompressor – D300T4F

PARTS LEGENDA: D300T4F – Control panel – Electrical harness

Tab. 12

REF	NAME	CODE	QUANTITY
1	Electrical harness	224-46575-S	1
2	Control panel	040-051600-S	1
3	Electronic card	269-408-S	1
4	15 Bar pressure gauge	206-020-S	1
5	Green button switch	154-054-S	1
6	Contact Holder	127-376-S	1
7	Two-positions selector	249-022-S	1
8	Contact holder	127-376-S	1
9	Contact	127-375-S	4
10	Anti-dust plastic plug for push-buttons	106-290-S	1
11	Electronic hour counter	180-010-S	1
12	Rubber seal for hour counter	023-219-S	1
13	Control panel sticker	238-1632008-S	1
14	"Yellow" led	183-041-S	2
15	"Red" led	183-011-S	3
16	Fuel level indicator	186-020-S	1



PARTS LIST

Motocompressor – D300T4F

LEGENDA: Service Kits

Tab. 13

50 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-11-0003	50 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		5

250 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-21-0322	250 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
162-0084-S	SECONDARY ENGINE AIR	1
162-0085-S	PRIMARY ENGINE AIR	1
162-582-S	COMPRESSOR AIR FILTER	1
162-583-S	COMPRESSOR SECONDARY AIR FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		9

500 HOUR SERVICE KIT FOR D300T4F

Part #	Description	Quantity
519-12-0008	500 HOUR SERVICE KIT	1
THE KIT INCLUDES		
099-009-S	COMPRESSOR OIL FILTER	1
157-1462-S	SEPARATOR FILTER	1
162-0084-S	SECONDARY ENGINE AIR	1
162-0085-S	PRIMARY ENGINE AIR	1
162-582-S	COMPRESSOR AIR FILTER	1
162-583-S	COMPRESSOR SECONDARY AIR FILTER	1
512-12-0001	COMPRESSOR OIL 5.0 GAL	1
511-21-0002	ENGINE FUEL FILTER	1
511-22-0000	ENGINE OIL FILTER	1
512-15-0007	10W30 SYNTH ENGINE OIL	1
TOTAL:		10



PARTS LIST

Motocompressor – D300T4F

LEGENDA: Options

Tab. 14

D300T4F CWP

Part #	Description	Quantity
509-12-0007	Block Heater - Kohler D185T4F, D300T4F	1
509-12-0006	Block Heater Cord - Kohler D185T4F, D300T4F	1
509-12-0005	Bushing for Block Heater - Kohler D185T4F, D300T4F	1
507-24-0002	Battery 850 CCA AGM MTX-94R/H7 for D300, D800 CWP	1

D300T4F DP

Part #	Description	Quantity
044-09305-S	Dual Pressure Kit for D300T4F	1

D300T4F AC

Part #	Description	Quantity
044-06245-S	Integrated Aftercooler D300T4F	1