

# **AIRMAN**

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# **PC**

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## **INSTRUCTION MANUAL**

### **ENGINE COMPRESSOR**

<b>PDS100S - 6E1</b> <b>PDS100SC - 6E1</b>
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Please be sure to read this manual before using this machine.
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**HOKUETSU INDUSTRIES CO., LTD.**

# Preface / Table of Contents

Thank you for having selected our "AIRMAN" product.

- ◆ Keep this manual at hand to refer to it always when necessary.
- ◆ When this manual is missing or damaged, order it from our office nearby or distributor.  
Make sure that the manual is included with the machine when it is handed over to another user.
- ◆ The contents of this manual sometimes may be different from this machine because it has been improved. When you have anything unclear or you want to advise us, contact our office nearby or distributor.
- ◆ For details of handling, maintenance and safety of the engine, see the Engine Operation Manual.

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# Safety

This section explains safety cautions for safety work for operation, inspection, maintenance, installation, movement and transportation. Read these safety requirements carefully and fully understand the contents before starting the machine.

For your better understanding of the precautions in this manual and on this machine, safety precautions are classified into "DANGER", "WARNING" and "CAUTION" message with a warning symbol  marked, according to the degree of hazards.

When one of these messages is found, please take preventative safety measures and carry out "SAFETY OPERATION AND PROPER MAINTENANCE OF THE MACHINE".

 <b>DANGER</b>	DANGER indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
 <b>WARNING</b>	WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
 <b>CAUTION</b>	CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.
<b>IMPORTANT</b>	IMPORTANT indicates important caution messages for the performance or durability of the machine, which has no concern to injury or accident of or to a human body.

This manual does not describe all safety items. We, therefore, advise you to pay special attention to all items (even though they may not be described in the manual) for your safety.

## PROPOSITION 65 WARNING

 <b>WARNING</b>
<p>Breathing engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.</p> <ul style="list-style-type: none"><li>● Always start and operate the engine in a well-ventilated area.</li><li>● If in an enclosed area, vent the exhaust system.</li><li>● Do not modify or tamper with the exhaust system.</li><li>● Do not idle the engine except as necessary</li></ul> <p>For more information, go to <a href="http://www.P65warnings.ca.gov/diesel">www.P65warnings.ca.gov/diesel</a></p>

# Safety

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- ◆ Please tell us a MODEL /SER.No. on the plate of the machine when you make an inquiry.  
A plate stamped with the model and serial number is attached to side of the machine.

PORTABLE COMPRESSOR	
MODEL	<input type="text"/>
SER. NO.	<input type="text"/>
NORMAL OPERATING PRESSURE	<input type="text"/> MPa
NET DRY MASS	<input type="text"/> kg
OPERATING MASS	<input type="text"/> kg
HOKUETSU INDUSTRIES CO., LTD. MADE IN JAPAN 39103 10811	

A130375

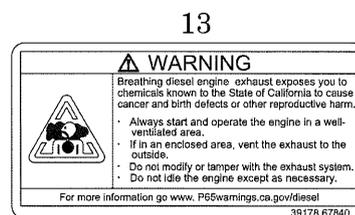
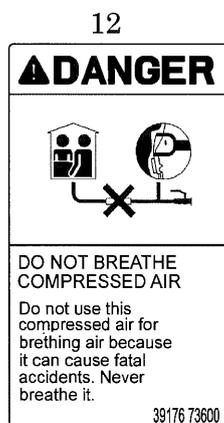
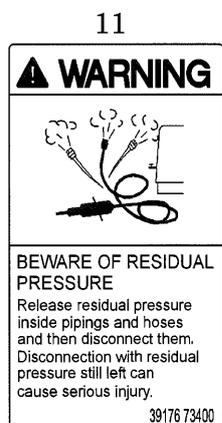
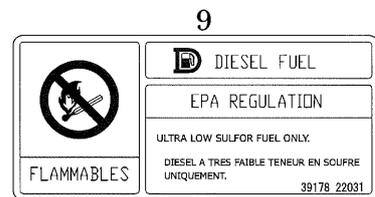
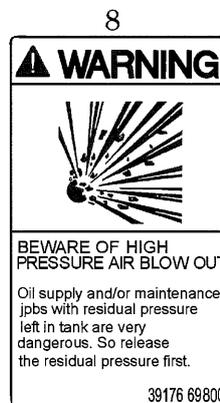
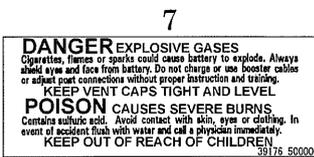
- ◆ Each illustrated figure (Fig.) has a number (for instance, A130375) at the right bottom. This number is not a part number, but it is used only for our reference number.

# Safety

## [Safety Warning Labels]

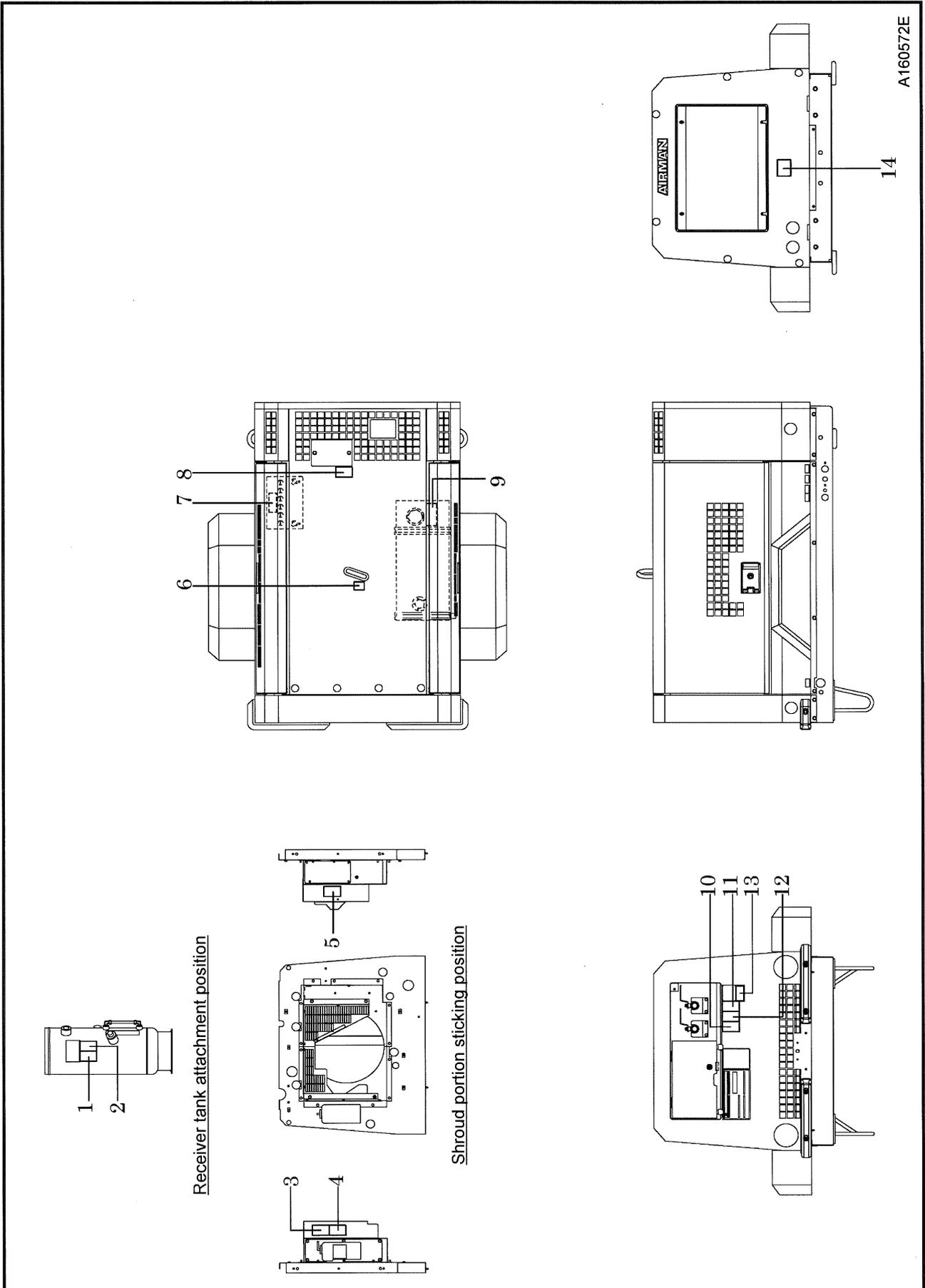
Following labels are attached to the machine.

Keep them clean at all times. If they are damaged or missing, immediately place an order with your nearest dealer for replacement. Part numbers are indicated on the lower right corner of the label. Adhere a new one to the original location.



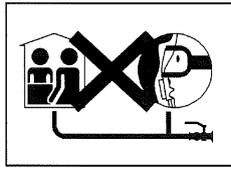
# Safety

- The pasting position of safety warning labels is as follows.

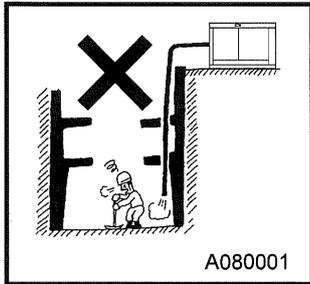


# Safety

**DANGER**



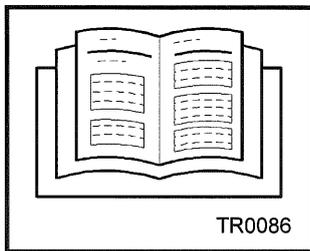
TR0201-1



A080001

- Compressed air from this machine contains poisonous materials. Absorption of the compressed air can cause serious injury. Never provide this compressed air for human respiration.
- This machine is not designed to be used for working chambers pressurized by compressed air such as respiratory air provided to persons working inside wells and tunnels such as pneumatic engineering method and pneumatic caisson method. Should this machine stop operation due to trouble, it can cause death and serious injury to the working persons. Refrain from using the compressed air for such pneumatic engineering method or pneumatic caisson method.

**WARNING**



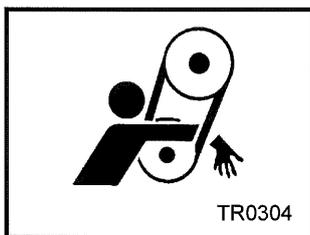
TR0086

- Read each instruction plate which is displayed in the manual or on the machine carefully, understand its content and follow the indications thereof.
- Do not modify the machine without prior approval. The safety may be compromised, functions may be deteriorated, or the machine life may be shortened.
- Never use the machine for the purpose of compression of gases other than air, or as a vacuum pump. Otherwise, serious accidents may occur.



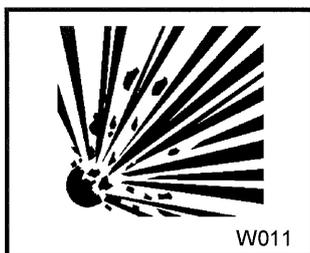
TR0092

- Never blow compressed air directly at people. Scattered impurities, dust, or foreign objects in the compressed air may cause skin and eyes to be seriously injured.
- As compressed air contains toxic gas etc., compressed air should not be used to be blown or sprayed against food etc.



TR0304

- Keep hands off from the rotating portion or belts while running. It could cause serious injuries if hands should be caught in.



W011

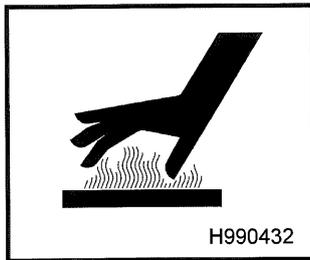
- When you refill the separator receiver tank with compressor oil, stop the engine, and make sure that the pressure gauge indicates 0 psi(0 bars) and there is no residual pressure in it, and then gradually loosen the oil filler cap for refilling oil.
- Note residual pressure in the separator receiver tank could force both extremely hot compressed air and oil to jet out and you may be scalded or seriously injured.

# Safety

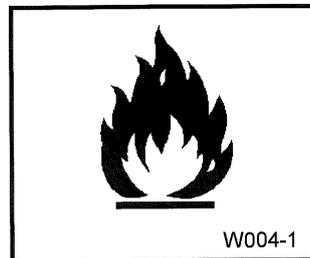
**WARNING**



- When cleaning dust accumulated in such devices as the air-filter, by blowing compressed air, wear safety glasses, etc. to protect your eyes.

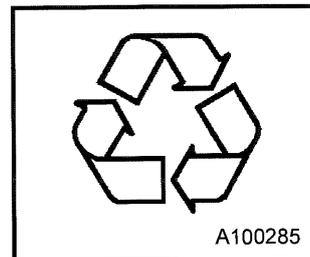


- Be sure to stop the engine, and let the coolant water sufficiently cool down before draining it.
- If the drain valve is opened before the coolant water is cooled enough, hot water could jet out, and it could cause scalding.



- Be sure to perform the periodic checks of compressor oil and oil separator.
- Neglecting checks could cause overheat of the oil, resulting in a fire.

**CAUTION**

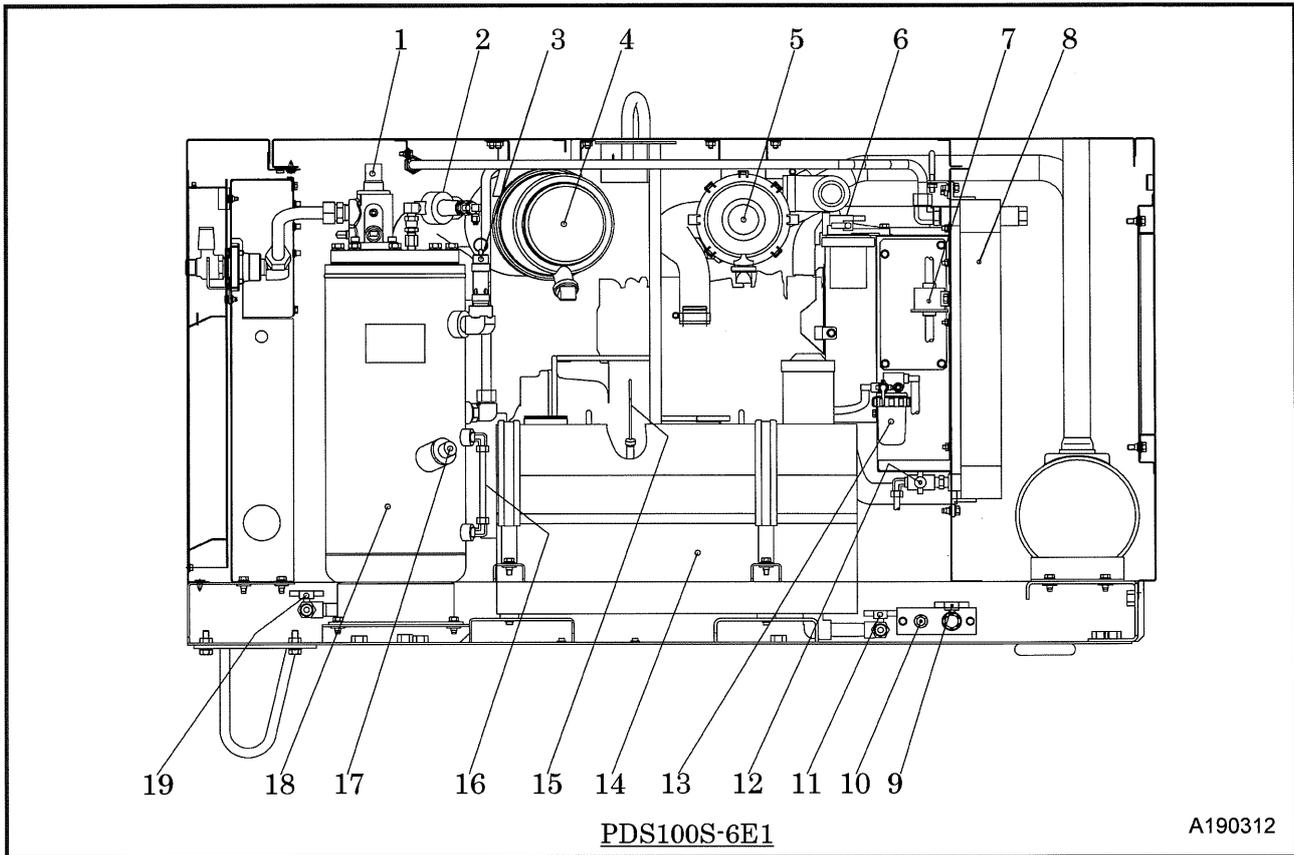


- Waste liquid from the machine contains harmful material. Do not discharge it onto the ground or into the river, lake or sea. Such material will contaminate the environment.
- Be sure to use a container to hold the waste liquid from the machine.
- Be sure to follow the designated regulations when disposing of oil, fuel, coolant (antifreeze), filter, battery or other harmful materials.

- The engine of this machine and electrical parts many electronic devices have been installed. If you perform welding work, remove the connector of the electronic control equipment. Application of excessive current to electronic controls can cause equipment malfunction.

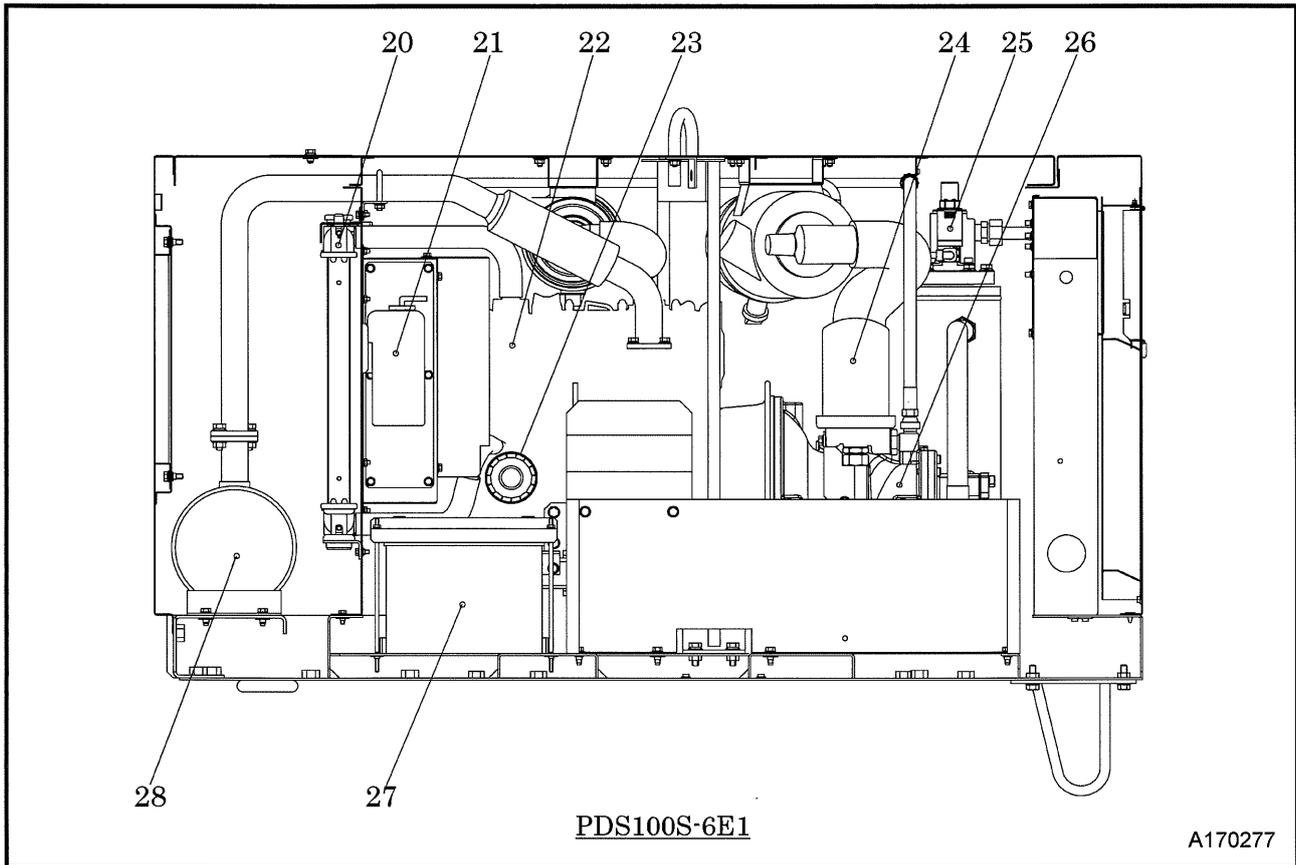
# 1.Part Names

## 1.1 Internal Components and Part Names



No.	Description	Function
1	Pressure control valve	For keeping the pressure in receiver tank constantly higher than a certain level in the system.
2	Pressure regulator	For controlling full load and unload operation.
3	Safety valve	For releasing compressed air to the atmosphere when the pressure rises higher than the rated pressure in the system.
4	Air filter (For compressor air-end)	For filtering the dust floating in the air in the system. Equipment to filter the dust floating in the air suction.
5	Air filter (For engine)	For filtering the dust floating in the air in the system. Equipment to filter the dust floating in the air suction.
6	Fuel filter	For filtering dusts or foreign things in fuel in the system.
7	Fuel air-bleeding electromagnetic pump	For automatically bleeding air from fuel pipes in the system.
8	Oil cooler	For cooling compressor oil in the system.
9	Engine oil drain valve	For draining engine oil.
10	Radiator drain plug	For draining engine coolant.
11	Fuel tank drain valve	For draining condensates from fuel tank.
12	Oil cooler drain valve	For draining compressor oil from oil cooler and oil line.
13	Sedimenter	For filtering dust and foreign things mixed in fuel oil and also for separating water in the system.
14	Fuel tank	For storing fuel.
15	Engine oil level gauge	For checking engine oil level.
16	Compressor oil level gauge	For checking compressor oil level.
17	Compressor oil filler port	For supplying or adding compressor oil.
18	Separator receiver tank	For separating air and oil from compressed air in the system.
19	Separator receiver tank drain valve	For draining condensed water from separator receiver tank.

# 1.Part Names

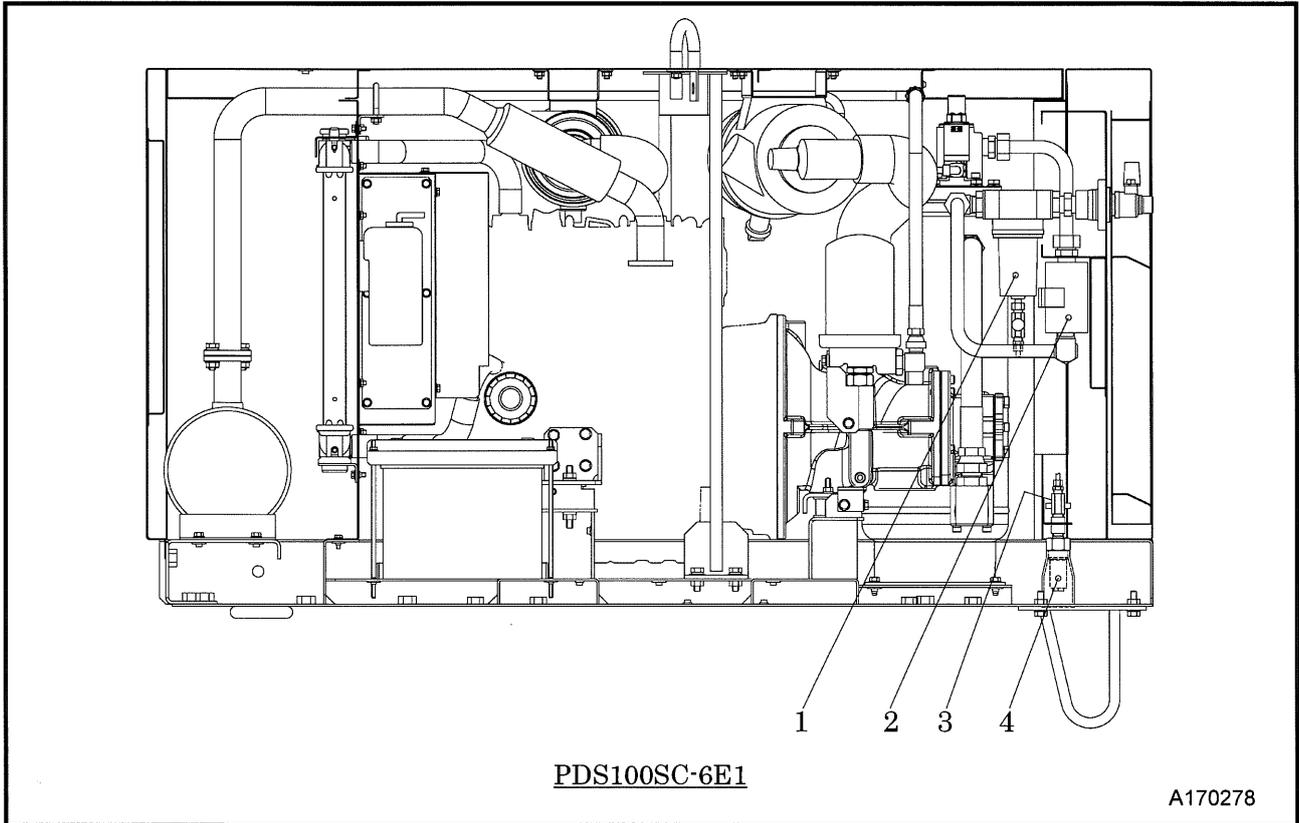


No.	Description	Function
20	Radiator	For cooling the coolant for engine in the system.
21	Reserve tank	For checking coolant level and supplying it.
22	Engine	For driving the compressor in the system.
23	Engine oil filter	For filtering engine oil in the system.
24	Compressor oil filter	For filtering compressor oil in the system.
25	Solenoid valve for starting unloader	For reducing load at start-up.
26	Compressor air-end	For compressing air in the system.
27	Battery	For electrically starting engine.
28	Exhaust muffler	For silencing the noise caused before discharging the air.

# 1.Part Names

## [After cooler type]

Only the special devices additionally or optionally attached to the standard unit are shown in the following figure. For the details of the other standard devices, refer to page 1-1,1-2.



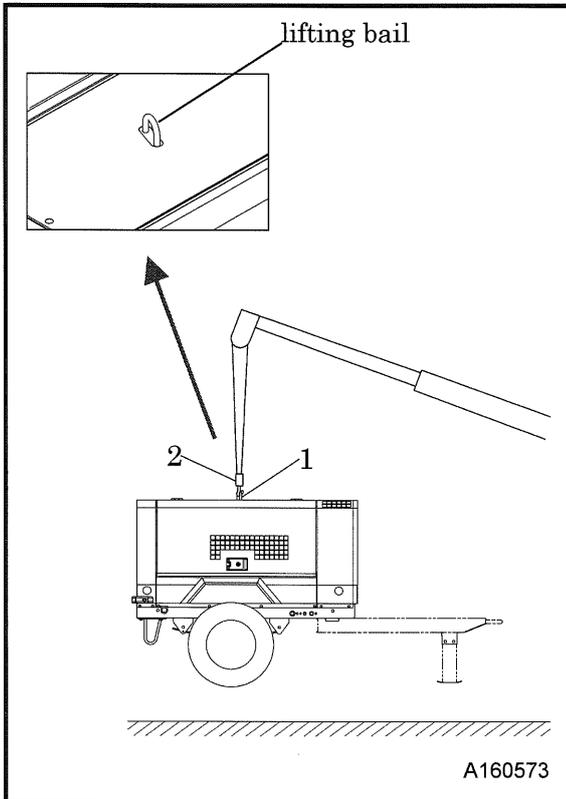
No.	Description	Function
1	Drain separator	For separating water from compressed air cooled through after cooler.
2	After cooler	For cooling compressed air.
3	Drain warming valve	For preventing freezing of water separated through drain separator when exhausting it.
4	Drain port of air pipe	For draining condensate from drain separator.

## 2. Installation

### 2.1 Transportation

When loading and unloading the machine, be sure to use the lifting bail “1” provided on the center of the machine top.

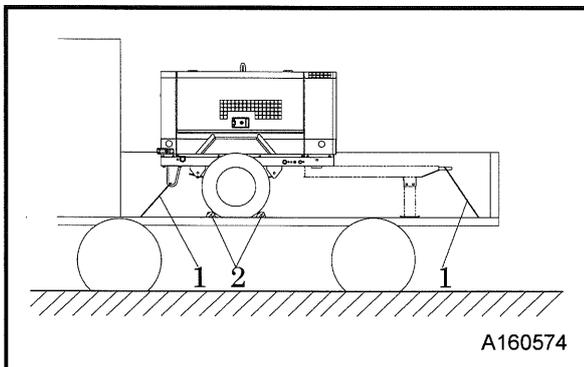
#### 2.1.1 Lifting up



< Procedure >

- ① Before lifting the machine up, make sure to check the lifting bail “1” for any crack or loosened bolts.
- ② Connect the hook “2” of the crane or shackle with lifting bail “1” eye fitted at the top center of the machine, and make sure that there is no person standing around the machine. Then perform the hoisting operation.
- ③ In addition to the mass and dimensions listed in “7. Specifications”, consider the mass and dimensions of an attached drawbar and an undercarriage when choosing a proper crane and truck.
- ④ Any crane operations must be performed by a qualified crane operator.

#### 2.1.2 Mounting the machine on the truck bed



- Be sure to fasten the machine with ropes “1” as shown in the figure right, and securely fix it on the truck bed.
- Be sure to put one set of chocks “2” to the wheels. Pull the parking brake lever it firmly after the machine is loaded on the truck bed.

### Transportation



- Never get under the machine which is lifted up, because it is very dangerous.
- Never lift the machine which is still in operation, or it could cause critical damage to each component or lead to serious accident.

## 2.Installation

### 2.2 Towing the Machine

#### *Caution for towing the machine*

CAUTION



- Before towing the machine, check the following conditions and make sure that there is no problem to start towing it.
- Make sure that the end of the drawbar is so surely and firmly connected to the coupler of the towing vehicle that disconnection will not occur while the machine is being towed.
- Make sure that the end of the drawbar is so surely and firmly connected to the coupler of the towing vehicle that the disconnection may not occur while the machine is being towed.
- Be sure to keep your hand or finger away from any part of the coupling device when coupling or uncoupling a drawing device to a drawbar.
- Be sure to keep your hand or finger away from any part of the coupling device when coupling or uncoupling a drawing device to a drawbar.
- If you do not follow the above instructions, it could cause injury or property damage.

# 2. Installation

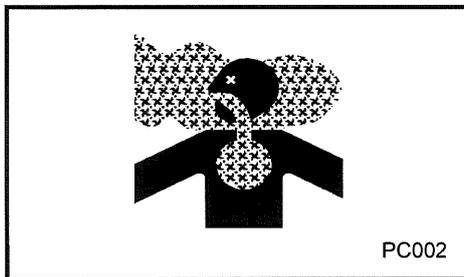
## 2.3 Installation conditions

The machine has to be parked horizontally on a level place.

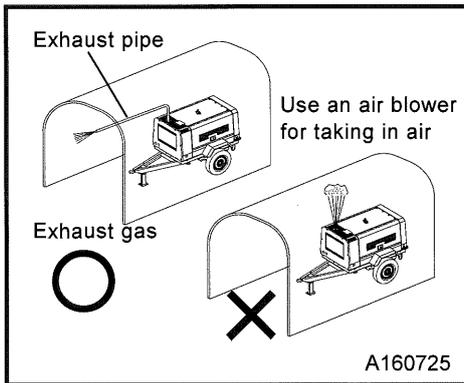
- The machine has to be parked right-angled on a slope.
- The machine has to be parked on a slope within an angle of 15°
- The machine should be operated in following conditions:
  - **Ambient temperature**-----5° F to 104° (-15°C to +40°C)
  - **Humidity**----- Less than 80%
  - **Altitude**----- Lower than 4921ft above sea level

※ If you use the machine not in the conditions stated above, it may cause serious breakdown.

- The machine has to be installed in the environment where fresh air is always available, temperature is low and ambient air is dry as much as possible.
- If more than two machines are placed parallel in operation, keep enough distance so that exhaust air from one machine does not affect the other one.
- Also, a machine has to be installed in the environment where fresh air is always available.
- Keep enough space around the machine for inspection and maintenance access.

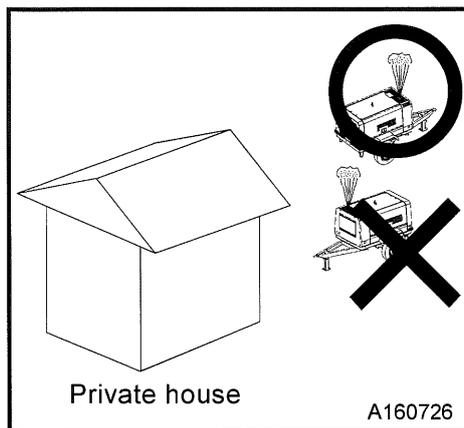


- Exhaust gas from the engine is poisonous. It could cause death or serious injury if inhaled. Avoid using the machine in an insufficiently ventilated building or tunnel.
- Do not position the exhaust gas outlet in direction of a person or a house.



- When installing the machine in a tunnel or the like, ensure a supply of fresh air and provide adequate ventilation.
- Be sure to place the exhaust pipe in an outdoor location, so that no exhaust gas will be leaked from any pipe seam.

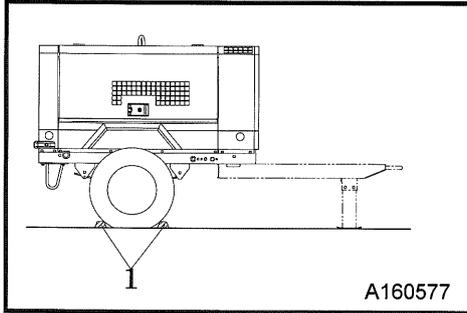
**WARNING**



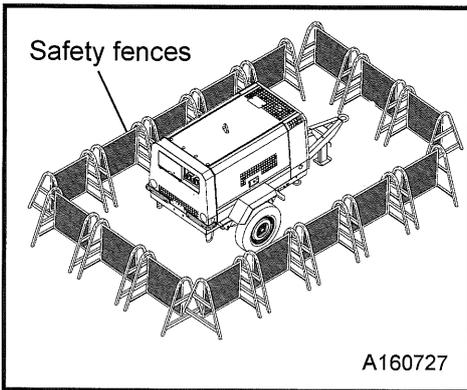
- Do not position the exhaust gas outlet in the direction of a house.
- Because the exhaust gas from the engine is poisonous, avoid positioning it in the direction of passers-by.

## 2. Installation

### Installation notes



- Be sure to stop the wheels on both wheels "1" on the tire.

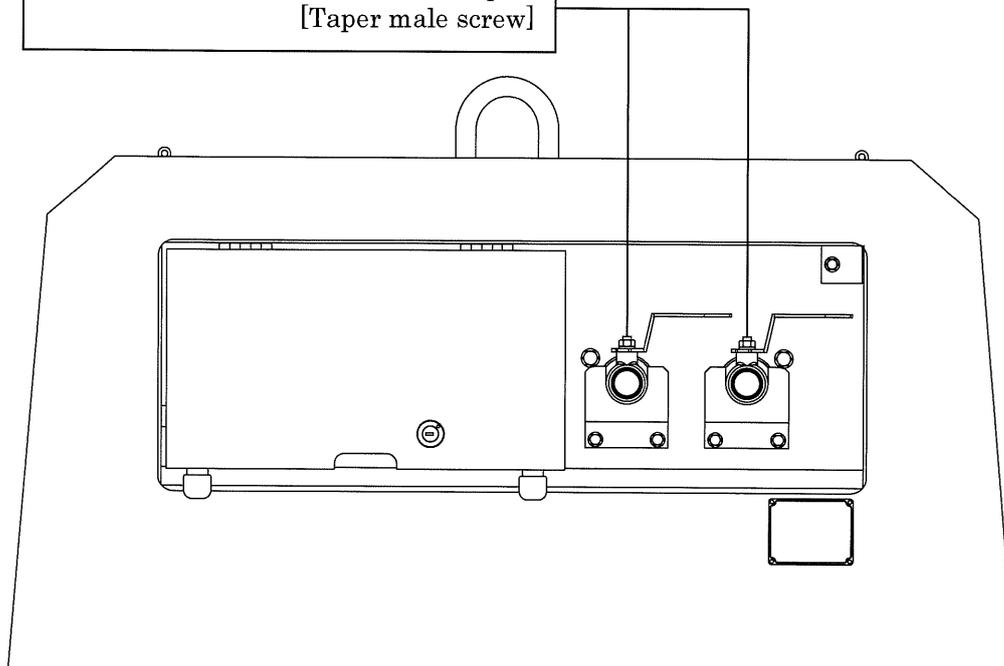


### Placing safety fence in position

- Be sure to place the safety fence around the machine in order to prevent other people than those involved in construction work from entering the construction site or from accessing the machine

### 2.3.1 Service valve

Bore of service valve: 20A(R3/4B) x 2 pc.  
[Taper male screw]

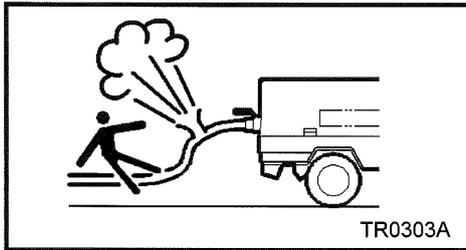
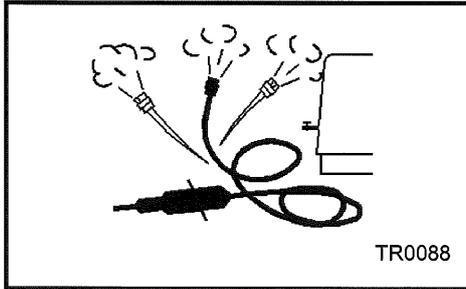


A170320

## 2.Installation

### *Cautions of hose attachment and removal*

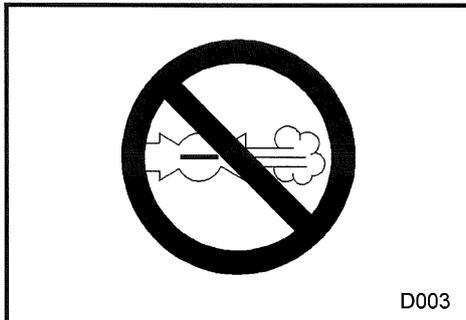
**WARNING**



- Piping or the hose from this machine service valve should use what can be borne enough for the discharge pressure of this machine.
- Please connect piping or a hose to this machine service valve firmly before operation and during operation. If the connection part is loosening, there is a possibility of piping or a hose separating and getting seriously injured.
- Please remove after closing a service valve and extracting pressure remained, in case piping or a hose is removed. If pressure remained should remain, a near thing blows away or there is a possibility of a hose whipping, causing a phenomenon and getting seriously injured.
- In order to use it safely, please read the handling of the work tools often used.

### *Operation with discharge port (compressed air supply port) opened is prohibited*

**CAUTION**



- Do not operate the machine with service valves and relief valve open unless air hoses and/or pipes are connected. High-pressurized air blows out and its air pressure could cause injury to the people nearby.
- When the machine has to be unavoidably temporarily operated with its port open, be sure to mount a silencer to reduce noise and wear protective materials such as earplugs to prevent damage to hearing.

# 3. Operation

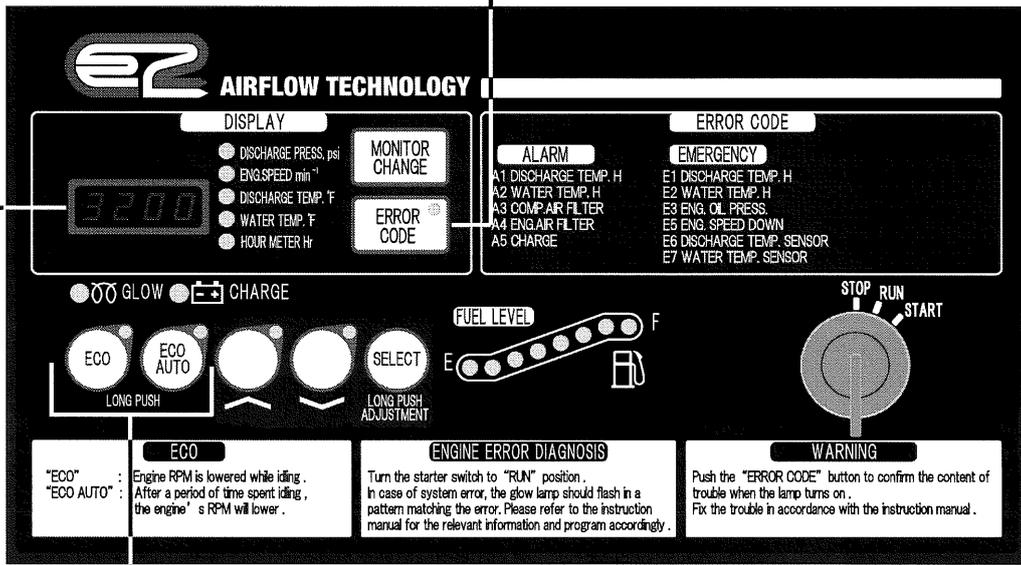
## 3.1 Instrument Panel

Each display of the operation panel is illustrated as follows.  
Read and fully understand the explanations and be sure to operate safely:

**Error code switch**

When this switch is pushed on while lamp is blinking, it shows error code. When starter switch is placed to "STOP", displayed screen is reset.

※For error code, see 4.1.



**ECO**  
"ECO"  
"ECO AUTO"  
: Engine RPM is lowered while idling.  
: After a period of time spent idling, the engine's RPM will lower.

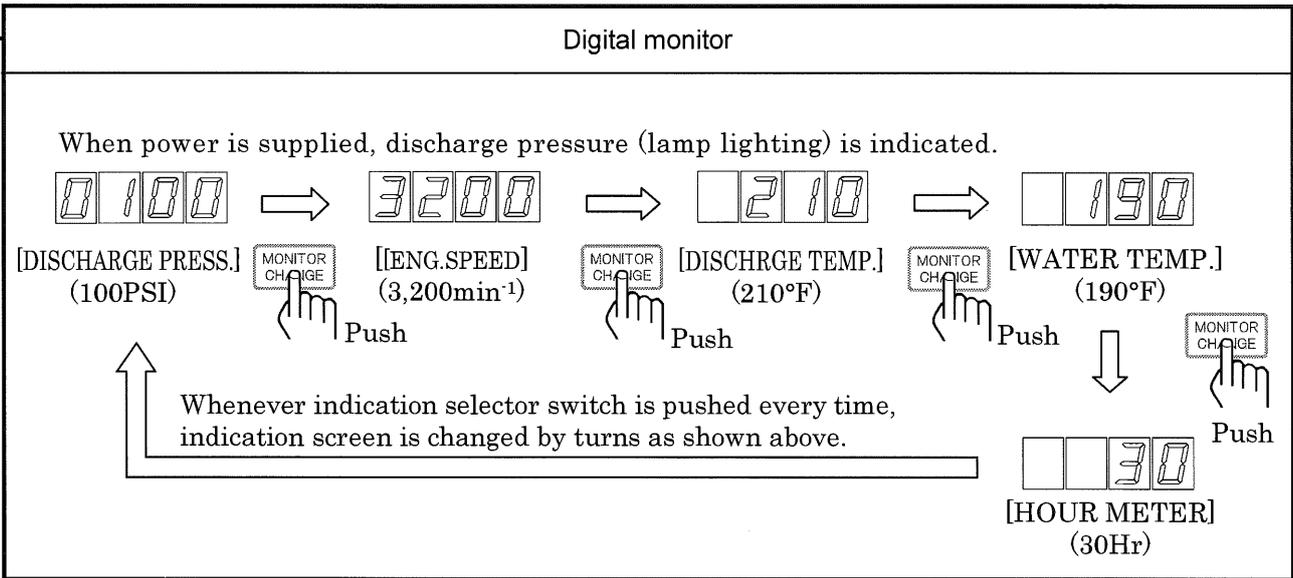
**ENGINE ERROR DIAGNOSIS**  
Turn the starter switch to "RUN" position.  
In case of system error, the glow lamp should flash in a pattern matching the error. Please refer to the instruction manual for the relevant information and program accordingly.

**WARNING**  
Push the "ERROR CODE" button to confirm the content of trouble when the lamp turns on.  
Fix the trouble in accordance with the instruction manual.

A160556

**ECO/ECO AUTO Switch**

The switch is used for minimizing fuel consumption at no-load operation.  
(It functions when the lamp goes on.)



# 3. Operation

## 3.2 Lubricating oil • Coolant • Fuel

### 3.2.1 Engine oil

Use engine oil recommended by us.

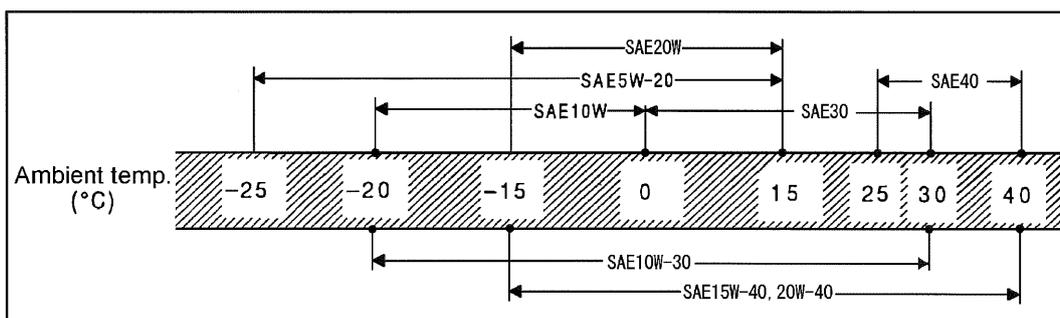
Be sure to use CF class or higher engine oil or superior class. (Using engine oil with poor quality may shorten the life of the engine).

Classification	API service classification CF class or higher
Viscosity	SAE10W-30

**IMPORTANT**

- Viscosity of engine oil greatly affects startability, performance, oil consumption of the engine, as well as wear of the moving parts.

#### Ambient temperature range and oil viscosity (SAE)



A100293E

- When two or more different brands of oil are mixed, its performance can be deteriorated. Do not mix oils.
- When using high-sulfur fuel oil, change the engine oil at an interval that is half the length of the usual interval.
- **Follow the designated regulations to dispose of engine oil.**

### 3.2.2 Compressor oil

Be sure to use recommended oil listed below.

Even continuous oil replenishment cannot improve its deteriorated condition. Be sure to change the oil completely at every scheduled interval.

#### Maker and Brand of Recommended Oil

Maker	Brand
MOBIL	RARUS SHC 1024
SHELL	SHELL CORENA S4R (VG32)

**IMPORTANT**

- Mixture of different brands compressor oil could cause an increase of viscosity and make compressor oil sticky. In the worst case, it could cause sticking trouble of compressor air-end "Compressor air-end will not turn". Also repairing of such air-end needs expensive cost. Therefore, be sure to avoid mixing different brands oil. In case compressor oil brand in use has to be unavoidably changed, it is absolutely necessary to completely clean up the interior of compressor air-end. In such a case, contact "AIRMAN" dealer or us directly.
- **Follow the designated regulations to dispose of compressor oil.**

# 3.Operation

## 3.2.3 Coolant

Coolant freezing could cause cracks of cylinder and radiator. Be sure to always use mixture of LLC (antifreezing solution) and soft water like tap water which quality is good.

<b>IMPORTANT</b>	<ul style="list-style-type: none"> <li>● When water with dirt, sand, and/or dust contained, or hard water such as well water (ground water) is used, this will cause deposits inside radiator or on cylinder head, and will cause engine overheat due to poor flow of coolant.</li> <li>● Adjust mixing ratio of LLC(Antifreeze) with water according to the temperature. <b>(When the machine is delivered from factory, it is filled with LLC (Antifreeze) of density 55%.) Use LLC (Antifreeze) within the range of its mixing ratio between 30 and 60%. ( If LLC (Antifreeze) in the water exceeds more than 60%, it may decrease its antifreezing effect.)</b></li> </ul> <p style="text-align: center;">Mixing ratio of LLC (antifreeze) (reference)</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Outside temperature (°F)</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">-4</td> <td style="padding: 2px;">-13</td> <td style="padding: 2px;">-22</td> <td style="padding: 2px;">-31</td> <td style="padding: 2px;">-40</td> <td style="padding: 2px;">-49</td> </tr> <tr> <td style="padding: 2px;">Outside temperature (°C)</td> <td style="padding: 2px;">-15</td> <td style="padding: 2px;">-20</td> <td style="padding: 2px;">-25</td> <td style="padding: 2px;">-30</td> <td style="padding: 2px;">-35</td> <td style="padding: 2px;">-40</td> <td style="padding: 2px;">-45</td> </tr> <tr> <td style="padding: 2px;">Mixing ratio (%)</td> <td style="padding: 2px;">30</td> <td style="padding: 2px;">35</td> <td style="padding: 2px;">40</td> <td style="padding: 2px;">45</td> <td style="padding: 2px;">50</td> <td style="padding: 2px;">55</td> <td style="padding: 2px;">60</td> </tr> </table> <ul style="list-style-type: none"> <li>● <b>Follow the designated regulations to dispose of LLC (Antifreeze).</b></li> </ul>	Outside temperature (°F)	5	-4	-13	-22	-31	-40	-49	Outside temperature (°C)	-15	-20	-25	-30	-35	-40	-45	Mixing ratio (%)	30	35	40	45	50	55	60
Outside temperature (°F)	5	-4	-13	-22	-31	-40	-49																		
Outside temperature (°C)	-15	-20	-25	-30	-35	-40	-45																		
Mixing ratio (%)	30	35	40	45	50	55	60																		

## 3.2.4 Fuel

- Use diesel fuel (with a cetane number not lower than 45).
- Using diesel fuel with a cetane number 45 or lower may cause engine failure.

<b>IMPORTANT</b>	<ul style="list-style-type: none"> <li>● Please use fuel that conforms to ASTM regulations.</li> <li>● You will be punished if you use mixture of light oil and heavy oil/coal oil or fuel other than light oil in region there is regulation for illegal light oil.</li> <li>● <b>Follow the designated regulations to dispose of fuel.</b></li> </ul>
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# 3.Operation

## 3.3 Check before starting unit

Be sure to check the unit before operation.

When any abnormality is found, be sure to repair it before restarting the unit.

Be sure to make daily checks before operation. If the unit is operated without prior check and without noticing its abnormality, such operation could cause seizure of components or may even cause fire.

### 3.3.1 Check engine oil level

Unit should be on level before checking oil level.

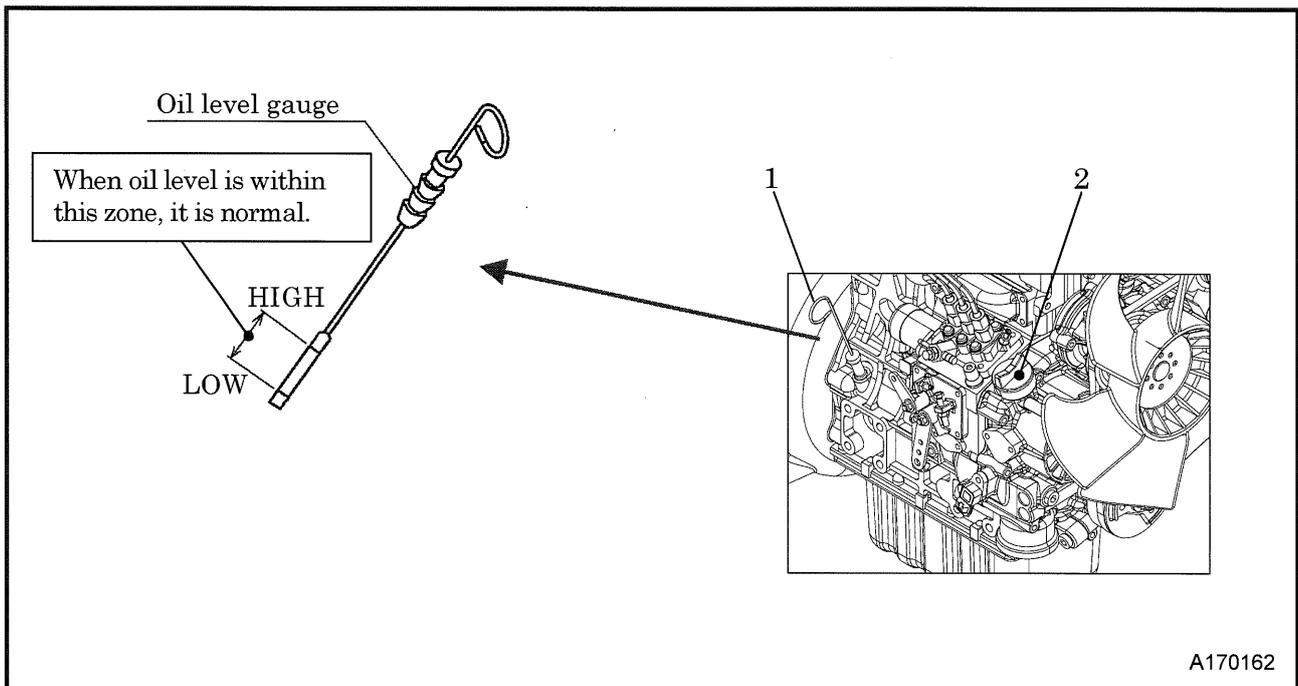
When you check oil level after you have once started operation, wait 10 to 20 minutes after stopping engine, before checking the oil level.

<Procedure>

- ① Pull out the oil level gauge“1”and wipe it with a clean cloth.
  - ② Then, re-insert the oil level gauge“1”fully and pull it out again. If the oil level gauge“1” shows the oil level between LOW and HIGH, it is normal.
  - ③ When the oil level is below its LOW, add engine oil from oil filler port“2”.
- While checking oil level, check also for contamination. If the oil is found dirty, contaminated or should it be changed according to the periodic inspection list, change the oil.

(See 5.4.1)

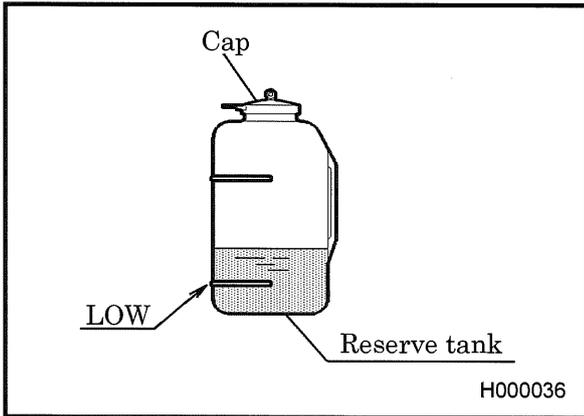
- To cause of the engine output reduction when oil level is too high, do not put oil in more than the upper limit.



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# 3.Operation

## 3.3.2 Check coolant level



- Check the coolant level in the reserve tank. If it is lower than the limit, open the cap and replenish the coolant.(Level must be kept above LOW mark.)
- Check the coolant level in the reserve tank. If it is lower than the limit or empty, open the cap and check the coolant, then replenish the coolant to radiator and reserve tank.

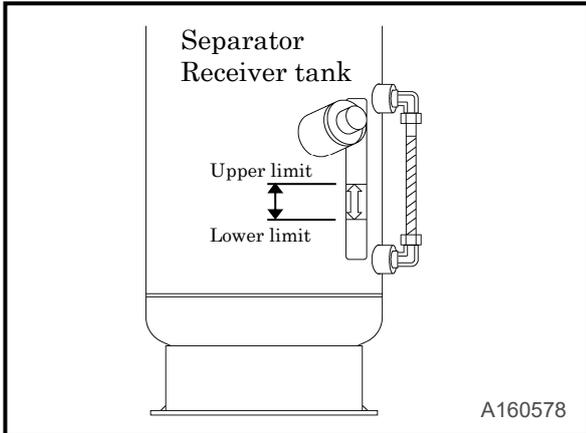
(See 5.4.18)

**IMPORTANT**

- Do not continue operation at low coolant level. Air bubble is mixed into radiator, and it causes damage to the radiator.

# 3.Operation

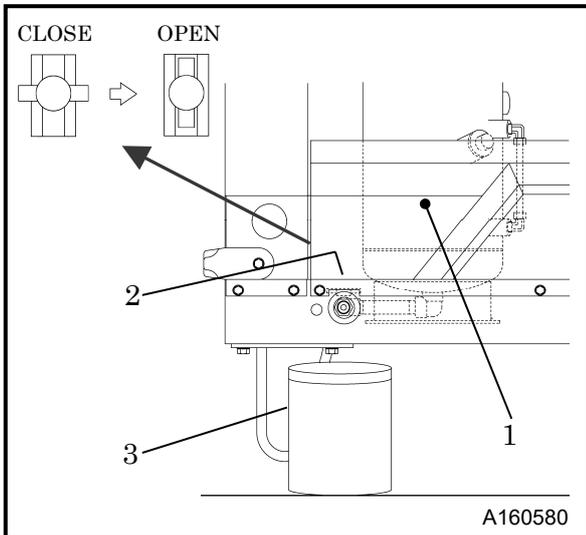
## 3.3.3 Check compressor oil level



- Place the machine on level ground when checking the oil level.
- After checking and confirming that the residual pressure in separator receiver tank is 0psi(0bar), replenish the tank with compressor oil so that the oil level is kept higher than the Lower limit of level gauge plate. Be sure to check the surface of compressor oil is in the range between upper limit and lower limit when machine operating. **(See 5.4.6)**
- ✘ Supply of excessive oil can cause deterioration of oil separation performance and the like. Never supply oil at a higher level than the “proper level” of oil level gauge when the machine is on standstill.

<p><b>WARNING</b></p>	<p>W010</p>	<ul style="list-style-type: none"> <li>● Before adding oil into the separator receiver tank, always stop the engine and make sure that the discharge pressure is 0 psi (0 bars). Then, gradually loosen and remove the filler cap.</li> <li>● Should any residual pressure be left in the separator receiver tank, hot compressed air and hot compressor oil jetting out could cause burning or serious injury to persons nearby.</li> </ul>
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## 3.3.4 Drain separator receiver tank



- Gradually opening the drain valve “2” fitted under the separator receiver tank “1” as shown in the fig, drain the condensate.
- Be careful not to fully open the drain valve “2”. Otherwise, much oil may be lost.
- After draining the oil completely, close the drain valve “2” firmly.
- Drain the condensate in container “3”, and then dispose of condensate according to the designated regulations.
- Touch the fluid and check its viscosity to determine whether it is condensate or compressor oil, and when it is difficult to distinguish between the two.

<p><b>WARNING</b></p>	<p>H990432</p>	<ul style="list-style-type: none"> <li>● After stopping the engine, confirm that the pressure gauge indicates 0 psi (0 bars) and there is no residual pressure in it, then open the drain valve gradually to drain the compressor oil.</li> <li>● Note residual pressure in the receiver tank could force both extremely hot compressed air and oil to jet out and you may be scalded or seriously injured.</li> <li>● A long-time operation with condensate accumulated could cause rust in the interior of compressor air-end, resulting in serious trouble.</li> </ul>
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# 3.Operation

## 3.3.5 Check fuel

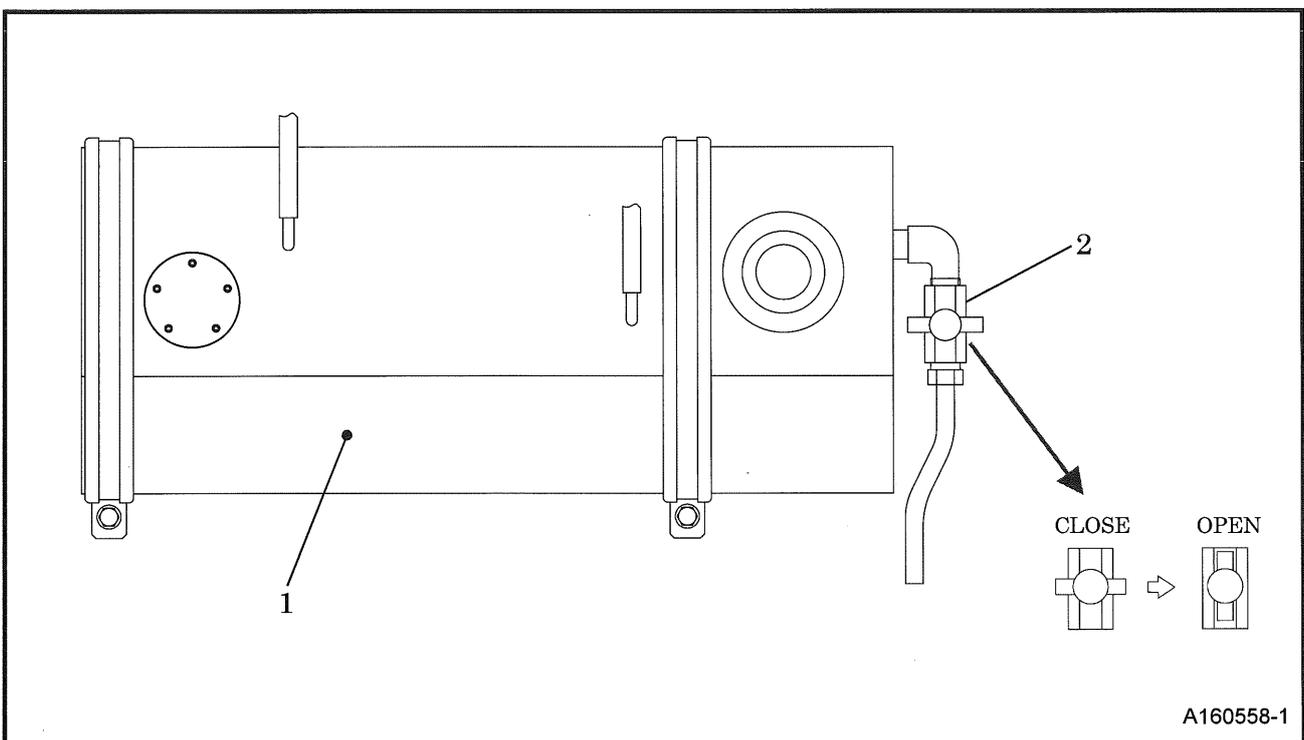
Before starting operation, make sure to check the level of residual fuel so that fuel shortage during operation can be avoided. Drain condensate accumulated at the bottom of fuel tank whenever necessary.

- **Refilling fuel tank should be done in an outdoor well-ventilated place.**
- **Never let oil reach the filler pipe of the filler port. Otherwise, high temperature may cause fuel to expand and spill out. Also, fuel may spill out due to vibrations during movement or carriage.**

	 D004	<ul style="list-style-type: none"><li>● Do not, under any circumstance, bring lit cigarettes and/or matches to the fuel.</li><li>● The fuel is extremely flammable and dangerous. Be careful of fire because it is very likely to catch fire.</li><li>● Refuel only after stopping the engine, and never leave open fuel can near the machine. Do not spill. It could cause a fire. When it is spilt, wipe it up completely.</li><li>● Never use alcohol-base cleaning fluid. If it sticks to such parts made of plastic, it causes degradation of liquid surface visibility, and in worst case, it leads to crack and fuel leak due to crack caused.</li></ul>
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## 3.3.6 Drain fuel tank

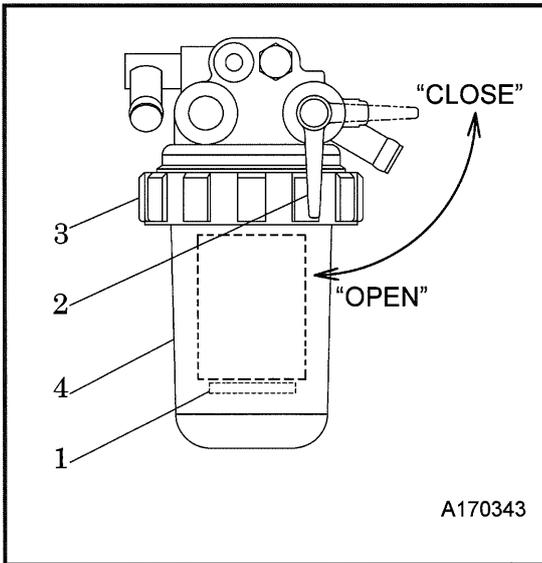
Gradually opening drain valve “2” under fuel tank “1” and discharge drain. After drain is discharged completely, make sure to close drain valve “2”. Drain should be discharged to container and disposed according to regulations.



# 3.Operation

## 3.3.7 Check for condensate of sedimenter

If the red float "1" in the sedimenter is up to the bottom of the drain line, please discharge it.



### <Procedure>

- ① Place the lever "2" of sedimenter to "CLOSE" position.
- ② Loosen the ring nut "3" and remove the cup "4".
  - In this case, carefully remove the cup because it is filled with diesel oil, so that it may not be spilled to soil the interiors.
- ③ After draining the condensate (water) accumulated in the cup, wash the cup in diesel oil. Then install it.
- ④ After turning the lever to "OPEN" position and filling the cup with diesel oil, carry out the air bleeding operation. **(See3.4.7)**

Drain the condensate in container, and then dispose of condensate according to the designated regulations.

## 3.3.8 Check wiring of each part

Check each wiring for any loose connection, damage to insulating sheathed portion, disconnection, and short-circuit.

## 3.3.9 Check piping of each part

Check each piping for any loose connection and also check each hose and pipe for any tear and leaks.

## 3.3.10 Check in the machine



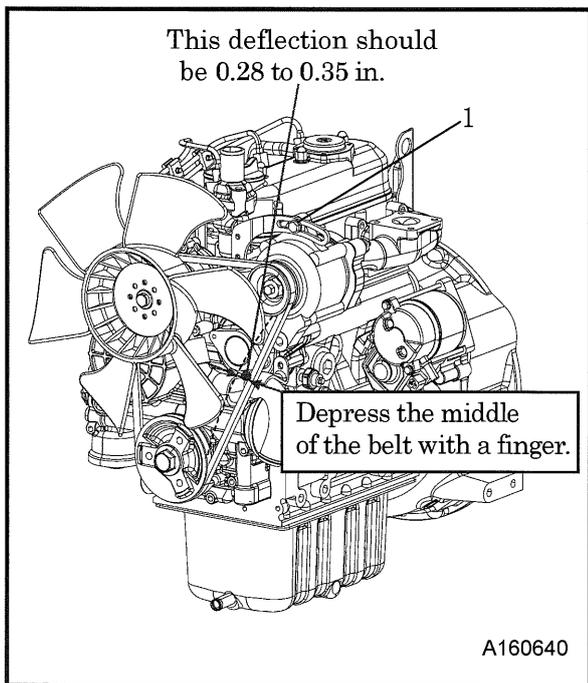
- Be sure to wear protector such as helmet, protective glasses, earplug, safety shoes, gloves and dust protective mask for safety operation conforming with details of work.
- Temperature of muffler and exhaust valve will become high. Be sure to remove combustibles such woodchip, dead leaf, waste paper nearby it.
- Just in case for fire, be sure to set fire extinguisher nearby machine.
- It is helpful to keep emergency contact numbers for urgent visit clinic, ambulance and firehouse.

# 3.Operation

## 3.3.11 Check belt tension

Follow the procedure below to adjust tension of belt.

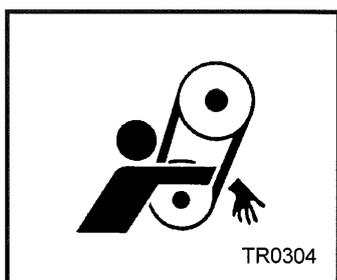
Adjust the tension by gradually loosening the fastening bolt “1” or nut “2” of the alternator.



<Procedure>

- ① Visually check if there are any cracks or tears in the belt.
- ② Adjust the belt tension by loosening the fixing bolt “1” of the alternator so that the belt can deflect 0.28 to 0.35 in. (7 to 9mm) when pressed at the center of the belt with approx. 22lbf (98N) force.
- ③ Be careful not to leave any grease or LLC on a belt while changing it. If any such material is left, wipe it off completely.

**WARNING**



- Be sure to stop the engine and remove the starter key whenever the tension of the belt is to be adjusted.
- Remove the negative (-) side cable from the battery.
- If the machine is running, it might catch the operator's hand into the belts, and this could cause a serious injury.
- Be sure to stop the engine and remove the starter key whenever the tension of the belt is to be adjusted.
- If the machine is running, it might catch the operator's hand into the belts, and this could cause a serious injury.

**IMPORTANT**

- Too tight belt tension could damage shaft and shorten bearing life. Too loose belt tension may result in damaging belt earlier and machine components due to overheat.

# 3.Operation

## 3.4 Operation

Pull the handle forward to open the door.

Be sure to close the door tightly so that its latch is firmly caught.

	 D003	<ul style="list-style-type: none"> <li>● Keep the door closed and locked while running the unit.</li> <li>● When the door has to be opened, be careful not to touch portions that are rotating or very hot.</li> </ul>
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### 3.4.1 Procedure to start the unit

When warming up operation, be sure to check if there is no loosening in each part of machine or any leaks of water, oil, fuel and air. Also check putting out of the lamp "GLOW/TROUBLE".

<Procedure>

- ① Make sure that the pressure gauge indicates 0psi(0bar).
- ② Close fully service valve.
- ③ Turn the starter switch "2" to "RUN" position, and the glow lamp "2" goes on.
- ④ As soon as the glow lamp "2" has gone out, turn the starter switch "1" fully clockwise to start up the engine.

Limit the time of operating the starter switch to 30 seconds. (Operating said switch for more than 30 seconds activates the emergency engine stop.) Wait at least one minute for any subsequent starting operation; otherwise, the starter motor may overheat and become damaged.

- See the table below for required time for starting unloader operation. It varies according to discharge air temperature.

Discharge air temperature	Required time for starting unloader operation
Lower than 140°F (60°C)	Original set : 20sec. (Available from 10sec to 120sec) But it will be canceled when the discharge air temperature exceeds 140°F (60°C) after 10 seconds.
Higher than 140°F (60°C)	10 seconds

- ⑤ Once the engine has started up, leave it running to warm-up for 5 minutes.  
The discharge air pressure gauge "4" in this condition ranges from 44 to 102psi(3 to 7bar)
- ⑥ After finishing warming up operation, open the service valve provided at the outlet of compressed air and start service job.

# 3.Operation

**E2 AIRFLOW TECHNOLOGY**

**DISPLAY**

- DISCHARGE PRESS. psi
- ENGSPEED min<sup>-1</sup>
- DISCHARGE TEMP. F
- WATER TEMP. F
- HOUR METER H

**MONITOR CHANGE**

**ERROR CODE**

**ALARM**

- A1 DISCHARGE TEMP. H
- A2 WATER TEMP. H
- A3 COMP.AIR FILTER
- A4 ENGAR FILTER
- A5 CHARGE

**EMERGENCY**

- E1 DISCHARGE TEMP. H
- E2 WATER TEMP. H
- E3 ENG. OIL PRESS.
- E5 ENG. SPEED DOWN
- E6 DISCHARGE TEMP. SENSOR
- E7 WATER TEMP. SENSOR

**GLOW** ● **CHARGE** ●

**ECO** (LONG PUSH)    **ECO AUTO**    **SELECT** (LONG PUSH ADJUSTMENT)

**FUEL LEVEL** E ————— F

**STOP** | **RUN** | **START**

**ECO**

- "ECO" : Engine RPM is lowered while idling .
- "ECO AUTO" : After a period of time spent idling , the engine' s RPM will lower .

**ENGINE ERROR DIAGNOSIS**

Turn the starter switch to "RUN" position .  
In case of system error, the glow lamp should flash in a pattern matching the error. Please refer to the instruction manual for the relevant information and program accordingly .

**WARNING**

Push the "ERROR CODE" button to confirm the content of trouble when the lamp turns on .  
Fix the trouble in accordance with the instruction manual .

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## IMPORTANT

- Be sure to let unit warm-up after starting for smooth operation of the engine and the compressor.  
Do not operate the engine at full load immediately after it starts up. This will shorten the equipment life.

# 3.Operation

## 3.4.2 How to set the start time for unload operation

<Procedure>

- ① Turn starter switch "1" to the "RUN" position.
- ② Make sure that the discharge pressure indicates 0psi(0bar).
- ③ Push SELECT switch "2" long.
- ④ "H" is displayed on the display No "3" of the digital monitor.
- ⑤ SELECT switch "2" is pressed, the display "3" changes in the order of H → L → 1 → E → T.
- ⑥ While the display "3" is T, press the   switch to change, you can set value. Each press increases or decreases by 10 seconds.
- ⑦ Push SELECT switch "2" again to complete setting.

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**Digital monitor**



The figure on the left shows the display when the start unload operation time (display T) is set. Change the setting when this is displayed.

**IMPORTANT**

- Do not change any settings other than the start unload operation time (display T). The performance of this unit may be reduced.

# 3.Operation

## 3.4.3 Operating procedures when engine fails to start up on first attempt

When the engine fails to start even after performing the startup procedures ① to ④, do not keep the starter running, but set the starter switch back to the "STOP" position and wait approximately 60 seconds. Then, repeat the startup procedure once again.

If the repeated procedure does not allow the engine to run, the following causes are suspected. Therefore, check the following items.

- No fuel
- Lack of air bleeding in fuel line (See 3.4.7)
- Clogging of fuel filter
- Discharge of battery (Low cranking speed)



- Do not operate the starter more than 30 or more seconds at one operation.  
(See 3.4.1)
- If you do starting manipulation successively, the starter will not stop fully and it causes damages to pinion ring gear and breakdown of the starter.

## 3.4.4 How to start the machine at low temperature

- Use engine oil of a viscosity that meets the ambient temperature according to 3.2.1.
- Use LLC (antifreeze). Use correct amount to provide freeze protection, according to the ambient temperature.
- Battery should always be kept fully charged.
- If it is difficult to start the engine in cold weather, adjust the start unload operation time.

<Procedure>

- ① Close fully service valve.
- ② Do normal starting manipulation and start the engine.



- Should change a different types of engine oil, compressor oil, LLC, or fuel when operating a machine in cold weather.

# 3.Operation

## 3.4.5 Gauge indication while operating

Be sure to check at times to see if gauges or each component of the unit are properly working, or if there is any air-leak, oil-leak, water-leak or fuel-leak etc.

During normal operation, each indication of instruments is shown in the table below. Refer to the table for daily checks.

- The above table gives standard values. They may vary slightly depending on the operating conditions and other factors.

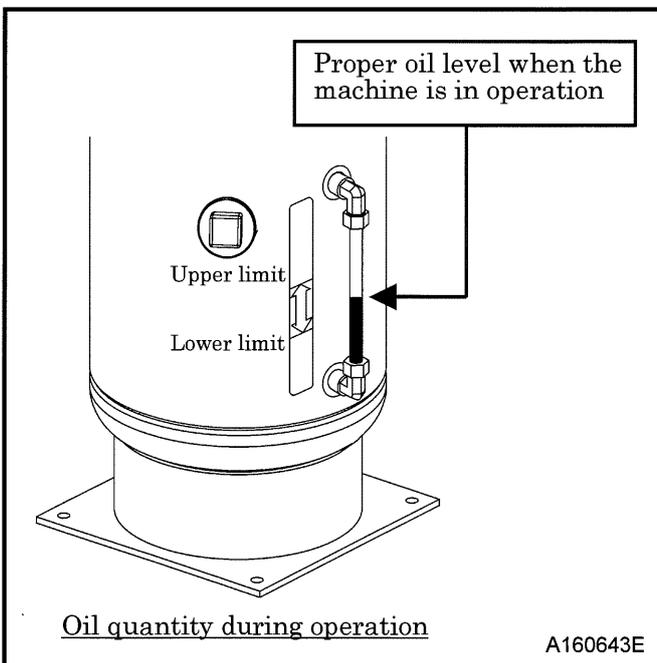
Protection device		Indicator lamp			
		GLOW/TROUBLE	CHARGE	ECO	ECO AUTO
Monitor				ECO	ECO AUTO
Before startup	Starter switch set to "RUN" position	● OFF ※1・※2	 ON	● OFF ※3	● OFF ※3
	In operation	● OFF		● OFF ※3	● OFF ※3

※1:Turn OFF after 3 to 10 seconds (It varies by ambient temperature).

※2:GLOW lamp blinks when engine trouble.

※3:Push SELECT switch long to select ON/OFF (until operation mode is changed).

		Discharge pressure indication
In operation	No load (Unload)	112 to 131psi (7.7 to 9.0bar)
	Full load	58 to 100psi (4.0 to 6.9bar)



- When the machine is in operation under load, check to see that the compressor's oil level falls within the range between the lower limit and upper limit of the level gauge if the level is found to be insufficient, replenish the oil.
- ※ Keep the operation log to record constant inspection of each component, so that trouble of the machine can be easily discovered and preventive measures can be taken.

## 3.Operation

 <p><b>CAUTION</b></p>	 <p>PK0028</p>	<ul style="list-style-type: none"><li>● Do not open the valves below listed when operating.</li><li>● Separator receiver tank drain valve</li><li>● Coolant drain plug</li><li>● Engine oil drain valve</li><li>● Oil cooler drain valve</li><li>● Fuel tank drain valve</li></ul>
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 <p><b>IMPORTANT</b></p>	<ul style="list-style-type: none"><li>● Minimum discharge air pressure is 58psi (4bar) during operation.</li><li>● Continuing equipment operation at a lower pressure than the above pressure may cause overheating, since it affects the separation of lubricating oil inside the oil separator and reduces the oil flow to the compressor air-end, resulting in temperature rise.</li></ul>
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### 3.4.6 Stopping

<Procedure>

- ① Close the service valve completely and operate the machine about 5 minutes, until it cools down.
- ② Turn the starter switch to “STOP” position to stop the engine.
- ③ Remove the key from the compressor every time when you stop the engine. Keep the key and be careful not to lose it.

### 3.4.7 Air bleeding in fuel line

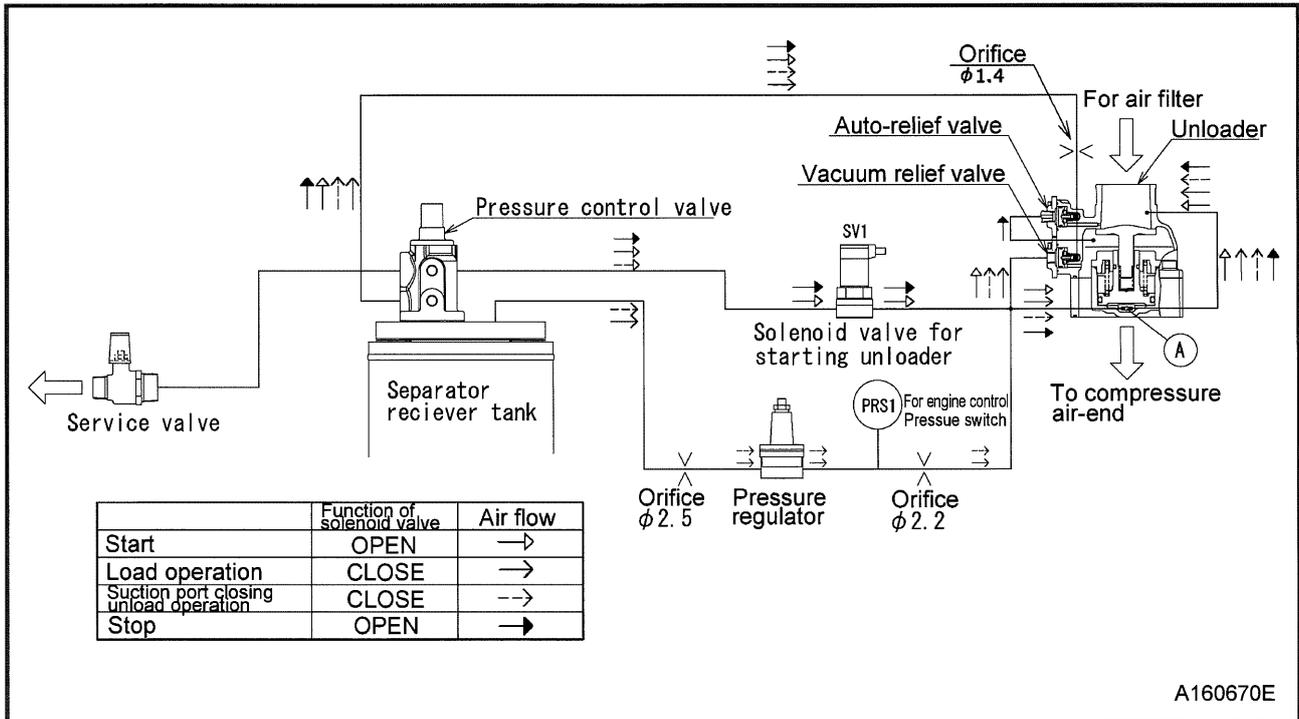
Should the machine stop due to fuel shortage, perform air bleeding according to the following steps.

< Procedure >

- ① Replenish fuel.
- ② When starter switch is turned to “RUN” position, electromagnet pump starts to automatically bleed air in fuel line.
- ③ Air bleeding is completed about one minute.

# 3.Operation

## 3.5 Capacity Control Device



Step	Response
Start	Compressed air flows into unloader chamber (A) because solenoid valve for starting unloader SV1 is opened at start-up. The pressure in chamber (A) rises soon to close unloader valve (A) fully and accordingly it can reduce the load at start-up.
Load operation	After start-up, automatic unloader operation is complete before SV1 is closed. Any change in the discharge pressure causes the pressure regulator to change the airflow into chamber (A) so as to change the degree of openness of the unloader valve. The speed of the engine changes according to the pressure detected by pressure switch PRS1 for engine control so as to automatically and continuously control the air volume within the range from 0 to 100%.
Suction port closing unload operation	As the pressure exceeds the rated limit due to a decrease in consumption air volume, PRS1 detects the pressure, and the system reduces the engine speed in proportion to the increased pressure. At the same time, airflow from the pressure regulator to the chamber (A) increases, and the unloader valve is closed. If the interior of the compressor becomes rendered as an area of high vacuum pressure during unloading operation, a vacuum noise sounds. To prevent such noises, the secondary pressure of the pressure regulator is utilized to open the vacuum relief valve so as to prevent the interior of the compressor from becoming an area of high vacuum pressure.
Stop	When stopping operation, it opens Auto relief valve to relieve the compressed air in separator receiver tank to atmosphere, detecting the pressure inside compressor air-end.

# 3. Operation

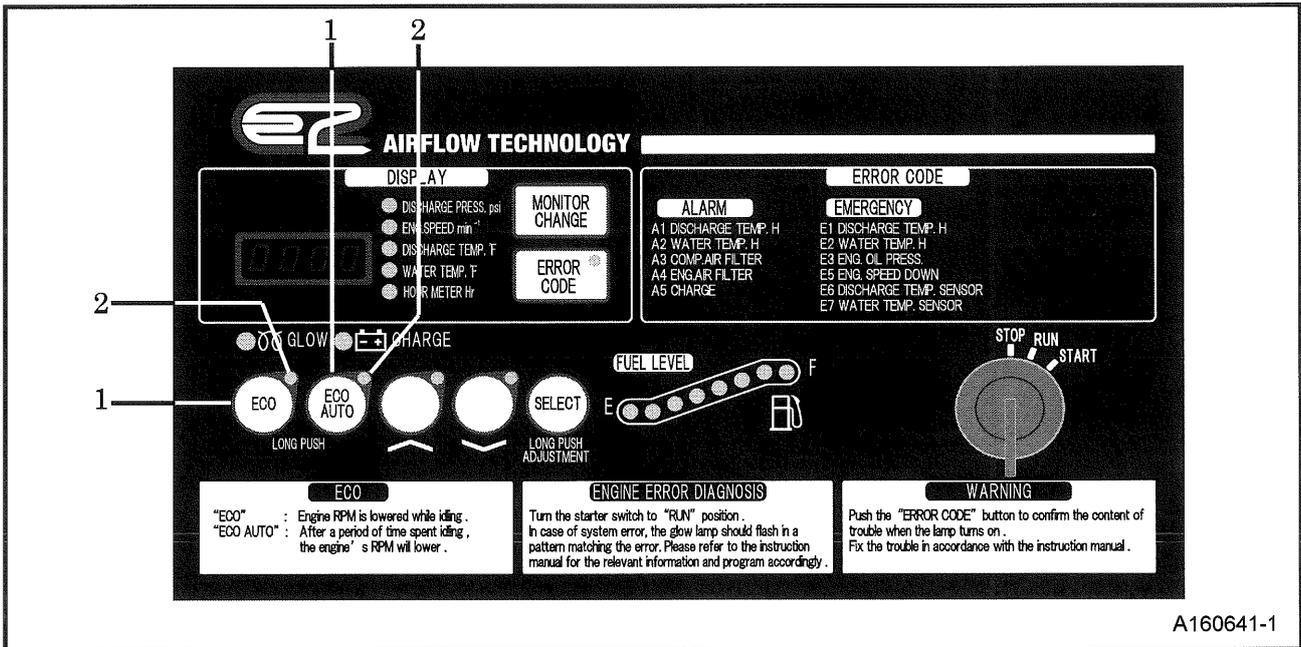
## 3.5.1 ECO/ECO AUTO mode

This machine features ECO/ECO AUTO modes. These modes are suitable if you want to minimize fuel consumption during continuous no-load operation with less air consumption. Referring to the table below, choose a mode according to your usage. Select the operation mode via the ECO or ECO AUTO switch on the operation panel.

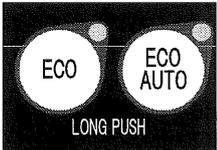
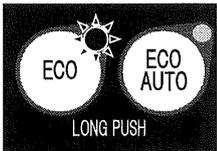
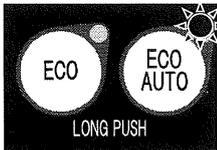
Each mode is available according to the consumption of compressed air.

<Procedure>

- ① Push ECO and ECO AUTO switch "1" long when operation.
- ② The indicator of ECO or ECO AUTO "2" turns on, with each mode selected.
- ③ Push the ECO or ECO AUTO switch "1" for an extended time to release the mode. (If you don't release it, the selected mode remains active at next start-up.)



### Each mode function

Mode selection	ECO/ECO AUTO lamp status
<ul style="list-style-type: none"> <li>● Normal mode Rotation speed during unload operation is 1,800min<sup>-1</sup>. It is suitable where working responsiveness is required.</li> </ul>	 <p>ECO/ECO AUTO lamp OFF. It shows the switch is not pushed.</p>
<ul style="list-style-type: none"> <li>● ECO mode Rotation speed during unload operation drops to 1,400min<sup>-1</sup>. It makes low fuel consumption and low noise. Rotation speed is reduced when the discharge air temperature is over 60°C and it is kept at unload operation 1,800min<sup>-1</sup> when the discharge air temperature is less than 60°C.</li> </ul>	 <p>ECO lamp ON. It shows ECO switch is pushed.</p>
<ul style="list-style-type: none"> <li>● ECO AUTO mode The rotation speed during the first unload operation is 1,800min<sup>-1</sup>, and after approx. 20 seconds (initial setting), it drops to 1,400min<sup>-1</sup>, aiming for low fuel consumption and low noise. The rotation speed during unload operation from the second time onward will be 1,400min<sup>-1</sup>. Rotation speed is reduced when the discharge air temperature is over 60°C and it is kept at unload operation 1,800min<sup>-1</sup> when the discharge air temperature is less than 60°C.</li> </ul>	 <p>ECO AUTO lamp ON. It shows ECO AUTO switch is pushed.</p>

# 3.Operation

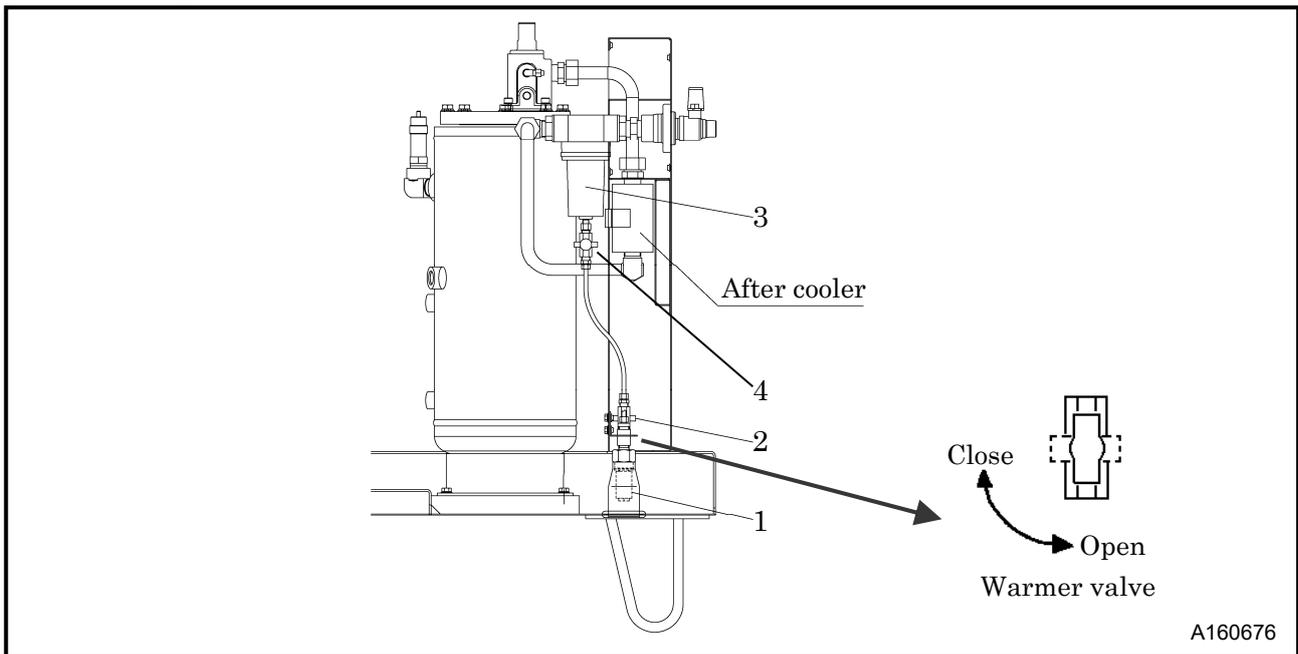
## 3.6 Operation of after cooler type

### 3.6.1 Draining after cooler

As an extremely small amount of an oil component is contained in the after cooler drain, please be careful in treating the drain.

[Check and clean drain outlet port of the aftercooler]

- Check if the drain is discharged from the drain outlet port of aftercooler during operation.
- If the drain is not discharged, clean the silencer “1” at the drain outlet port. Replace these if severely contaminated.
- Continuing to operate without discharging the drain may cause mixing the drain into the discharged air or freeze the inside of the aftercooler in cold weather, resulting in damage.
- When cleaning or replacing it, contact directly us or distributor because it requires expert technical knowledge.



### 3.6.2 Drain warmer valve

The valve “2” is installed for drain antifreezing when discharging water separated at drain separator “3”. Be sure to use the valve with opened if ambient temperature is 5 degrees or less. If there is no risk of freezing, use the valve “2” with closed.

### 3.6.3 Drain valve

Be sure to use the valve “4” always opened. In case discharge air is dried, you can use the valve “4” closed.

### 3.6.4 To prevent freezing when stopped

- In cold weather, before stopping the engine, open and close the service valve 2-3 times for about 5 seconds each time in order to remove the condensate accumulated inside the air piping such as the aftercooler. If the drainage is not sufficiently removed, the inside of the aftercooler may freeze and be damaged.

**CAUTION**

- Should change a different types of engine oil, compressor oil, LLC, or fuel when operating a machine in cold weather.

# 4 Failure cause and measures

## 4.1 Indicator lamp and Warning / Emergency display

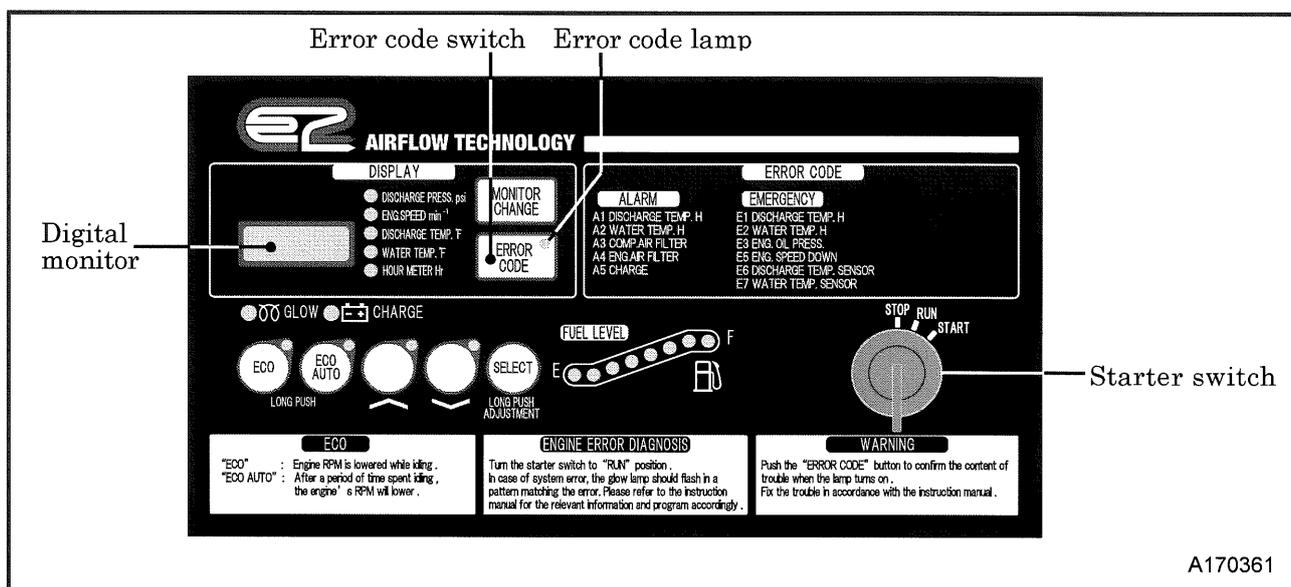
**[Indicator lamp]** Turn the starter switch to "RUN" position. Then the lamp goes on.

Item	Contents	Measures	Monitor
Glow	Press starter switch "RUN" and the lamp goes on and after preheating is finished, the lamp will be off.	—	
Charge	Lamp goes on when alternator is not charging.	Check wiring. Check alternator.	

**[Warning display]** This displays such trouble of less importance when it occurs during operation, but the unit continues operating.

When any abnormality happens, a trouble code lamp flickers. In this time when trouble code switch is pressed, a failure code will be displayed.

Item	Failure code	Contents	Measures
DISCHARGE TEMP.H	A-1	Lamp flickers when the air temperature at the outlet of the air-end reaches 239°F(115°C).	See 4.2 "Troubleshooting"
WATER TEMP.H	A-2	Lamp flickers when coolant temperature reaches 221°F(105°C).	
COMP. AIR FILTER	A-3	Lamp flickers when air filter gets clogged and suction resistance increases.	Clean or Replace
ENG. AIR FILTER	A-4	[Actuating resistance is more than 6.2kPa.]	
CHARGE	A-5	Belt loosened and/or cut Faulty generation of alternator	See 4.2 "Troubleshooting"



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## 4 Failure cause and measures

**[Emergency display]** When any trouble takes place during operation, this displays and it stops as an emergency stop.

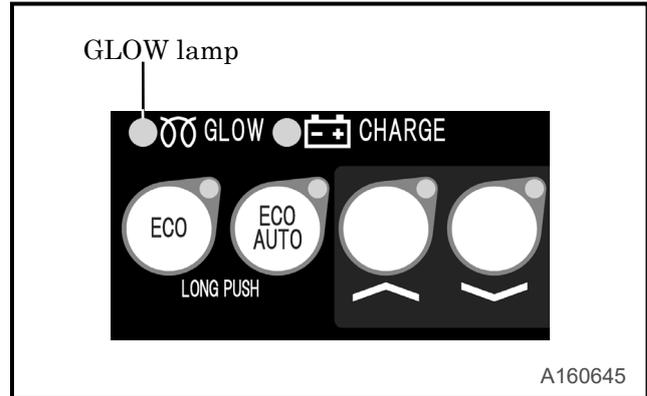
When any abnormality happens, a trouble code lamp flickers. In this time when trouble code switch is pressed, a failure code will be displayed.

Item	Failure code	Contents	Measures
DISCHARGE AIR TEMP. E	E-1	When the air temperature at the outlet of the air-end reaches 248°F (120°C), lamp comes on.	See 4.2 “Troubleshooting”
WATER TEMP. E	E-2	When coolant temperature reaches 230°F (110°C), lamp comes on.	
ENGINE OIL PRESS	E-3	The lamp comes on when engine oil pressure drops. [The function pressure: 98.1kPa.]	
ENG. SPEED DOWN	E-5	The lamp comes on when engine revolution speed is slow down. [Operation speed: less than 1,100min <sup>-1</sup> ]	
DISCHARGE AIR TEMP. SENSOR DISCONNECTION	E-6	The lamp comes on when the air temperature sensor at the outlet port of compressor air end is disconnected.	
COOLANT TEMP. SENSOR DISCONNECTION	E-7	The lamp comes on when the engine coolant temperature sensor is disconnected.	

# 4 Failure cause and measures

## 4.1.1 Engine emergency stop

- When the machine detects any trouble listed on below table, its engine will stop and GLOW lamp will flicks. You can find which trouble occurs by its flickering pattern.



Trouble	Detective way and contents	Flickering pattern	Note
Engine over-rotation	Number of revolution exceeds 115% (3,875min <sup>-1</sup> ) which is maximum number of revolution in operation range.	L1 and S1	Engine stops immediately
Drop of engine oil pressure	After engine starts, oil pressure switch turns "ON" for 1 or more seconds.	L1 and S2	Engine stops after 10 or more seconds later than started.
Battery charging faulty	After engine starts, alternator "L" terminal keeps no voltage status (0V) for more than 1 or more seconds.	L1 and S3	Engine stops after 10 or more seconds later than started.
Water temperature emergency	Coolant temperature exceeds 239°F (115°C) for 1 or more seconds.	L1 and S6	Engine stops after 10 or more seconds later than started.
Emergency stop	The No.35 pin of the Controller (ECU) turns on for 0.1 seconds or longer (+B connection).	L1 and S5	Engine stops immediately
Malfunction of RPM sensor	Even though the alternator L terminal supplies voltage after the engine starts, the RPM is indicated as "0 min <sup>-1</sup> ."	L2 and S1	Engine stops after 10 or more seconds later than started.
Trouble of solenoid	Detect by solenoid driver IC or current value.	L2 and S2	Engine stops immediately
Trouble of coolant temperature sensor	Disconnection detected (becoming -104°F [-40°C] or lower)	L2 and S4	Engine stops after 10 or more seconds later than started.
	Short circuit detected (becoming 284°F [140°C] or higher)	L2 and S5	
Trouble of alternator L terminal	After key is "ON" (engine does not start), alternator "L" terminal has voltage although number of revolution is 0min <sup>-1</sup>	L2 and S6	Engine stops after 10 or more seconds later than started. (It can start even on error)
Excessive voltage	Power source voltage exceeds 18V or more.	L3 and S1	Engine stops immediately
Trouble of power source for sensor	Detect short circuit at power source (analog 5V drops to 4 or less V)	L2 and S7	Engine stops after 10 or more seconds later than started.
Protection of starter	Starter keeps "ON" for 30 or more seconds.	L1 and S7	Engine stops immediately
Trouble of accelerator sensor	Detect open circuit (0.244 or less V) Detect short circuit (4.432 or more V)	L3 and S3	Engine stops after 10 or more seconds later than started.

※When engine is brought to emergency stop, some of the above flashing patterns is indicated.  
L and S mean Long time and short time alternatively. Also the numbers of each L and S mean repeated time of flickering lamp.

# 4 Failure cause and measures

## 4.2 Troubleshooting

If any trouble occurs during operation, do not leave it. Investigate the cause and take appropriate measures. Read the manual carefully and fully understand what to do in case of trouble.

- The better you understand the construction and function of the machine, the faster you can find a problem and solution.
- This chapter describes the symptom, cause and countermeasures of important troubles in detail:

Symptom	Cause	Countermeasures
Low starter revolution speed.	(1)Faulty battery. (2)Failure of battery charging (3)Failure of alternator (4)Failure of starter	Check battery → Charge Change
Starter rotates normally but engine does not start up.	(1)No fuel (2)Air entry into fuel line system (3)Fuel filter clogging. (4)Clogging of sedimenter (5)Nozzle clogging	Fuel replenishment Bleed the air Disassemble,clean,and change Disassemble,clean,and change Disassemble/Clean
The discharge air pressure will not rise 100psi (6.9bar).	(1)Pressure regulator insufficient adjustment. (2)Trouble of solenoid valve for starting unloader	Re-adjust (Fasten) Change
The engine does not reach the rated revolution speed.	(1)Faulty engine controller (2)Engine trouble. (3)Fuel filter clogging (4)Sedimenter clogging (5)Water is accumulated in sedimenter (6)Air filter element clogging.	Call your nearest dealer Call your nearest dealer Disassemble/Change Disassemble/Change Drain water Clean or change of element
If the discharge pressure will not increase to the specified one, RPM will drop.	(1)Pressure regulator insufficient adjustment. (2)Trouble of pressure regulator	Re-adjust (Fasten) Change
Engine does not reach minimum revolution at unload.	(1)Faulty engine controller (2)Trouble of emergency controller	Call your nearest dealer Call your nearest dealer
Safety valve relieves at unload.	(1)Pressure regulator insufficient adjustment. (2)Unloader valve damaged/Faulty seat (3)Faulty safety valve (4)Faulty engine speed sensor (5)Faulty of pressure switch	Re-adjust (loosen) Call your nearest dealer Change Call your nearest dealer Change
Oil mixes in air. (poor oil separation)	(1)Scavenging orifice strainer clogging (2)Excessive oil in separator receiver tank (3)Low discharge pressure (4)Oil separator element deteriorated	Disassemble/Clean Drain to its proper level Unloader disassembly/ inspection Check/Change

## 4 Failure cause and measures

Symptom	Cause	Countermeasures
Water found mixed in air. (Condensate separation malfunctioned.) For after-cooler type only	(1)Drain valve under drain separator is closed (2)Clogging of silencer at after cooler drain outlet (3)Orifice garbage clogging	Open valve  Disassemble/Clean/Change  Disassemble/Clean
Insufficient free air delivery.	(1)Air filter element clogging (2)Unloader valve cannot fully open (3)Engine does not reach rated speed	Clean or change of element Call your nearest dealer (See.4-4 pages)
It is indicated that engine oil pressure is abnormal, and engine stops.	(1)Engine oil shortage (2)Engine oil filter clogging (3)Loose wiring,connectors and disconnection. (4)Faulty oil pressure switch	Replenish oil Change Check/Fasten  Change
It is indicated that coolant temperature is abnormal, and engine stops.	(1)Low coolant level. (2)Belt slippage. (3)Radiator clogging. (4)Faulty thermostat. (5)Loose wiring, connectors and disconnection. (6)Faulty coolant temp.sensor (7)Coolant temp. sensor is disconnected.	Replenish Re-adjust tension Clean Change Check/retighten  Cange Repair and replace
It is indicated that discharge air temperature is abnormal, and engine stops.	(1)Shortage of compressor oil. (2)Slippage of belt. (3)Oil cooler clogging. (4)Oil filter clogging. (5)Loose wiring connectors and disconnection. (6)Faulty discharged air temp. sensor. (7)Discharge air temp. sensor is disconnected.	Replenish oil Re-adjust tension Clean Change Check/Fasten  Disassemble/Check Repair and replace
Engine failure lamp glows.	(1)Engine in trouble	※1

※1: Contact our dealer nearby to make countermeasure according to the cause which is specified by glow lamp flickering pattern.

- Contact our office nearby or distributor if you find it difficult to repair by yourselves.
- Refer to the engine operation manual for trouble concerning the engine.

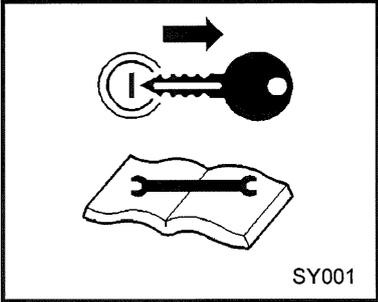
## 5.Periodic inspection/Maintenance

### 5.1 Important Items at Periodic Inspection and Maintenance or after Maintenance

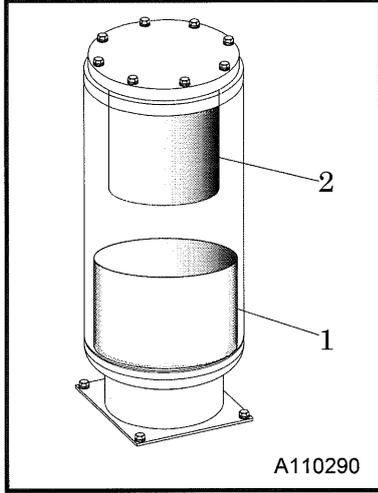
The following table shows the inspection and maintenance intervals under normal operation conditions. When used or operated under hard environmental conditions, it is impossible to warrant the unit even if the above conditions are performed according to the intervals listed in the above table.

- Please wear protection implements, such as a helmet, protection glasses, earplugs, safety shoes, a glove, and a protection-against-dust mask, according to the contents of work for safety.
- Do not touch hot portions of the machine while inspecting the machine when running. Such parts as engine, exhaust manifold, exhaust pipe, muffler, radiator, oil cooler, air-end, pipe, separator receiver tank, and discharging pipe are especially hot, so never touch those parts, because it could cause serious burns.

#### Hang a "Now Checking and under Maintenance" tag

		<ul style="list-style-type: none"><li>● Remove the starter key from the starter switch before starting inspection, and hang up a "Now Checking and under Maintenance" tag where it can be easily seen. The checker must keep the key during checking and maintenance.</li><li>● Remove the negative (-) side cable from the battery. If the above procedure is neglected, and another person starts operating the machine during check or maintenance, it could cause serious injury.</li></ul>
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#### Prevention of oil separator from catching fire

		<ul style="list-style-type: none"><li>● Be sure to perform following periodic inspection and maintenance:<ol style="list-style-type: none"><li>1. Check and change compressor oil quantity</li><li>2. Change oil separator</li></ol></li></ul>
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## 5.Periodic inspection/Maintenance

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**IMPORTANT**

***Directions: Prohibition of any other jobs or works than directed herein***

- Be sure to use recommended fuel, oil, grease, and antifreeze.
- Do not disassemble or adjust engine, compressor or part(s) for which inspection or maintenance is not referred to in this manual.
- Use genuine parts for replacement.
- Any breakdown, caused by using unapproved parts or by wrong handling, will be out of the scope of "WARRANTY".
- Keep the electrical components away from water or steam.
- Waste from machines contains harmful material. Do not dispose of such harmful fluids to the ground, rivers, lakes or ponds, and sea. It contaminates the environment.
- When draining waste fluid from machines, use leakproof containers to hold such fluids from machine.
- Be sure to follow the designated regulations when disposing of oil, fuel, coolant, filters, battery and other harmful things.

# 5.Periodic inspection/Maintenance

## 5.2 Periodic Inspection List

(Unit:Hour)

Maintenance	Daily	Every 250	Every 300	Every 500	Every 1,000	Every 2,000	Every 3,000	Page	
Compressor	Check compressor oil level.	○						3-6	
	Drain separator receiver tank.	○						3-6	
	Check looseness in pipe connecting part, and wear and tear of pipe.	○						3-8	
	Check oil, water, fuel and air leak.	○						3-14	
	Check functions of all instruments and devices.	○						3-14	
	Check and clean clogging of air filter element.		○					5-9	
	Change compressor oil.			※○	○			5-10	
	Change compressor oil filter.			※○		○		5-11	
	Change air filter element.				○			5-11	
	Clean strainer in the scavenging orifice.				○			5-12	
	Clean outside of the oil cooler.					○		5-13	
	Clean outside of the after cooler (After-cooler type)					○		5-14	
	Check and clean drain outlet port of after cooler (After-cooler type)					○		5-14	
	Change oil separator.						☆●	5-16	
	Change nylon tubes.						☆●	5-17	
	Change rubber hose						☆●	5-17	
	Change O-ring of unloader.							★●	5-18
	Check consumable parts of the auto-relief valve.							★●	5-18
	Check consumable parts of the vacuum relief valve.							★●	5-18
	Change pressure regulator.							★●	5-18
Performance check of pressure control valve.							●	5-19	
Check and change O-ring and piston of pressure control valve.							★●	5-19	
Change solenoid valve							●	5-20	
Change oil seal and bearing.							●	5-20	

Such items marked ○ shall be carried out by customers.

For the following items or clauses marked ●, contact us directly or our distributors because they require expert technical knowledge on them.

### ※First replacement timing

The items or parts marked ☆ should be replaced every 2 years even if they are not in disorder within their periodical maintenance interval because their materials will change or become degraded as time passes.

Also for the same reason, the parts marked ★ should be replaced every 3 years.

※The indicated replacement periods are rough estimates. Depending on the usage conditions or environment, inspection/maintenance should be conducted earlier.

# 5.Periodic inspection/Maintenance

◎Refer to engine operation manual for inspection and maintenance of an engine.  
For the details, contact our office nearby or distributor.

(Unit:Hour)

Maintenance	Daily	Every 50	Every 250	Every 500	Every 1,000	Every 2,000	Every 3,000	Page
Engine	Check engine oil level.	○						3-4
	Check coolant level.	○						3-5
	Check fuel.	○						3-7
	Drain fuel tank.	○						3-7
	Check for condensate of sedimenter	○						3-8
	Check looseness in pipe connectors, terminals and tear in wiring.	○						3-8
	Check belt tension.	○						3-9
	Change engine oil.		※○	○				5-6
	Change engine oil filter.		※○	○				5-7
	Check battery electrolyte.			○				5-7
	Check and clean clogging of air filter element.			○				5-9
	Check specific gravity of battery electrolyte.				○			5-7
	Change air filter element.				○			5-11
	Change fuel filter element.				○			5-12
	Change sedimenter element.				○			5-13
	Clean inside of radiator.				●			5-13
	Clean outside of radiator.					○		5-13
	Change coolant.					☆○		5-15
	Clean inside of fuel tank.						●	5-17
	Change fuel hose.						☆●	5-17
Change radiator hoses.							☆● 5-18	

※First replacement timing

The items or parts marked ☆ should be replaced every 2 years even if they are not in disorder within their periodical maintenance interval because their materials will change or become degraded as time passes.

※The indicated replacement periods are rough estimates. Depending on the usage conditions or environment, inspection/maintenance should be conducted earlier.

(Unit:Hour)

Maintenance	Daily	250	300	500	1,000	2,000	3,000	Page
Undercarriage	Supply grease to trailer hub bearing.				○			5-14
	Supply grease to leaf spring pin.				○			5-14
	Check and confirm that the fixing bolts for the drawbar are properly tightened			○ Every 3months				5-20
	Check and confirm that the bolts with which undercarriage brackets are fixed are properly tightened.			○ Every 3months				5-20
	Check and confirm that the nuts with which tires are fixed are properly tightened.			○ Every 3months				5-21

## 5.Periodic inspection/Maintenance

### 5.3 Periodic Replacement of Parts

Part number changes upon modification.

For replacement of parts, make sure whether the part number is correct or applicable.

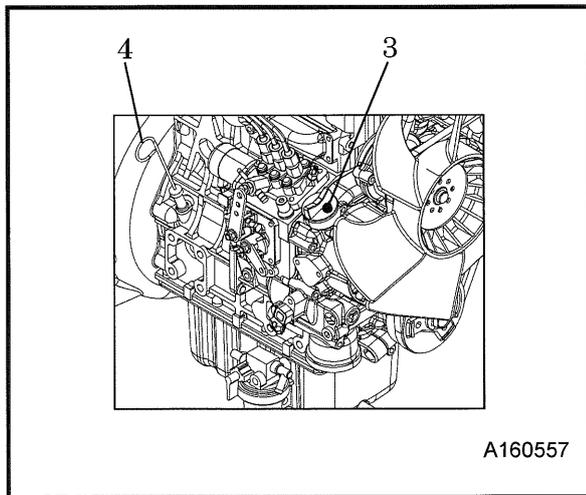
Part Name		Part Number	Quantity
Engine oil filter		41290 01700 KOBOTA 16271-32092	1
Air filter element	Compressor air-end	32143 11700	1
	Engine side	32143 11500	1
Compressor oil filter		37438 08900	1
Fuel filter	Element "4"	43541 01300 KUBOTA RA211-51281	1
	O-ring "5"	KUBOTA 04811-50650	1
	O-ring "6"	KUBOTA 04816-00160	1
Sedimenter	Element "4"	43541 02600 KUBOTA RD819-51281	1
	O-ring "5"	KUBOTA 1G311-43571	1
Solenoid valve for starting unloader		46811 31700	1
Oil separator	Separator "1"	34220 09401	1
	Gasket "2"	03737 17401	2
Pressure control valve	O-ring "1"	03402 25042	1
	O-ring "2"	03402 25020	2
	Spring "3"	22144 07500	1
	Piston "4"	35303 02900	1
Pressure regulator		36400 19000	1
Belt		KUBOTA 15659-72532	1

# 5.Periodic inspection/Maintenance

## 5.4 Maintenance Items

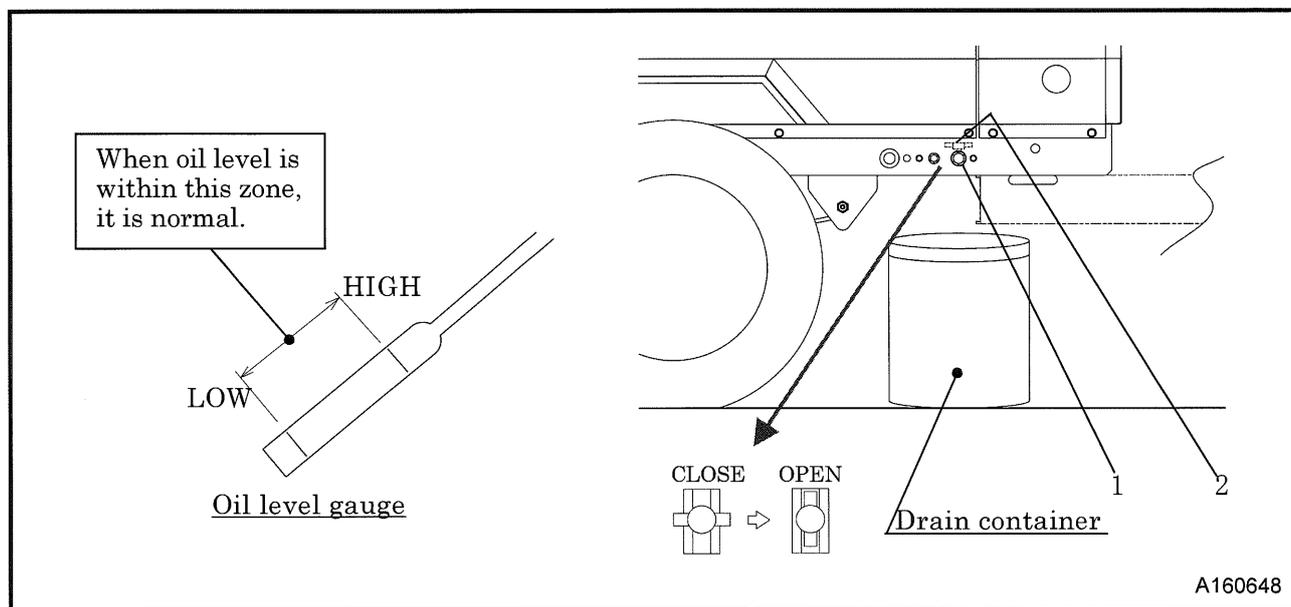
### 5.4.1 Change engine oil

**At 50 hours for the first change and at every 250 hours thereafter**



<Procedure>

- ① Remove the drain plug "1" attached outside the plane, open a drain valve "2" inside the plane, and discharge engine oil drain.
- ② After drainage of used engine oil has been completed, close drain plug "1" and drain valve "2", and supply new engine oil through the oil filler port "3" which is used as oil level gauge also.  
**[ Quantity of oil : approx. 4.5L ]**
- ③ After supplying oil, pull out the oil level gauge "4" and wipe it out.
- ④ Then, re-insert the oil level gauge fully and pull it out again. If the dipstick shows the oil level between LOW and HIGH, it is normal.
- ⑤ As you finish refilling, make sure to close filler port "3" and to firmly reinsert oil level gauge "4".



### Caution in filling or discharging engine oil

**CAUTION**

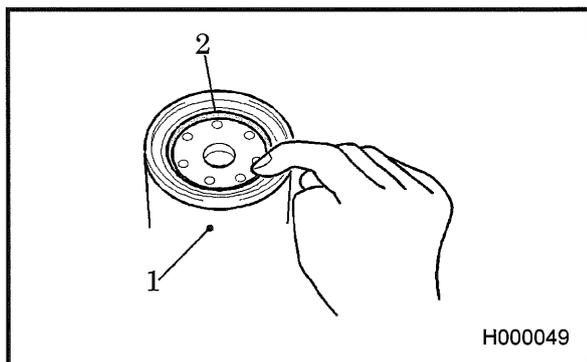


- After stopping the engine, wait for 10 to 20 minutes until the engine oil cools off. Then check the level of the engine oil, or refill or drain the oil.
- Engine oil is very hot and highly pressurized during or just after the operation. Hot oil could blow out of the tank and can cause scalding.
- Never supply more engine oil than the proper level. Too much oil could cause white smoke out of the exhaust, and it can cause damage and accident to engine.

## 5.Periodic inspection/Maintenance

### 5.4.2 Change engine oil filter

**At 50 hours for the first change and at every 250 hours thereafter**



<Procedure>

- ① Remove the oil filter“1”, using a filter wrench.
- ② Screw in the new oil filter with the packing“2” coated slightly with oil.

(For part number, See 5.3)

- ③ After the packing touches the sealing face, tighten another 1 times by hand.
- ④ After installing the oil filter, check it for any leak during operation.

### 5.4.3 Check battery electrolyte and specific gravity of battery electrolyte

**Battery electrolyte : every 250 hours**

**Specific gravity of battery electrolyte : every 500 hours**

If there seems to be a problem in starting an engine due to a flat battery, carry out the checks by following the procedures below:

#### ● Ordinary type battery:

Check battery electrolyte level and if the level is not within the specified level, add distilled water.

Measure specific gravity of battery electrolyte, and if it shows below 1.24, recharge the battery immediately.

Refer to 5.4.4. for method of specific gravity measurement and recharging the battery.

#### ● Enclosed type battery:

Check the indicator on top surface of the battery.

If the indicator shows that charge is needed, recharge the battery immediately.

If specific gravity of battery electrolyte does not rise in spite of replenishing distilled water or charging battery, be sure to replace battery with new one quickly.

## 5.Periodic inspection/Maintenance

### 5.4.4 Maintenance of Battery

Battery may generate hydrogen gas and may explode.

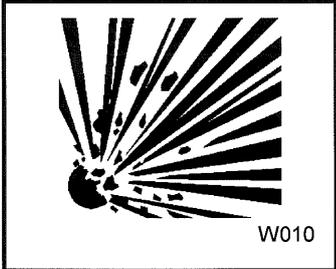
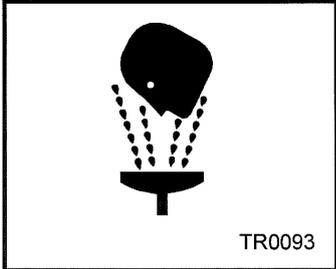
Therefore, recharging should be done at a well-ventilated place.

- Do not check the battery by short-circuiting the positive and negative terminals with a metallic piece.
- Never operate the machine nor charge the batteries with the battery liquid level being kept lower than the lower level. Continuing operation at this lower level will cause deterioration of such parts as pole plates etc., and also it may cause explosion as well as reduction of battery life.

Add distilled water so that the liquid level may reach the middle level between the “UPPER LEVEL” and “LOWER LEVEL” without any delay.

- Wear protective gloves and safety glasses when handling a battery.
  - When such battery electrolyte contacts your clothes or skin, wash it away with large amount of water immediately.
  - If the battery electrolyte gets into your eyes, wash it away immediately with plenty of water and see a doctor at once, because it is feared that eyesight might be lost.

#### Handling battery

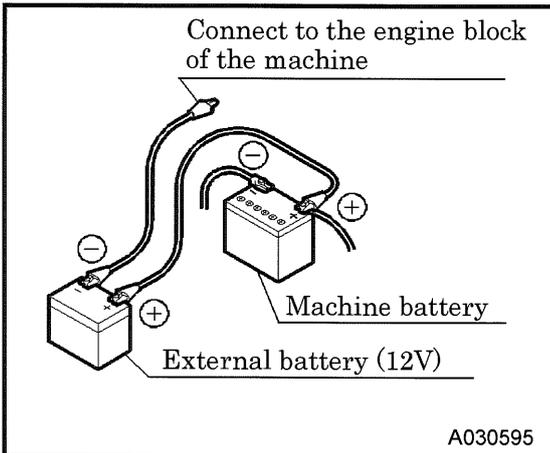
		<ul style="list-style-type: none"><li>● Keep flames away from battery.</li><li>● Do not spark near the battery nor light a match, nor bring lit cigarette and match close to the battery.</li><li>● Do not charge the frozen battery. Otherwise it may explode. If the battery is frozen, warm it up until the battery temperature becomes 16°C to 30°C.</li><li>● Battery electrolyte is dilute sulfuric acid. In case of mishandling, it could cause skin burning.</li><li>● Dispose of battery, observing local regulations.</li></ul>
		
		

#### [Charge battery]

- Use the battery charger after make sure to confirm whether it's fulfill a condition with the battery you charge.
- Disconnect the cable between battery and the machine, and charge the battery with a 12V battery charger. Do not charge two batteries at the same time.
- Be sure not to connect (+) and (-) terminals backwards.

## 5.Periodic inspection/Maintenance

[How to use booster cable]



<Procedure for using a booster cable>

- ① Stop the engine.
- ② Connect one end of the (+) cable to the (+) terminal of the machine battery.
- ③ Connect the other end of the (+) cable to the (+) terminal of the external battery.
- ④ Connect one end of the (-) cable to the (-) terminal of the external battery.
- ⑤ Connect the other end of the (-) cable to the engine block of the machine.
- ⑥ Start up the engine.
- ⑦ Disconnect the booster cable by following the procedure back in the reverse order.

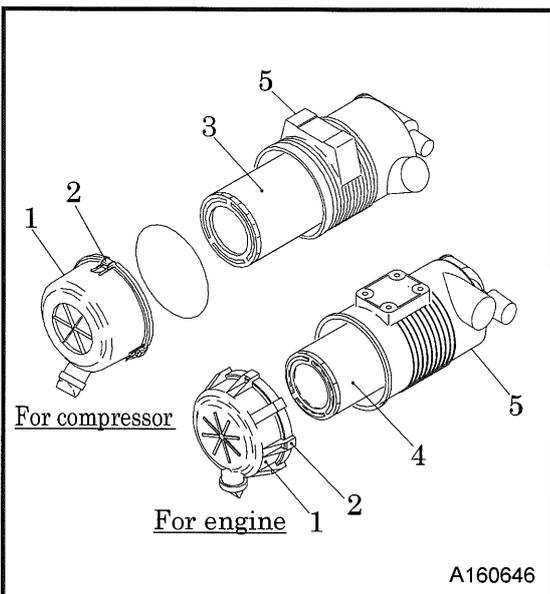
### ***Do not reverse the cable connection***



- When a booster cable has to be used or when cables are connected again after a battery is replaced, be careful not to connect (+) and (-) terminals backwards. Such wrong-connection will cause spark and damage to each component.

### 5.4.5 Check and clean clogging of air filter element

Every 250 hours



<Procedure>

- ① After removing the cap "1" by loosening its cap "1" fixing latch "2" clean its interior properly.
  - ② Remove the element "3", and clean it.
  - ③ When installing the cap after finishing the cleaning job, push the element into the case "4" surely by hand, and then make sure the cap fixing latch surely hooks the case. Finally tighten it.
- If the element is found heavily dusty, replace it with a new one. **(For part number, See 5.3)**



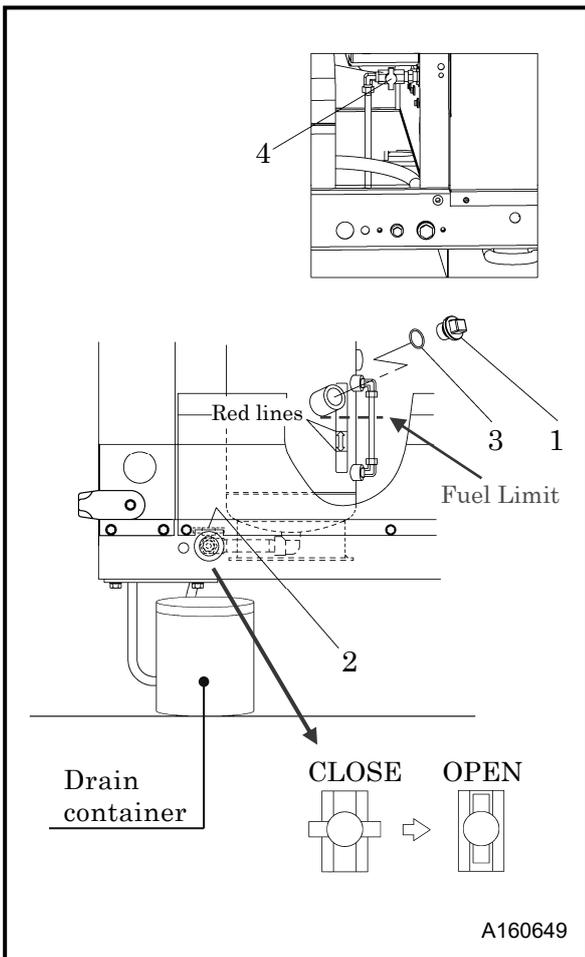
- When an element that is clogged or has holes or cracks is used, dust or foreign material will get in the engine. This causes accelerated wear in each sliding part of the engine. Be sure to make daily check and cleaning so that the life of the engine will not be shortened.

# 5.Periodic inspection/Maintenance

## 5.4.6 Change compressor oil

**At 300 hours for the first change and at every 500 hours thereafter**

- For prevention of fire caused due to deteriorated oil separator, in principle change of compressor oil is to be performed in accordance with the schedule mentioned in the regular maintenance table. However, it is heavily influenced by operation conditions and environmental conditions. If it has been found more dirty and corrupted, it should be changed.
- If machine is continuously operated in such bad conditions, it could damage bearings and degraded oil sticks oil separator to cause accumulated oxidation heat of reaction to lead oil separator fire. For this reason, regular maintenance work should be done surely and perfectly.
- Conduct changing compressor oil after checking machine stoppage for about 2-3 minutes and dropping pressure of separator receiver tank to zero.



### <Procedures>

- ① After stopping the machine, wait for the complete release of the pressure in the separator receiver tank. Then, remove filler cap "1" slowly and open drain valve "2" to discharge the compressor oil. After opening drain valve "4" of the oil cooler, remove drain plug "5" at the frame side in order to discharge the oil collected in the cooler into drain container.
- ② After draining compressor oil, surely retighten drain valve "2" and "4".
- ③ Fill the tank with new compressor oil up to the height indicated by the dotted line (Fuel Limit). Then, close filler cap "1". Inspect O-ring "3" of filler cap "1" and replace it with a new one if any hardening or damage is found.
- ④ After starting operation, check and confirm that oil level is within red lines of oil level gauge.

Quantity of oil between the red lines	Approx. 1.3L
Quantity of change oil	Approx. 10L

**IMPORTANT**

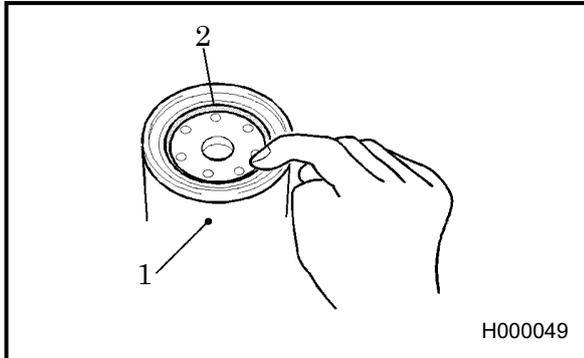
- Mixture of different brands compressor oil could cause an increase of viscosity and make compressor oil sticky. In the worst case, it could cause sticking trouble of compressor air-end "Compressor air-end will not turn". Also repairing of such air-end needs expensive cost. Therefore, be sure to avoid mixing different brands oil. In case compressor oil brand in use has to be unavoidably changed, it is absolutely necessary to completely clean up the interior of compressor air-end. In such a case, contact "AIRMAN" dealer or us directly.
- Follow the designated regulations to dispose of compressor oil.

## 5.Periodic inspection/Maintenance

### 5.4.7 Change compressor oil filter

**At 300 hours for the first change and every 1,000 hours thereafter**

Be sure to use genuine oil filter.



<Procedure>

- ① Remove the cartridge “1”, using a filter wrench.
- ② Screw in the new oil filter with the packing “2” coated slightly with oil.

**(For part number, See 5.3)**

- ③ After the packing touches the sealing face, tighten another 3/4 to 1 turn with a filter wrench.
- ④ After installing the oil filter, check it for any leak during operation.

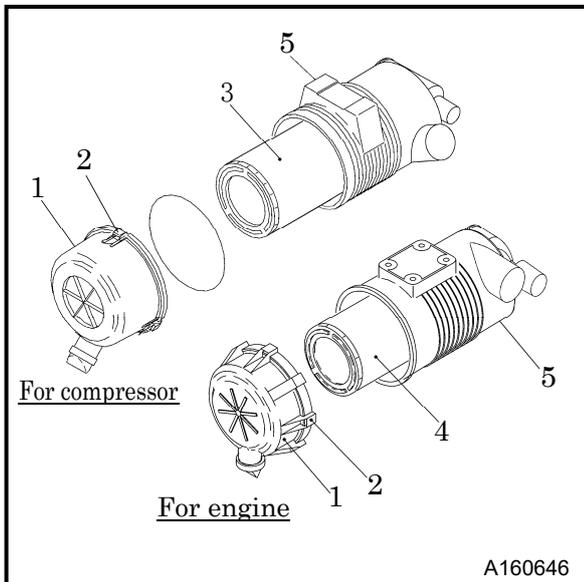
**IMPORTANT**

- Poor quality oil filters do not trap dust sufficiently and will cause damage to the bearings in a short period. Be sure to use genuine parts.

### 5.4.8 Change air filter element

**Every 500 hours**

Be sure to use genuine air filter element.



<Procedure>

- ① After removing the cap “1” by loosening its fixing latch “2”, clean its interior properly.
  - ② Remove the element “3”, “4” and then replace it with a new one. **(For part number, See 5.3)**
  - ③ When installing the cap after finishing the change, push the element into the case “4” surely by hand, and then make sure the cap fixing latch surely hooks the case. Finally tighten it.
- When used or operated under bad conditions, it is better to remove all the elements, check them, clean them and replace them earlier before the intervals listed in maintenance table, if they are found difficult to be repaired.

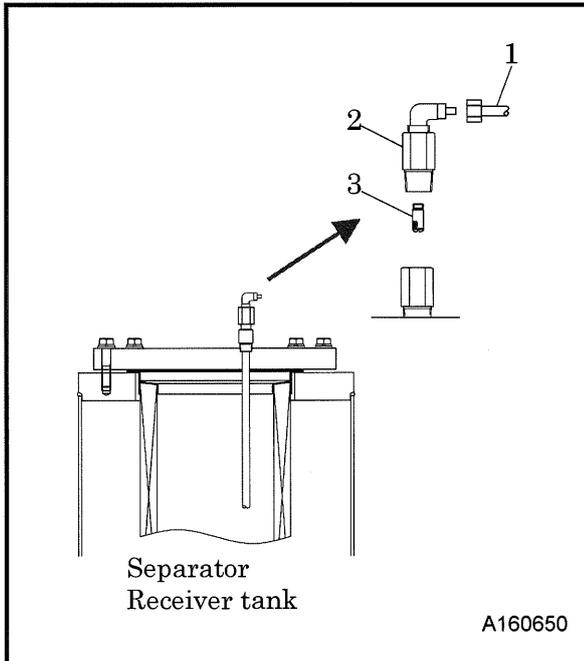
**IMPORTANT**

- Air filter is an important part which is crucial to machine's performance and life. Be sure to use genuine parts.

## 5.Periodic inspection/Maintenance

### 5.4.9 Clean strainer in the scavenging orifice

Every 500 hours

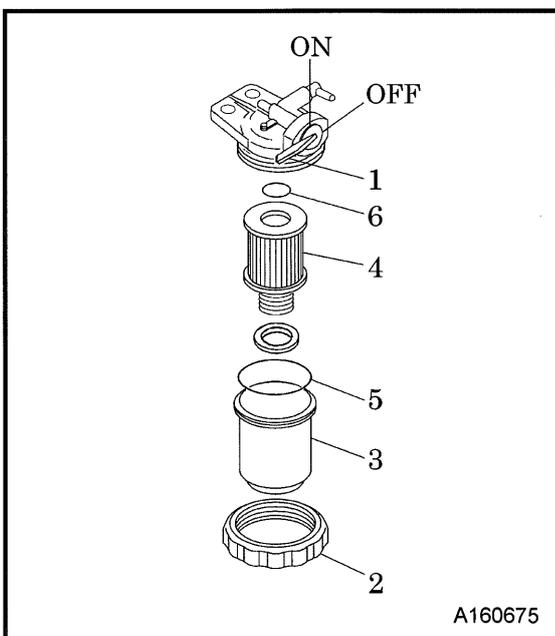


<Procedure>

- ① Remove the pipe "1", using a spanner.
- ② First remove the bushing "2".
- ③ Then remove the strainer "3".
- ④ Wash the removed strainer in diesel oil and blow out "dust" by air blowing.
- ⑤ After finishing the cleaning, install the strainer again in the reverse procedure.

### 5.4.10 Change fuel filter element

Every 500 hours



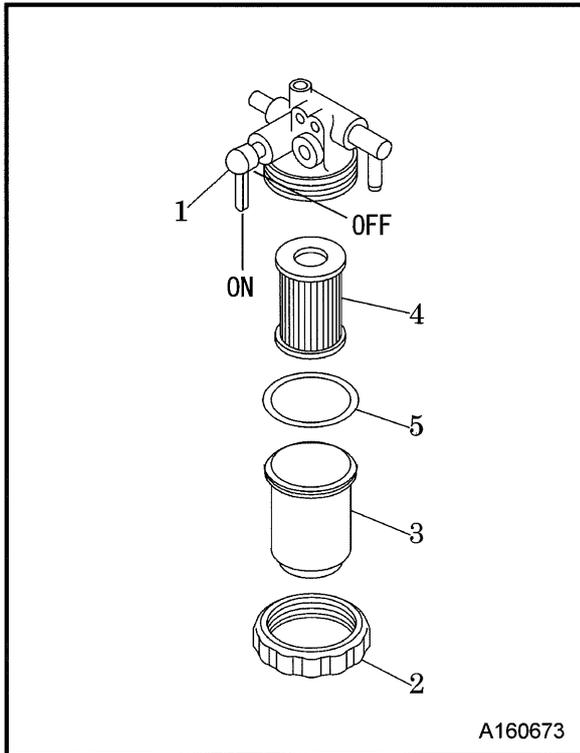
<Procedure>

- ① Turn the lever "1" of fuel filter to "OFF" and cut off fuel supply.
- ② Remove the cup "3" after loosening the ring nut "2", and then take off the element "4" from the inside.
- ③ Clean the cup and then install the new element and O-ring "5", "6". **(For part number, See 5.3)**
- ④ Install to the body the element equipped with the element. Then tighten the ring nut securely.
- ⑤ Turning lever of fuel filter to "ON" position, supply fuel in the cup. Then bleed air completely from fuel system. **(See 3.4.7)**

## 5.Periodic inspection/Maintenance

### 5.4.11 Change Sedimenter element

**Every 500 hours**



<Procedure>

- ① Turn the lever "1" of "FUEL VALVE" of sedimenter to the direction of "CLOSE" mark to cut off the fuel flow.
- ② Loosen the ring nut "2" to remove cup "3", take out the element "4".
- ③ Clean the cup "3", fit a new element "4" in, and install a new O-ring "5".  
(For part number, See 5.3)
- ④ After installing the cup "3" with the element "4" built in to the body, securely fasten it by the ring nut "2"
- ⑤ After pouring the fuel into the cup by turning the lever "1" of "FUEL VALVE" to the direction of "OPEN", bleed the air. (See 3.4.7)

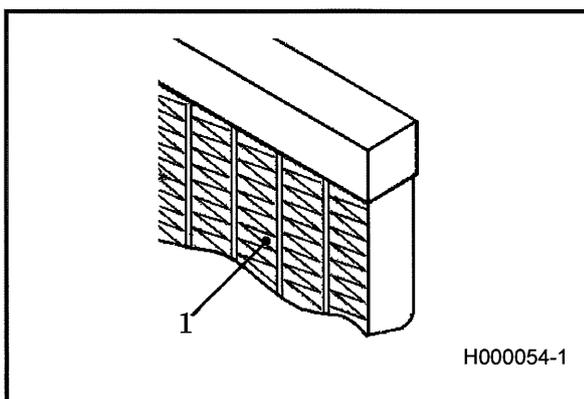
### 5.4.12 Clean inside of radiator

**Every 500 hours**

- When the inside of a radiator and water conduits of an engine are dirty with scale and rust, its cooling efficiency will be deteriorated. Clean the interiors of such components periodically.
- When cleaning it, contact directly us or distributor because it requires expert technical knowledge.

### 5.4.13 Clean outside of the radiator · oil cooler

**Every 1,000 hours**



- When the fin tubes diaphragm "1", of a radiator, and an oil cooler are clogged with dust or other foreign materials, the heat exchange efficiency drops and this will raise coolant temperature and discharge air temperature. These tubes and fins should be cleaned depending on the state of clogged tubes diaphragm "1", even before maintenance schedule.
- Do not use a high pressure washer to protect fin tubes "1" from being damaged.

# 5.Periodic inspection/Maintenance

## 5.4.14 Clean outside of the after cooler (After-cooler type)

**Every 1,000 hours**

- When the fin tubes “1” of the after-cooler get clogged with dust and dirt, it can cause deterioration of the effectiveness of the heat exchanger to be lowered so that cold air cannot be produced. In order to prevent such trouble, clean them, depending the clogging conditions of the fin tubes, even before the scheduled periodic cleaning time.
- Do not use a high pressure washer, in order to protect the fin tubes from being damaged.

## 5.4.15 Check and clean drain outlet port of after cooler (After-cooler type)

**Every 1,000 hours**

See 3.6.1 for after cooler drain.

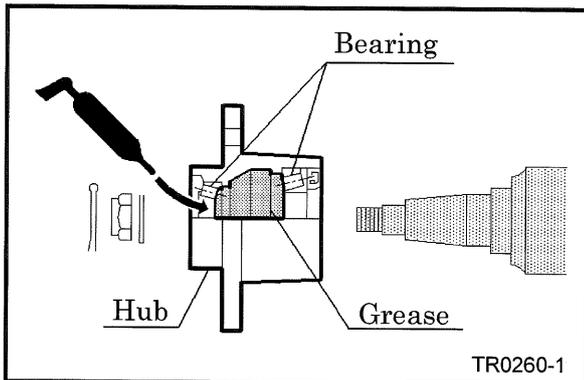
### *Cleaning it completely and keeping it cleaned*

**IMPORTANT**

- When any water is found mixed in compressed air, silencer and air pipe could be clogged.  
Periodically carry out inspection and cleaning of it.

## 5.4.16 Supply grease to trailer hub bearing

**1,000 hours or every 1 year**

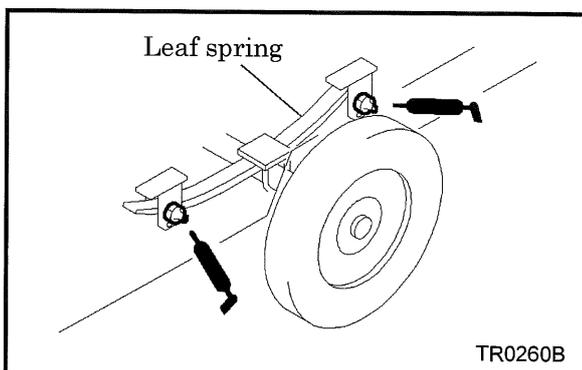


- When replenishing grease to the trailer hub bearing, contact our office nearby or distributor.

Grease: Chassis grease

## 5.4.17 Supply grease to leaf spring pin

**1,000 hours or every 1 year**



- When replenishing grease to the leaf spring pin, contact our office nearby or distributor.

Grease: Chassis grease

# 5.Periodic inspection/Maintenance

## 5.4.18 Change coolant

**1,000 hours or every 2 years**

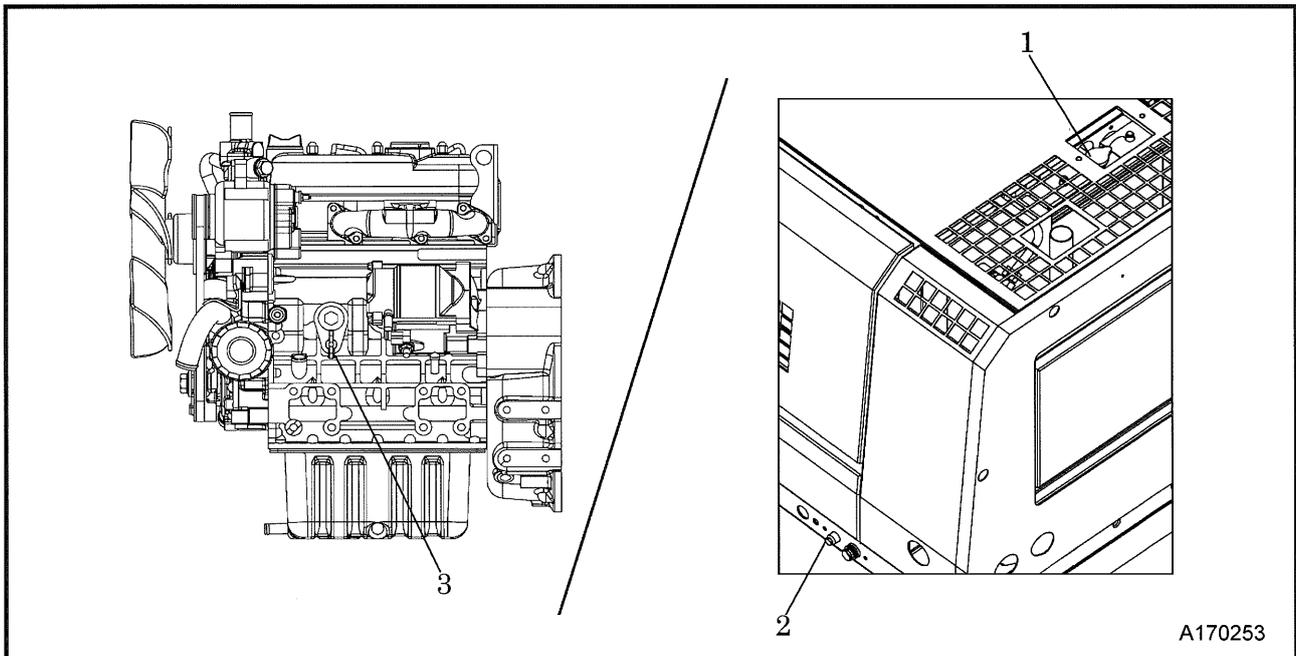
Be sure to stop the machine and loosen the radiator cap slowly after the coolant water is sufficiently cooled and the inner pressure is released, then take the cap off.

<Procedure>

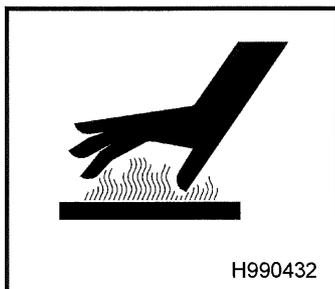
- ① To drain coolant, remove cap "1" of radiator open the drain plug "2" to drain it.
- ② Loosen the drain valve "3" provided on engine to drain engine.
- ③ Drain coolant of reserve tank.
- ④ After draining, fasten drain plug "2" and fasten drain valve "3" of engine body, then replenish coolant from inlet (Be sure to replenish coolant to reserve tank).

**[Quantity of water : approx. 4.1L]**

- ⑤ After changing the coolant, operate the machine for 5 minutes at the unloaded condition and stop it. Then check the coolant level again, and replenish if it is short.
- For the details of replacement, refer to engine operation manual.



**CAUTION**



- When removing cap, unfasten it to decrease internal pressure while unlocking first step. After checking internal pressure decreased, unfasten the cap more until second step unlocked. If you fail to conduct these processes, it might causes blowing radiator cap by internal pressure or gushing hot scalding vapor.
- LLC (Antifreeze) is a toxic material.
- If it should be swallowed by mistake, it is necessary to see a doctor immediately instead of being sent out enforcedly.
- When a person gets LLC (Antifreeze) in his eyes, wash the eyes with clean running water and make him see a doctor immediately.
- When LLC (Antifreeze) is stored, put it in a container with an indication saying "LLC (Antifreeze) inside" and seal it up, then Keep it in a place away from children.
- Beware of flames.

# 5.Periodic inspection/Maintenance

## 5.4.19 Change oil separator

**Every 2,000 hours**

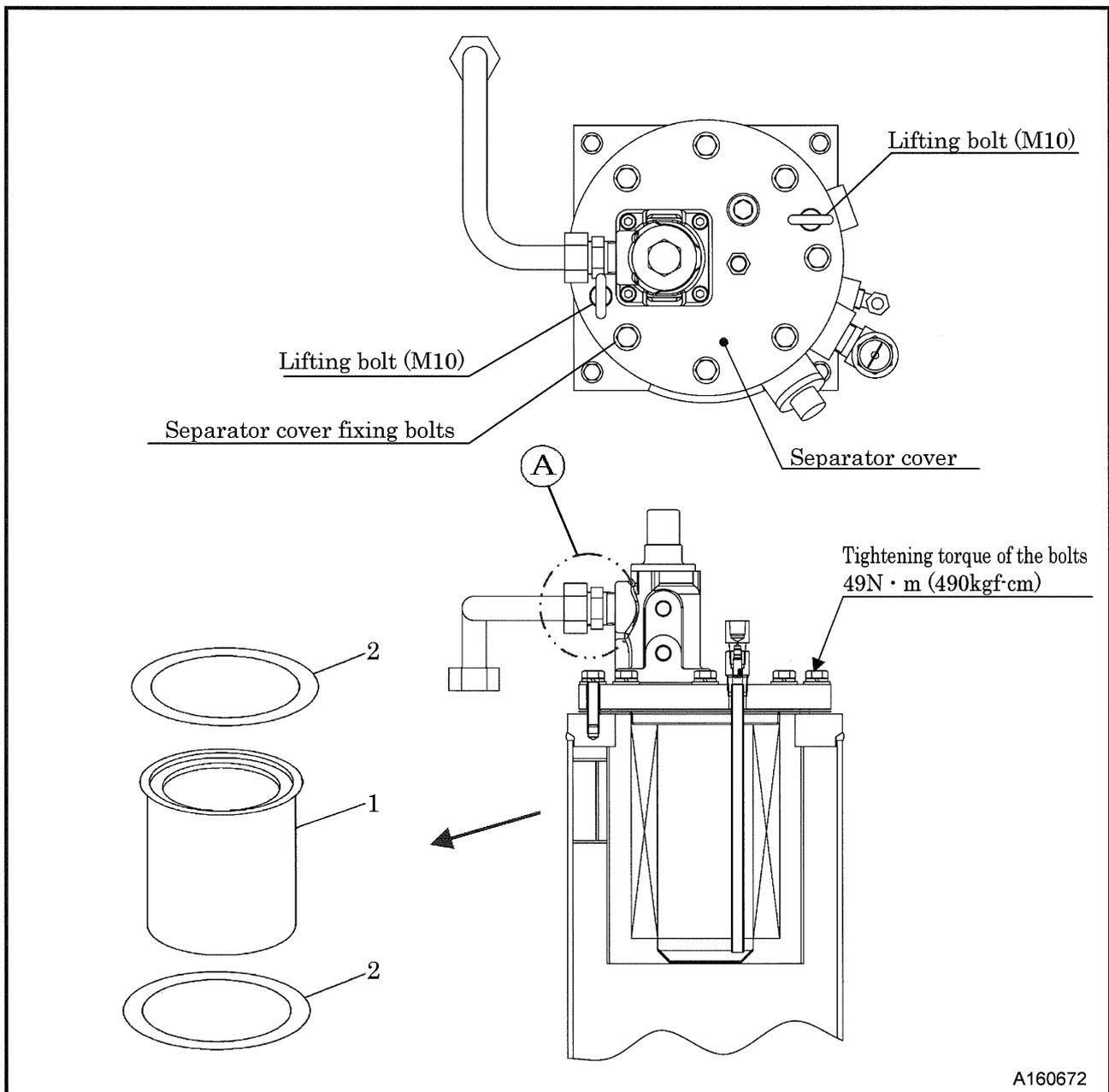
Even before the periodic interval time of replacement, replace the oil separator element whenever the oil consumption increases and also oil is found mixed in the discharge air. When replacing oil separator, contact directly us or distributor because it requires expert technical knowledge.

- When replacing oil separator "1", make sure to replace gasket "2" at the same time.

(For part number, See 5.3)

<Procedures>

- ① Take off top cover so as to remove separator.
- ② Remove nylon tubes and copper pipes connected to the pipes and parts fitted on the separator cover, using a spanner.
- ③ At first remove the union joint (A) between separator outlet and air outlet.
- ④ Remove the fixing bolts (8 pcs.) of separator cover, using an impact wrench etc.
- ⑤ Screw two lifting eyebolts (M10) for the 2 threaded holes provided on the separator cover.
- ⑥ Hook rope to lifting bolts, and remove separator cover while lifting with crane. Then pull out the separator.



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## 5.Periodic inspection/Maintenance

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### 5.4.20 Clean inside of fuel tank

**Every 2,000 hours**

When cleaning inside of fuel tank it, contact our office nearby or distributor because technical knowledge is required.

### 5.4.21 Change nylon tubes

**2,000 hours or every 2 years**

Replace nylon tubes used for the oil and air pipings. When replacing it, contact our office nearby or distributor because technical knowledge is required.

### 5.4.22 Change fuel hose

**2,000 hours or every 2 years**

In case various rubber hoses for fuel system and engine lubrication system are hardened or deteriorated, replace them even before the specified replacement time.

When replacing hoses, contact directly us or distributor because it requires expert technical knowledge.

### 5.4.23 Change rubber hose

**2,000 hours or every 2 years**

Replace hose that is used for oil piping if it has cracks or scratches even if before replacing time. Replacing requires technical knowledge so please contact our office or distributor nearby.

## 5.Periodic inspection/Maintenance

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### 5.4.24 Change radiator hoses

**3,000 hours or every 2 years**

When any crack or wear is found on the hoses, change it even before the scheduled time.

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

### 5.4.25 Change o-ring of unloader

**3,000 hours or every 3 years**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

### 5.4.26 Change pressure regulator

**3,000 hours or every 3 years**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

**(For part number, See 5.3)**

### 5.4.27 Check consumable parts of auto-relief valve and vacuum relief valve

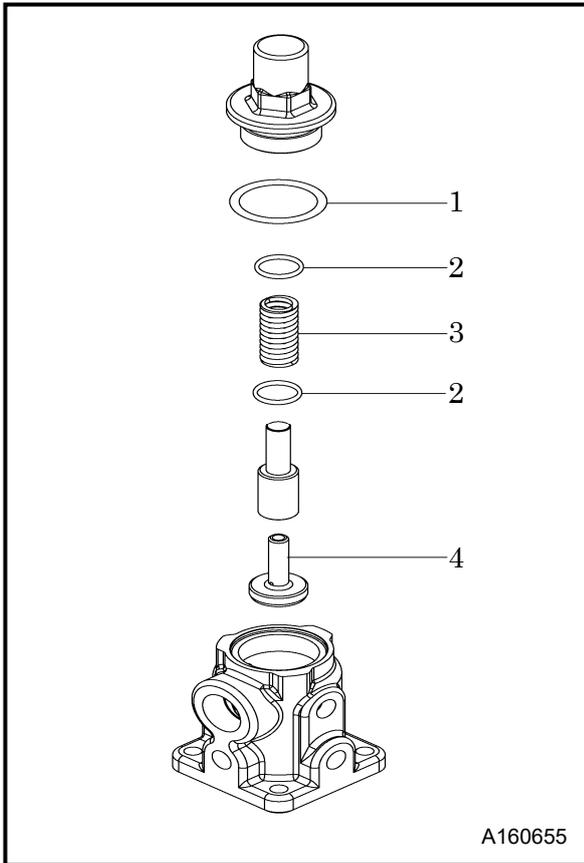
**3,000 hours or every 3 years**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

## 5.Periodic inspection/Maintenance

### 5.4.28 Performance check of pressure control valve

Every 3,000 hours



<Procedure >

- ① When closing stop valve and fully opening service valve while the machine is running, make sure that the discharge pressure gauge shows the figure between 49 to 68psi (3.4 to 4.7bar).
  - ② When the pressure is lower than 49psi(3.4bar), replace spring “3” with a new one.  
**(For part number, See 5.3)**
  - ③ When the indicator shows excessively higher pressure, you will find that the piston does not move smoothly due to foreign material and rust stuck inside valve. In such a case, disassemble the component for checking and cleaning.
- When replacing it, contact directly us or distributor because it requires expert technical knowledge.

IMPORTANT

- When reassembling, apply sufficient grease to O-ring Slot/O-ring and sliding surface. Use CALTEX MULTIFAK EP1 grease or equivalent. Grease of poor quality will deteriorate the material.

### 5.4.29 Check and change O-ring and piston of pressure control valve

3,000 hours or every 3 years

After disassembling and cleaning pressure control valve, check O ring “1” , “2” and teflon ring “3” , piston “4” .When the rubber of these parts is found hardened, or damaged, replace them.

**(For part number, see 5.3)**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

# 5.Periodic inspection/Maintenance

## 5.4.30 Change solenoid valve

**Every 3,000 hours**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

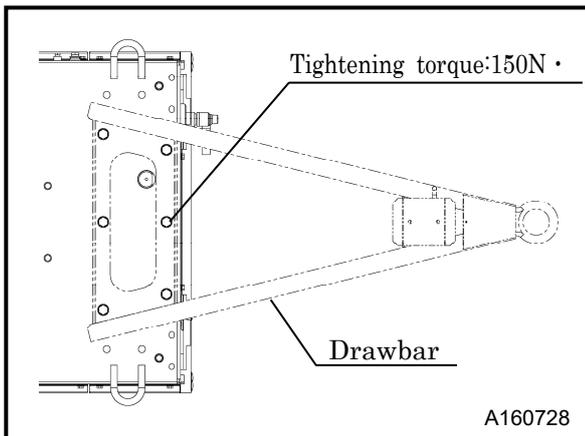
## 5.4.31 Change oil seal/bearing

**Every 3,000 hours**

When replacing it, contact directly us or distributor because it requires expert technical knowledge.

## 5.4.32 Check and confirm that the fixing bolts for the drawbar are properly tightened

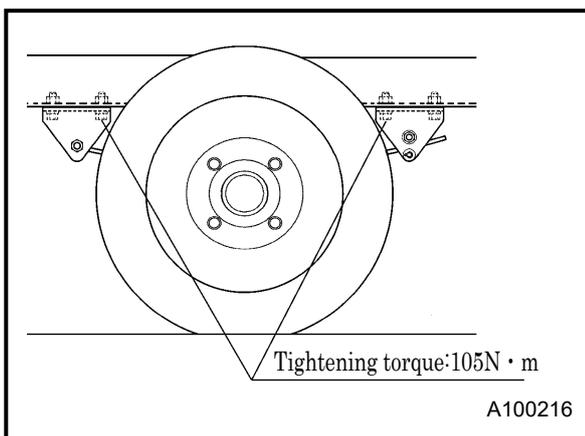
**Every 3 months**



- Check and confirm once every three months that the bolts with which drawbar is fixed are not loosened. (6 points)
- If it is found that specified tightening torque of clamped bolts drops to a lesser value, retighten them to correct specified value. (Tightening torque:150N · m)

## 5.4.33 Check and confirm that the bolts with which undercarriage brackets are fixed are properly tightened

**Every 3 months**

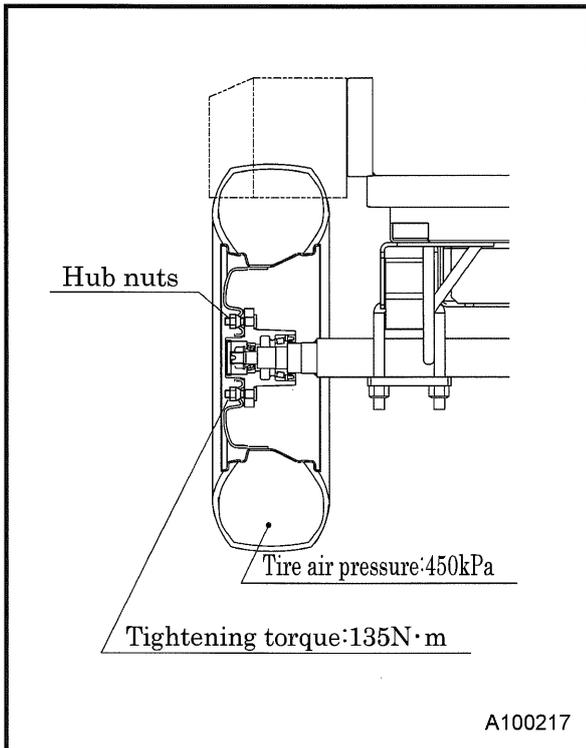


- Check and confirm once every three months that the bolts with which drawbar is fixed are not loosened. (8 points)
- If it is found that specified tightening torque of clamped bolts drops to a lesser value, retighten them to correct specified value. (Tightening torque:105N · m)

## 5.Periodic inspection/Maintenance

### 5.4.34 Check and confirm that the nuts with which tires are fixed are properly tightened

**Every 3 months**



- Check and confirm once every three months that hub nuts with which tires are fixed are not loosened. (8points)
- If it is found that specified tightening torque of clamped bolts drops to a lesser value, retighten them to correct specified value.

(Tightening torque : 135N·m)

## **6. Storage of the Machine and Disposal of Product**

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### **6.1 Preparation for Long-term Storage**

When the machine is left unused or not operated longer than half a year (6 months), store it at the dry place where no dust exists after the following treatments have been done to it.

- Put the machine in a temporary cabin if it is stored outside. Avoid leaving the machine outside with a sheet cover directly on the paint for a long time, or this will cause rust to the machine.
- Perform the following treatments at least once every three months.

<Procedure>

- ① Drain existing lubricant from the engine oil pan. Pour new lubricant in the engine to clean its inside. After running it for a while, drain it again.
- ② Completely charge the battery and disconnect grounding wires. Remove the battery from the machine, if possible, and store it in a dry place. (Charge the battery at least once every month.)
- ③ Drain coolant and fuel from the machine.
- ④ Seal the engine, air-intake port and other openings like the muffler with a vinyl sheet, packing tape, etc., to prevent moisture and dust from entering the machine.
- ⑤ Be sure to repair any breakdowns and maintain the machine so that it will be ready for the next operation.

### **6.2 Disposal of Product**

- In case of disposal of this machine, at first drain the cooling water and oils.  
When you have anything unclear or you want to advise us, contact our office nearby or distributor.

# 7. Specifications

## 7.1 Specifications

Model		PDS100S-6E1	PDS100SC-6E1	
Compressor	Type	Single-stage oil cooled, screw type compressor		
	Free air delivery	cfm ( m <sup>3</sup> /min)	100 (2.8)	
	Working pressure	psi (bar)	100 (6.9)	
	Lubricating system	Forced Lubrication by compressed pressure		
	Driving system	Direct driving with gear coupling		
	Receiver tank capacity	cu in. (m <sup>3</sup> )	1,221 (0.020)	
	Lubricating oil capacity	gal. (L)	2.6 (10)	
Engine	Model	KUBOTA D1005-E4B		
	Type	Water-cooled 3-cycle direct injection		
	Number of cylinders, bore stroke	in. (mm)	3-2.99in. × 2.89in. (3- 76mm × 73.6 mm)	
	Total displacement	cu in. (L)	61.1 (1.001)	
	Rated output(GROSS)	kW/min <sup>-1</sup>	18.5 / 3,200	
	Rated output(NET)		17.1 / 3,200	
	Lubricating oil capacity	gal.(L)	1.2 (4.5) (The amount of initial filling)	
			Approx. 1.2 (4.5) (The amount of exchange)	
	Coolant capacity (including radiator)	gal. (L)	1.1 (4.1)	
	Battery	85D26R (12V)		
	Fuel tank capacity	gal. (L)	10.6 (40)	
General Specifications	Overall length (Bonnet only)	in. (mm)	63.6 (1,615)	
	Overall width	in. (mm)	55.9 (1,420)	
	Overall height	in. (mm)	36.6 (930)	
	※Net dry mass	lb (kg)	1,179 (535)	1,201 (545)
	※Operating mass	lb (kg)	1,289 (585)	1,311 (595)

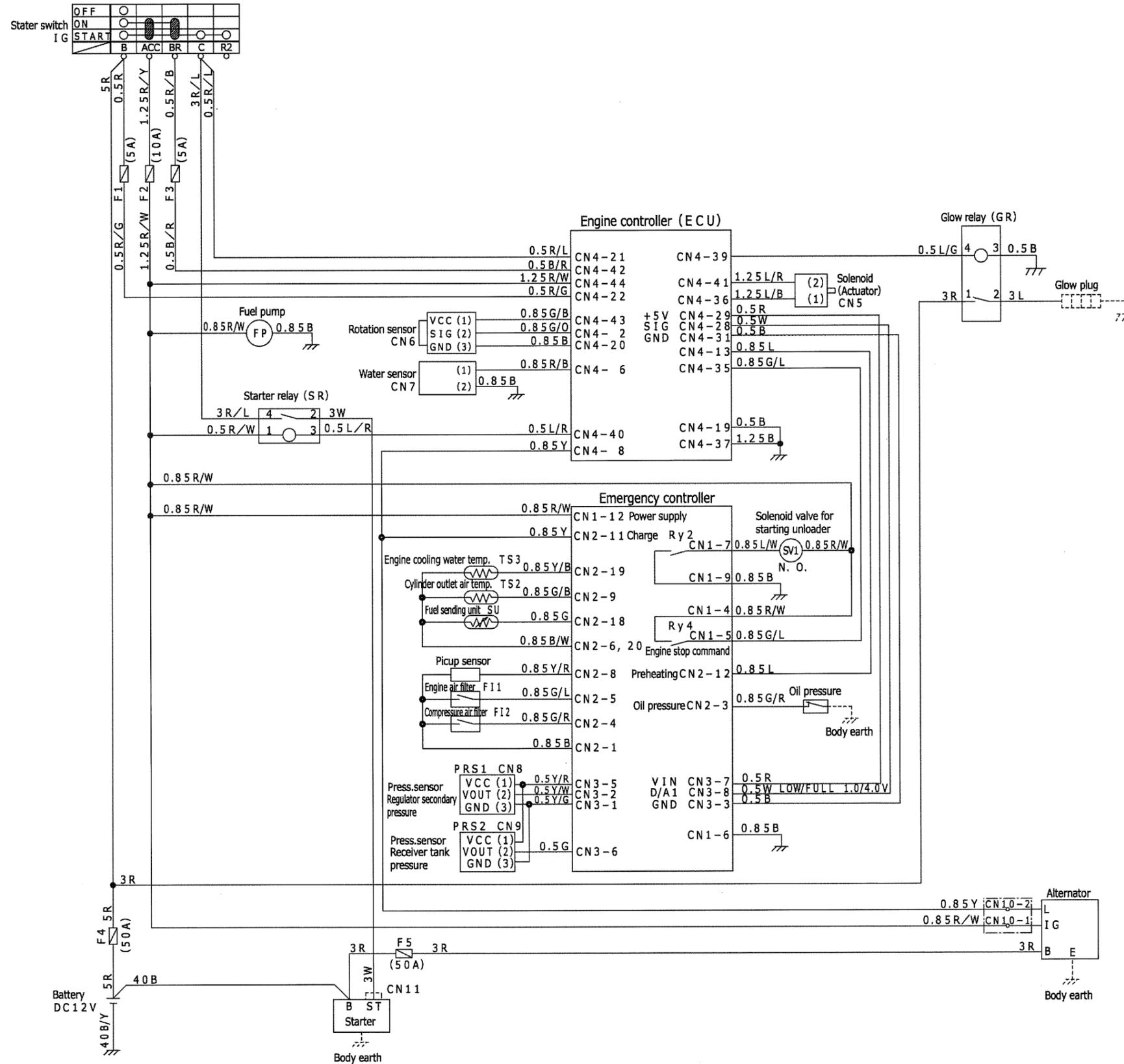
※The mass and dimensions indicated above exclude those of the drawbar and the undercarriage.





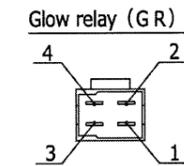
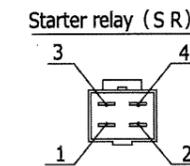
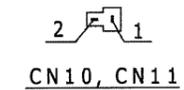
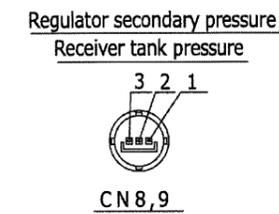
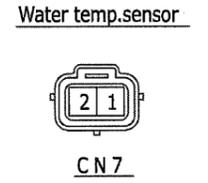
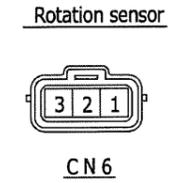
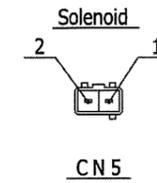
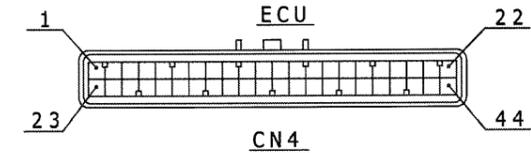
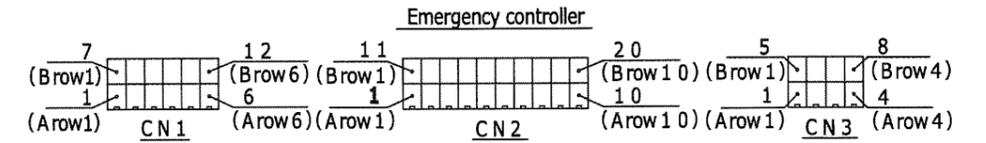
# 7. Specifications

## 7.3 Wiring Diagram



### Connector terminal arrangement

The following arrangement is seen from the side of the connector inserting port.

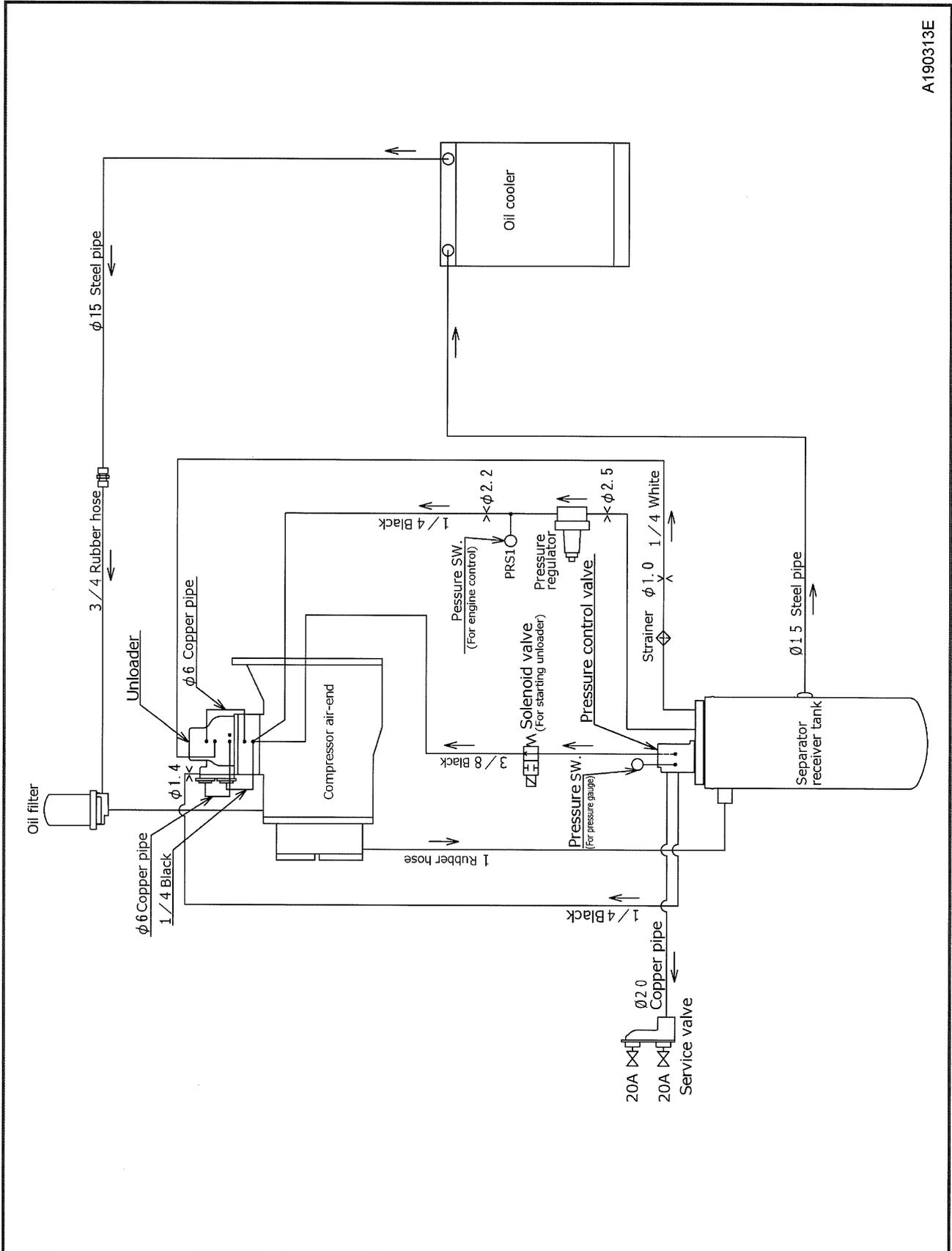


# 7. Specifications

## 7.4 Piping Diagram

### 7.4.1 Compression air · Compressor oil

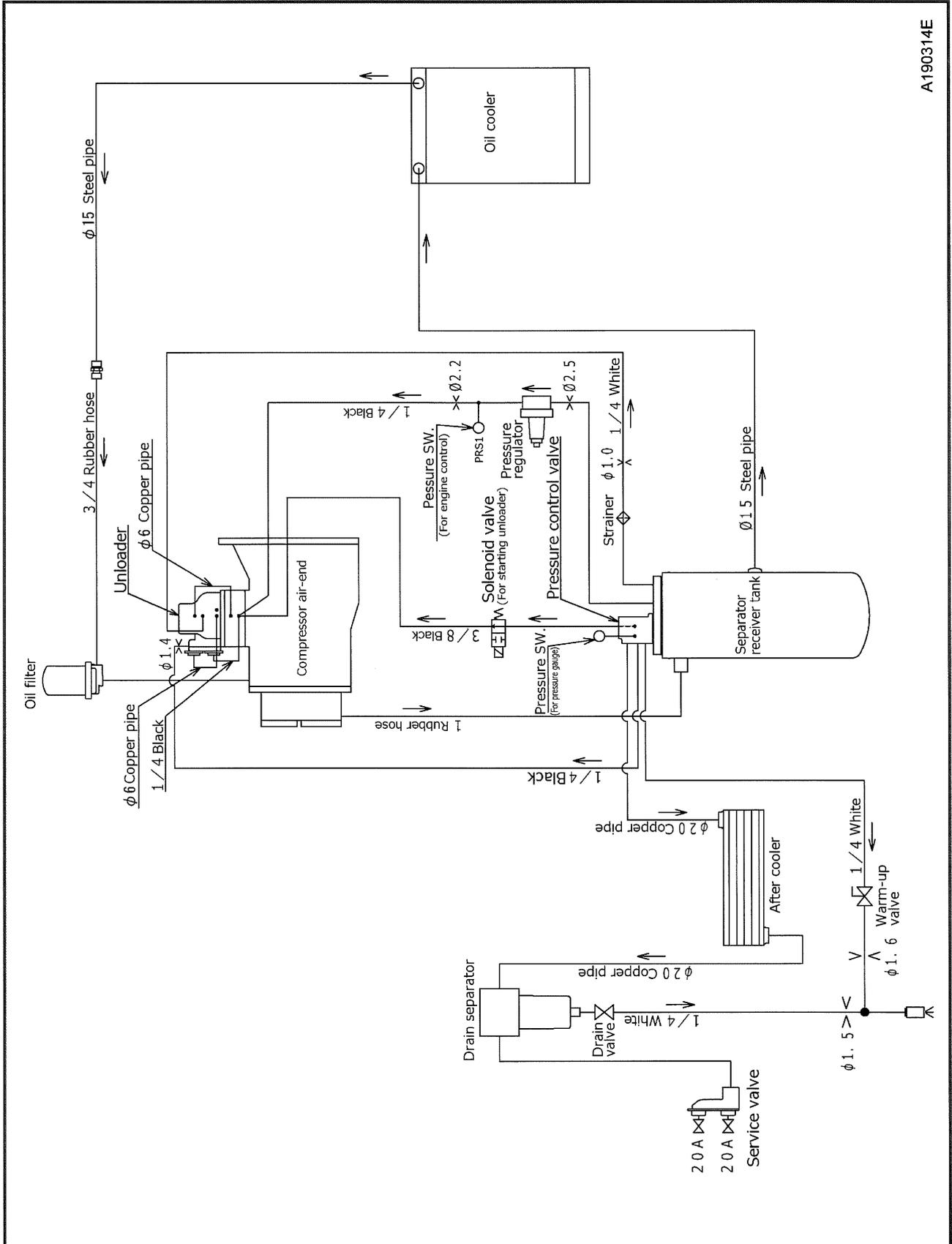
PDS100S-6E1



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# 7. Specifications

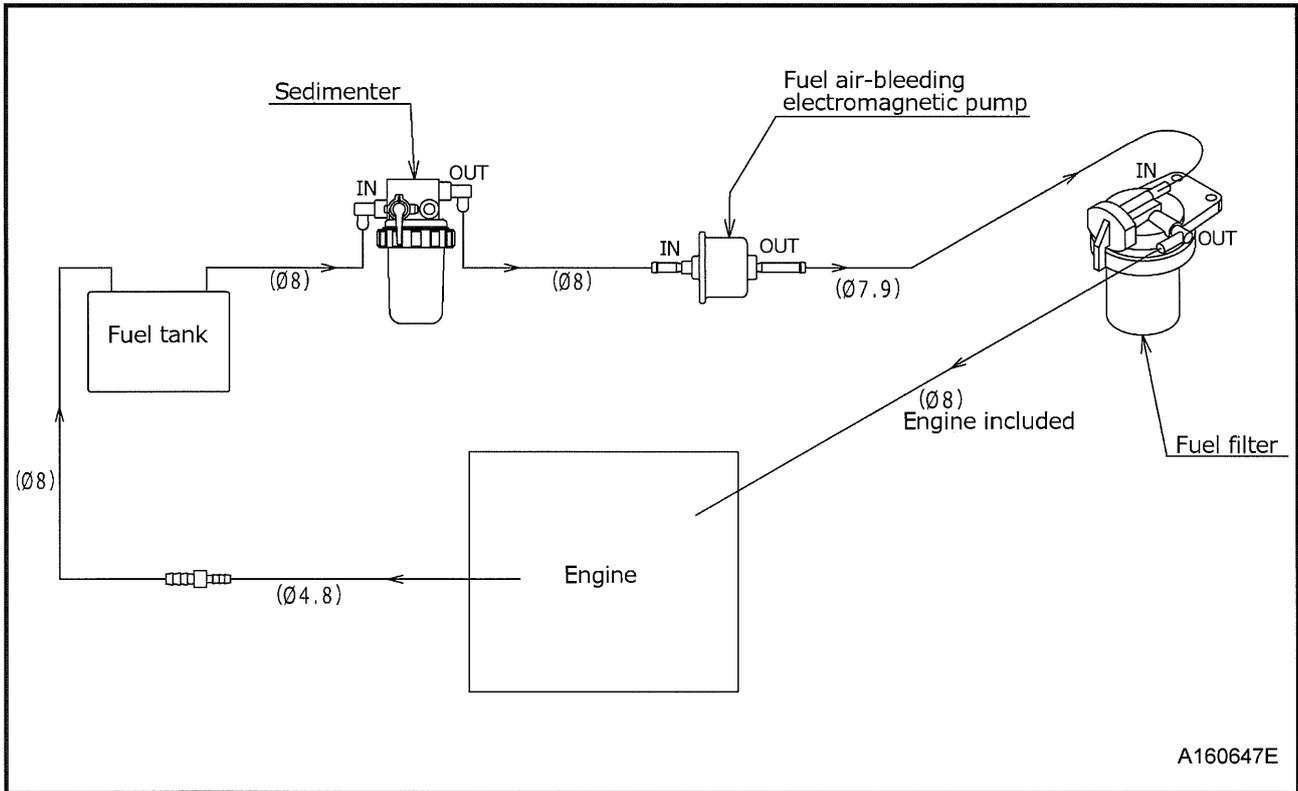
## PDS100SC-6E1 (After-cooler type)



A190314E

# 7. Specifications

## 7.4.2 Fuel Piping









**HOKUETSU INDUSTRIES CO., LTD.**

8TH FLOOR SHINJUKU SAN-EI BLDG,  
22-2 NISHI-SHINJUKU 1-CHOME, SHINJUKU-KU  
TOKYO 160-0023 JAPAN  
TEL:81-3-3348-7281  
FAX:81-3-3348-7289  
URL:<http://www.airman.co.jp>

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