

**ELGi**<sup>TM</sup>**USER AND MAINTENANCE MANUAL****MOTOR COMPRESSOR****D 425T4F**

	<b>USER AND MAINTENANCE MANUAL</b>	Date:	12/02/2025
		Code	MAN D425T4F ENG
<b>Motor compressor D425T4F</b>		Revision	05

Dear Customer,

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

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

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## FOREWORD

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

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

This manual contains essential guidelines for the safe, efficient, and cost-effective operation of the machine.

Adhering to these instructions helps prevent hazards, avoid unnecessary costs and downtime, and extend the machine's lifespan.

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

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



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## 1 GENERAL

### 1.1 Definitions

The most significant definitions contained in this manual are reported hereinafter

#### 1.1.1 QUALIFIED PERSONNEL

"Qualified personnel" are those personnel who are familiar with the rules for installation, assembly, repair and servicing of the machinery and who are provided with the specified technical qualification, such as e.g.:

Technical training authorizing to operate in compliance with the safety standards as related to the hazards the presence of electric current, pressure circuits, etc. may involve.

Technical background or - in any case - specific training relevant to the user's and maintenance procedures of the machinery in safety conditions.

Training in the basic first-aid activities.

#### 1.1.2 HAZARD

A potential source of injury or damage to health

#### 1.1.3 HAZARDOUS AREA

Any area within and/or in proximity of machinery where the presence of a person constitutes a risk for the health and safety of said person.

#### 1.1.4 EXPOSED PERSON

Any person being fully or partially in a hazardous area

#### 1.1.5 OPERATOR

The person/people charged to install, operate, adjust, clean, repair or move a Machinery or perform its maintenance.

#### 1.1.6 RISK

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

#### 1.1.7 GUARD

Part of the machinery utilized to ensure protection by means of a material barrier.

#### 1.1.8 PROTECTION EQUIPMENT

Device (different from a guard) which reduces the risk, by itself or associated to a guard.

#### 1.1.9 EXPECTED USE

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

#### 1.1.10 REASONABLY EXPECTABLE INCORRECT USE

The use of the machinery in a different way than the one indicated in the user's instructions, but which may derive from the easily expectable human behaviour.

#### 1.1.11 COMPONENT

A constituent part of the electrical/pneumatic equipment, usually specified by its function, but used in various applications.

#### 1.1.12 CONTROL DEVICE

A device introduced in a control circuit and used to control the operation of the system (e.g. position sensors, manual control switches, relays, electro-magnetic control valves).



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### 1.1.13 SAFETY INTERLOCK

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

### 1.1.14 MANUFACTURER

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

## 1.2 Machinery Identification

The identification nameplate is affixed to the motor compressor chassis.

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

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



Figure 1.2-1 identification nameplate D425T4F



### 1.3 Harmonized technical standards

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

UNI EN ISO 12100	Safety of machinery -General design principles - Risk assessment and risk reduction.
UNI EN ISO 13857	Safety of machinery– Safety distances to prevent from reaching the hazardous areas with the upper or lower limbs.
UNI EN ISO 13850	Safety of machinery - Emergency stop system, functional aspects
CEI EN 62061	Safety of machinery - Functional safety of the programmable electrical and electronic control systems as related to safety
CEI EN 60204-1	Safety of machinery - Electrical equipment of the machineries. Part I: General rules.

UNI EN 983	Safety of machinery. Safety requirements relevant to systems and related components for hydraulic and pneumatic transmission. Pneumatics.
UNI EN 349	Safety of machinery - Minimum openings to prevent the crushing of parts of the human body.
D. LGS. January 27th 2010 no.17	Implementation of Directive 2006/42/CE relevant to machinery, which modifies directive 95/16/CE relevant to elevators.
UNI EN ISO 14121-1	Safety of machinery - Risk assessment. General principles
UNI EN ISO -TR 14121-2	Safety of machinery - Examples



#### **Machine directive 2006/42/CE.**

Article 7. Presumption of conformity and harmonized standards

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





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### Motor compressor D425T4F

#### 1.4 General description of the machinery

The machinery described in this manual is motor compressor D425T4F.

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

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

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

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

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

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



## 2 TECHNICAL CHARACTERISTICS OF THE MACHINERY

The general technical characteristics of the machinery are reported hereinafter.

### 2.1 General technical characteristics

DESCRIPTION	D425T4F
	TECHNICAL VALUES AND DATA
Length (body)	107 inches
Width	54 inches
Height	56 inches
Dry weight	3858 lbs
Length w/o Bumper/Valves	98 inches
Compression system	Screw single-stage

### 2.2 Technical characteristics of the compressor

DESCRIPTION	D425T4F
	TECHNICAL VALUES AND DATA
Service pressure	100 Psi
Minimum pressure	80 Psi
Max. pressure	123 Psi
Rated payload at service pressure	425 CFM
Cooling typology	Concentrated Mineral Oil (Airlube) (*)
Hydraulic system capacity	5.3 gal
Separator tank capacity	11.35 gal

(\*) For the recommended oil see Paragraph 13.4.12



**2.3 Technical characteristics of the engine**

	D425T4F
DESCRIPTION	TECHNICAL VALUES AND DATA
Engine brand	Cummins
Type	QSF 3.8
Number of cylinders	4
Fuel	Diesel
Cooling	By liquid
Power available	130Hp at 2200 rpm
Max. rotation speed	2200 r.p.m.
Min. rotation speed	1400 r.p.m.
Emissions	Interim Tier 4/ Stage IV
Engine oil tank capacity	3.7 gal
Fuel tank capacity	52.8 gal
AVG fuel usage	4.05 GPH @ 60%

**2.4 Technical characteristics of the electric battery**

	D425T4F
DESCRIPTION	TECHNICAL VALUES AND DATA
Rated voltage	12 Vdc
Capacity	70 Ah
Discharge current	400 A

**2.5 Service temperatures**

	D425T4F
DESCRIPTION	TECHNICAL VALUES AND DATA
Minimum ambient temperature limit	14°F
Maximum ambient temperature limit	125°F
Humidity limits	≤ 50% (at 104°F)
Altitude	4.921 feet above sea level



### 3 SYMBOLS AND WARNINGS

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

#### 3.1 Hazards

**WARNING**

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

**WARNING FOR ELECTRICAL HAZARD**

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

**WARNING FOR CRUSHING HAZARD**

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

**WARNING HAZARD OF ORGANS IN MOTION**

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

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

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



**WARNING:  
OVERHANG  
ING LOADS**

**OVERHANGING LOAD WARNING**

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

**WARNING OF THE PRESENCE OF PRESSURE VESSELS**

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

### 3.2 Forbiddances



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

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



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

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



#### **FORBIDDANCE TO TRANSIT UNDER OVERHANGING LOADS**

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



#### **FORBIDDANCE TO START THE MACHINERY WHEN THE HOOD/DOORS IS/ARE OPEN**

### 3.3 Obligations and notices



#### NOTICES

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



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

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



#### NOTICES

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



#### HIGHLIGHTING OF THE HOOKING POINT TO LIFT THE MACHINERY.



#### OBLIGATION TO USE THE SUPPORT FOOT, THE PARK BRAKE AND WHEEL LOCKING WEDGES.

### 3.4 General notices

This manual includes the user's and routine maintenance instructions of the machinery. Whenever it is not specified otherwise, the operational and maintenance actions are to be considered as "specialized", i.e. they can only be performed by a technician appointed to the purpose.

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

ELGI declines any responsibility for any operation performed in conflict with the contents of this document.

Before utilizing the machinery, carefully read this document and comply with the safety law, regulations and standards in force.

This manual and the annexed documents must be considered as an integral part of the machinery they refer to and must always accompany the machinery, even if the latter is transferred to another user. It is therefore appropriate to preserve them for further reference.

This manual and the annexed documents are specific for the machinery they have been drafted for.



**Do NOT utilize this manual and the annexed documents to run operations on similar machinery, of the same brand or typology.**

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ELGI is available to its customers for any further information. Please report the information (type of machinery, model and Serial number) contained in the machinery identification nameplate. All the specific data not indicated in the text are mentioned in chapter "Technical characteristics of the machinery" as well as in the technical annexes of this user's and maintenance manual.

This manual thoroughly describes:

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

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

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

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

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

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

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

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



## 4 USE OF THE MACHINERY

### 4.1 Permitted Use

The machinery described in this manual is motor compressor D400T4F Dual Pressure.

The machinery is allocated to work outdoor.

The motor compressor is a piece of machinery with the capacity of generating a given quantity of compressed air in CFM by using a diesel engine as primary energy.

The pneumatic energy finds applications in different fields of use, where "pneumatic" operation tools, accessories and equipment are utilized. For instance: demolition hammers, drilling hammers, vibrators, drilling machines, rammers, coating machines, etc.

Each of these tools/-accessories has its own consumption of compressed air, expressed in litres per minute.

The optimum coupling between the compressor and the tool is achieved when the compressed air consumption does not exceed 85% of the air generated by the compressor (furthermore, it must be taken into consideration that the quantity of compressed air required by the tool shall increase in time, proportionally to the wear of the tool itself).

The correct compressor-tool coupling ratio allows the machinery operating in optimum conditions, as appropriate to ensure long life-span at the highest performance.

An oversized tool - besides creating unfavourable conditions for the appropriate operation of the machinery - shall not develop full performance, since it cannot resort to the required quantity of compressed air.

This machinery has been designed to work at ambient temperature ranging from 14°F and 105°F.



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

### 4.2 Prohibited Use

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

#### 4.3 Residual risk



Avoid standing in front of the compressed air discharges. The direct exposure to the air jet may cause medium severity injuries because of the strength and speed of the compressed air.



The machine must operate outdoor, because of the presence of the engine and of the relevant exhaust gases.



**It is strictly forbidden to operate the machine in indoor environments whose atmosphere is made of vapours or mixtures of corrosive or explosive gases.**

When performing demolition, drilling, sandblasting activities or any other operation that generates dust the tool needs to be connected to the compressor through a pressure-resistant hose of sufficient length to keep the machinery away from the work area, thus preventing the clogging of both the engine and airtight filters mounted on the unit and of the radiator for the cooling of the lubrication and cooling liquids. Even in this case, a good operator will locate the machinery leeward versus the work area.

The machinery has been designed and built to work with the hood/doors closed and - consequently - it is forbidden to keep it open when the engine is on, because - besides generation harmful sound emissions - the required internal ventilation would be interrupted, and this is instead indispensable for the appropriate operation of the compressor.

Make sure that the hood/doors is/are closed.

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

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

## 5 LEVELS AND QUALIFICATIONS OF THE PERSONNEL

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



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

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

Ensure that only designated personnel perform these activities.

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

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

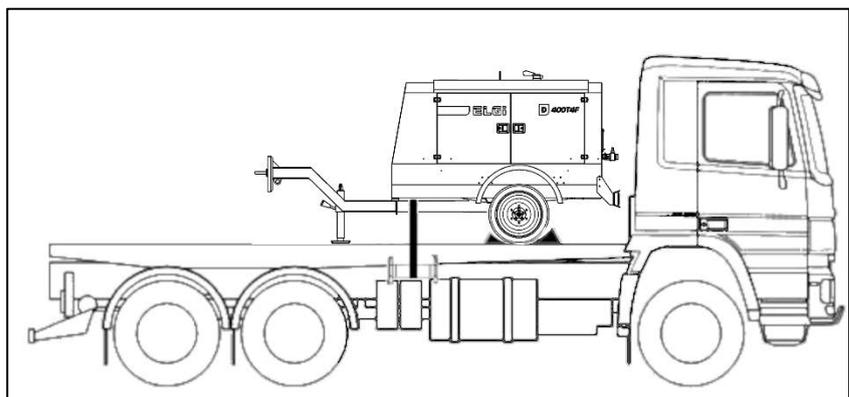
## 6 SAFETY PROVISIONS

### 6.1 Safety provisions concerning transport

The motor-compressors which are not certified for towing need to be loaded onto another means of transport. The motor compressor shall have to be attached as appropriate to the floor of the means of transport in order to prevent any unbalancing of the load during transport.

The unit is shipped by ELGI attached to a support appropriate for its handling by means of fork-lift trucks; such wooden platform facilitates the anchorage to the floor of the transport vehicle and prevents the load from sliding. For safe transport, operate as follows:

- 1) Locate the unit near to the cockpit of the transport vehicle.
- 2) Locate the motocompressor as in Figure 6.1-1.



**Figure 6.1-1 Instruction for towing in safe conditions**

- 3) Make the ropes (A) pass around chassis and tighten them by means of the winches provided with the means of transport.
- 4) Travel at moderate speed.



## 6.2 Safety provisions concerning lifting



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



A purposely-allocated opening, protected by a rubber membrane, is obtained in the upper panel of the roof and allows for easy access to the lifting hook.

Safe Lifting Procedure:

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



Figure 6.2-1 Lifting system of the compressor



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

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



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

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



**WARNING  
OVERHANGING  
LOADS**



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

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

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

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

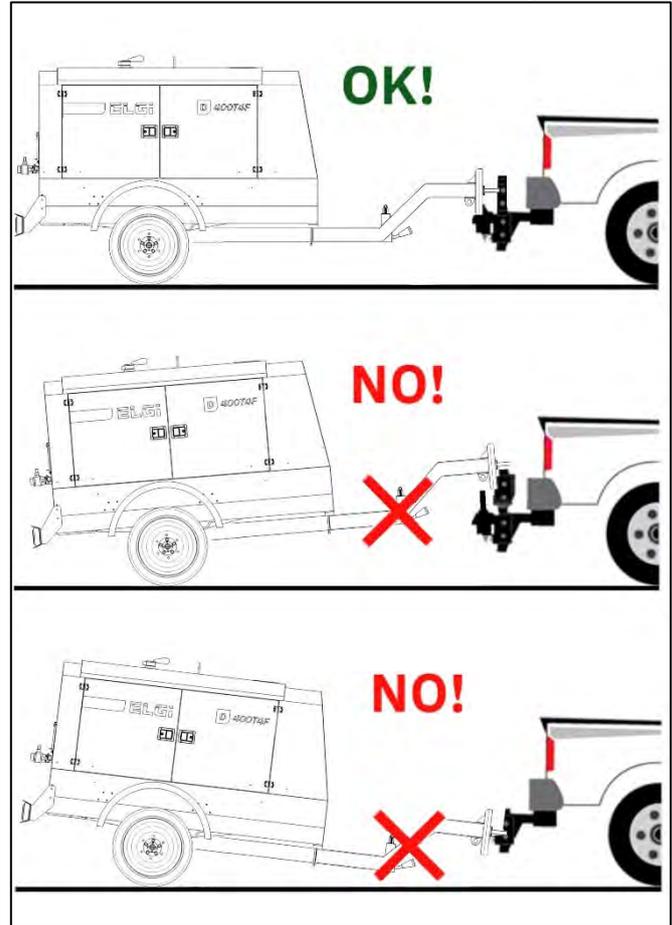


Figure 6.3-1 Instructions for safe towing

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



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



#### 6.4 Instructions for the installation and parking of the motor compressor

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

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

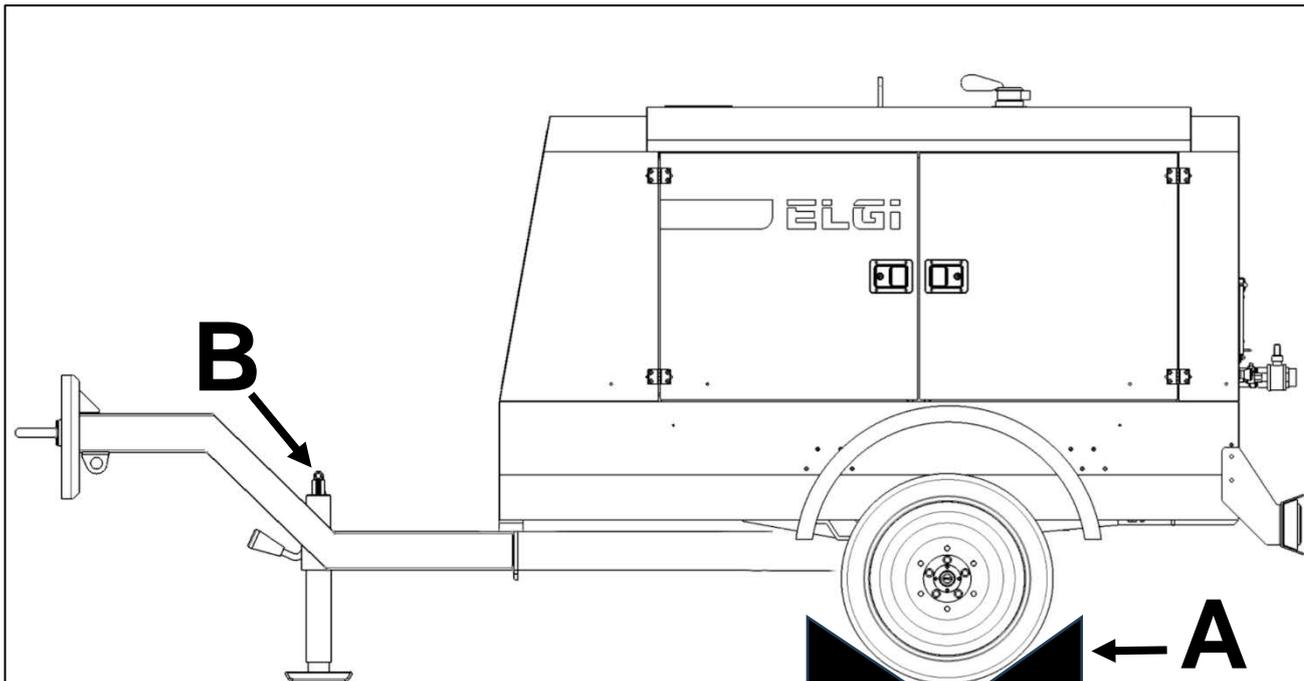


Figure 6.4-1 Instructions for parking and installation of the motor compressor

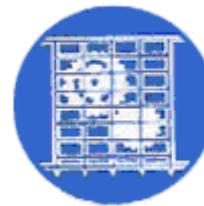


**When parking, it is mandatory to use the support foot, of the hand brake and of the wheel locking wedges.**

## 6.5 Safety provisions concerning maintenance

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

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



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

## 7 MACHINERY COMPONENTS

This unit D425T4F is a single-phase, silenced oil injection screw mobile motor compressor. The engine is an internal combustion engine fueled by diesel and is connected to the compressor via a flexible coupling. The coupling is designed to fail in the event that the engine or compressor locks up.

### 7.1 Chassis

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

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

### 7.2 Body

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

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

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

### 7.3 Engine

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

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

### 7.4 Compression unit

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

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

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

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

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

### 7.5 Separator tank

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

The lid is equipped with the following components:

A safety valve to prevent overpressure,

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

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





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### 7.6 Bell and flexible coupling

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

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

### 7.7 Control panel

---

The electronic control panel above the air exit cocks is specifically designed to have all the controls within reach of a single person all the necessary instruments to control the unit are displayed on the control panel.



**8 ELECTRICAL EQUIPMENT OF THE MACHINERY**

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

**8.1 Control instrumentation and devices**

- 1- Pressure gauge
- 2- ON-OFF switch
- 3- MPC-10 Controller
- 4- Start button
- 5- Stop button



Figure 8.1-1 Instrument panel and control devices

**8.2 Operator's control panel and wiring diagram**

The buttons have the following functions:

- **On/Off switch** – Turn the selector on the right position to turn on the system.
- **Start Key** – Allows the operator to start sequence in Manual Mode or initiate an auto start sequence when in Auto Mode.
- **Stop Key** – Allows the operator to initiate the stop sequence in either mode of operation. As a safety feature, the stop key will skip the cool-down state when it is pressed twice or held in auto mode. Once shut down, the controller will enter manual mode to eliminate an auto crank condition if the auto start condition is still present.
- **Reset key** – This button allow you to clear any alarms on the display.



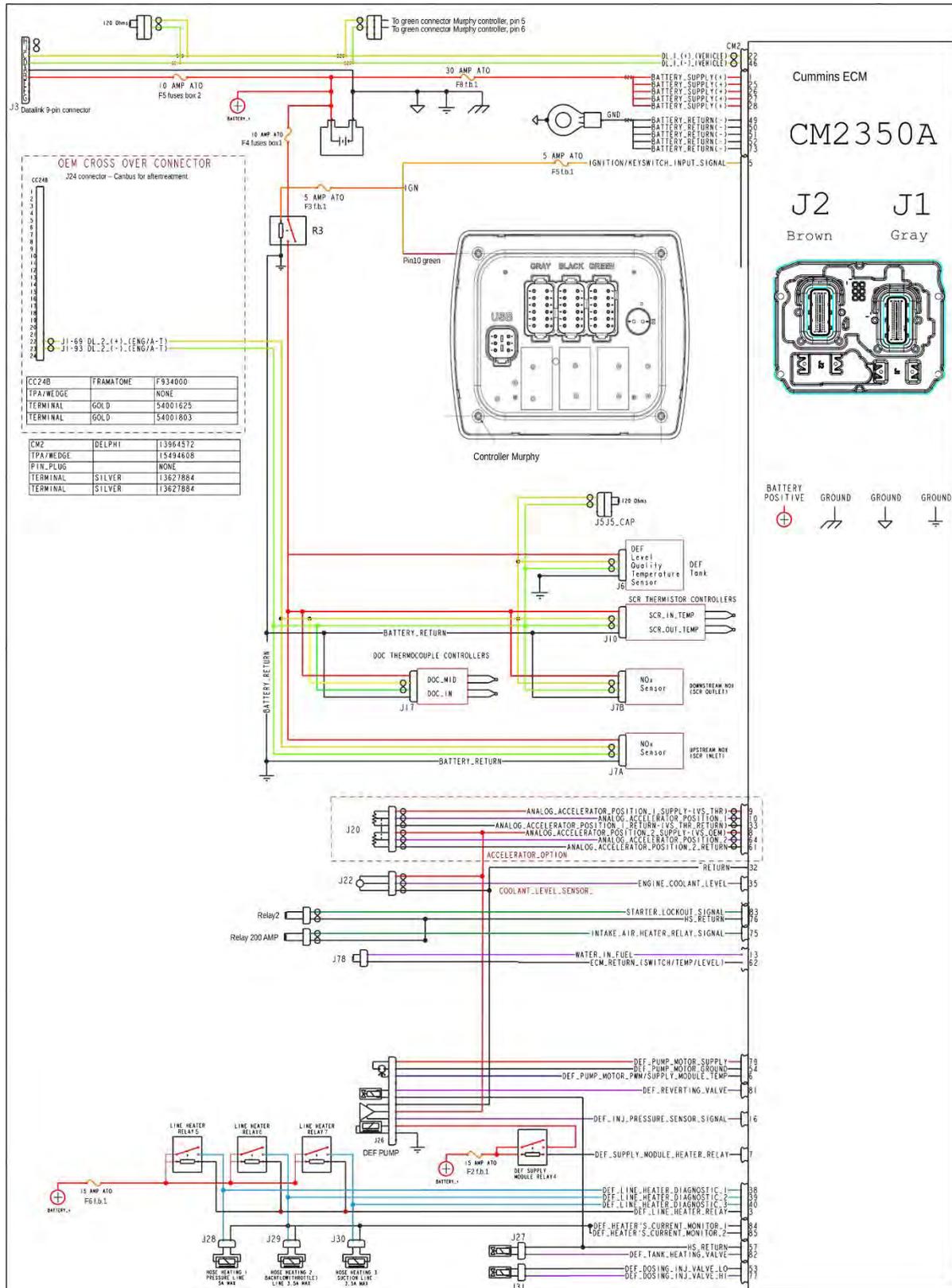


Figure 8.2-1 Wiring system diagram



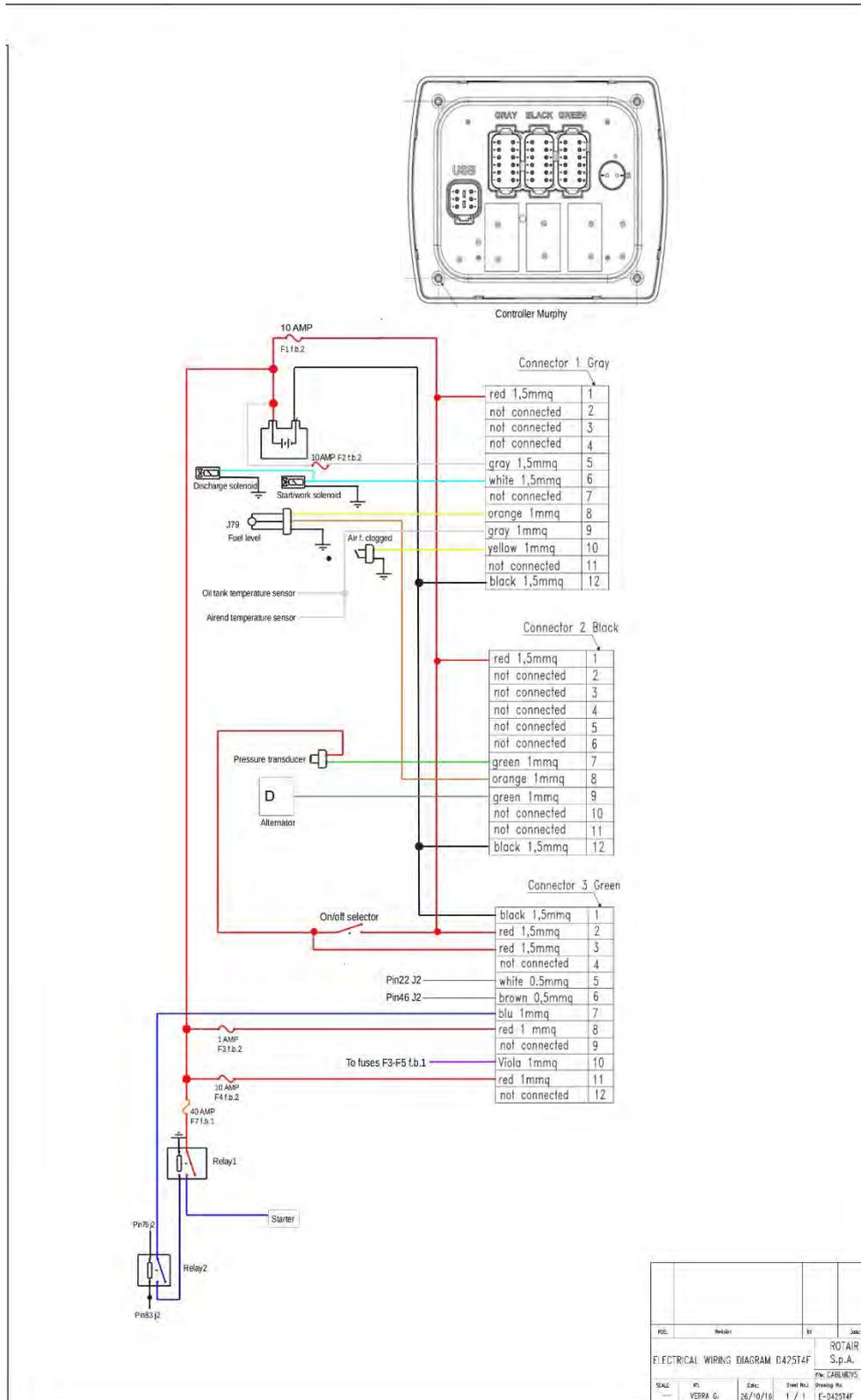


Figure 8.2-2 Wiring system diagram

REV.	Modific.	BY	DATE
ELECTRICAL WIRING DIAGRAM D425T4F			
ROTAR S.p.A.			
PIN CABLEMENTS			
SCALE	PI	Edic.	Sheet No.
—	VERBA G.	26/10/18	1 / 1
Drawing No. E-D425T4F			



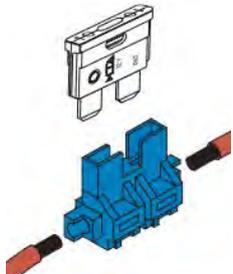
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### 8.3 Fuses

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

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



Fuse holder	Fuse drawing	Description	Ampere
		Secondary fuse: device to protect against overcurrent which might damage the fuel solenoid.	15 A



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



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#### 8.4 Lights (for road-certified version)



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

##### Rear lights:

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

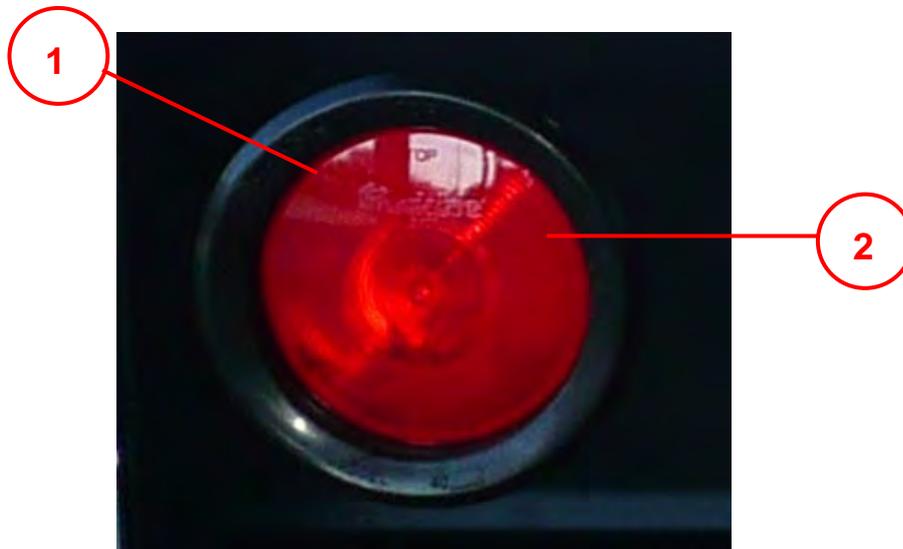
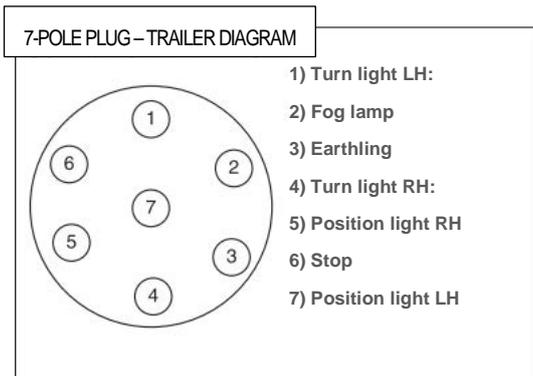


Figure 8.4-1 Rear light



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



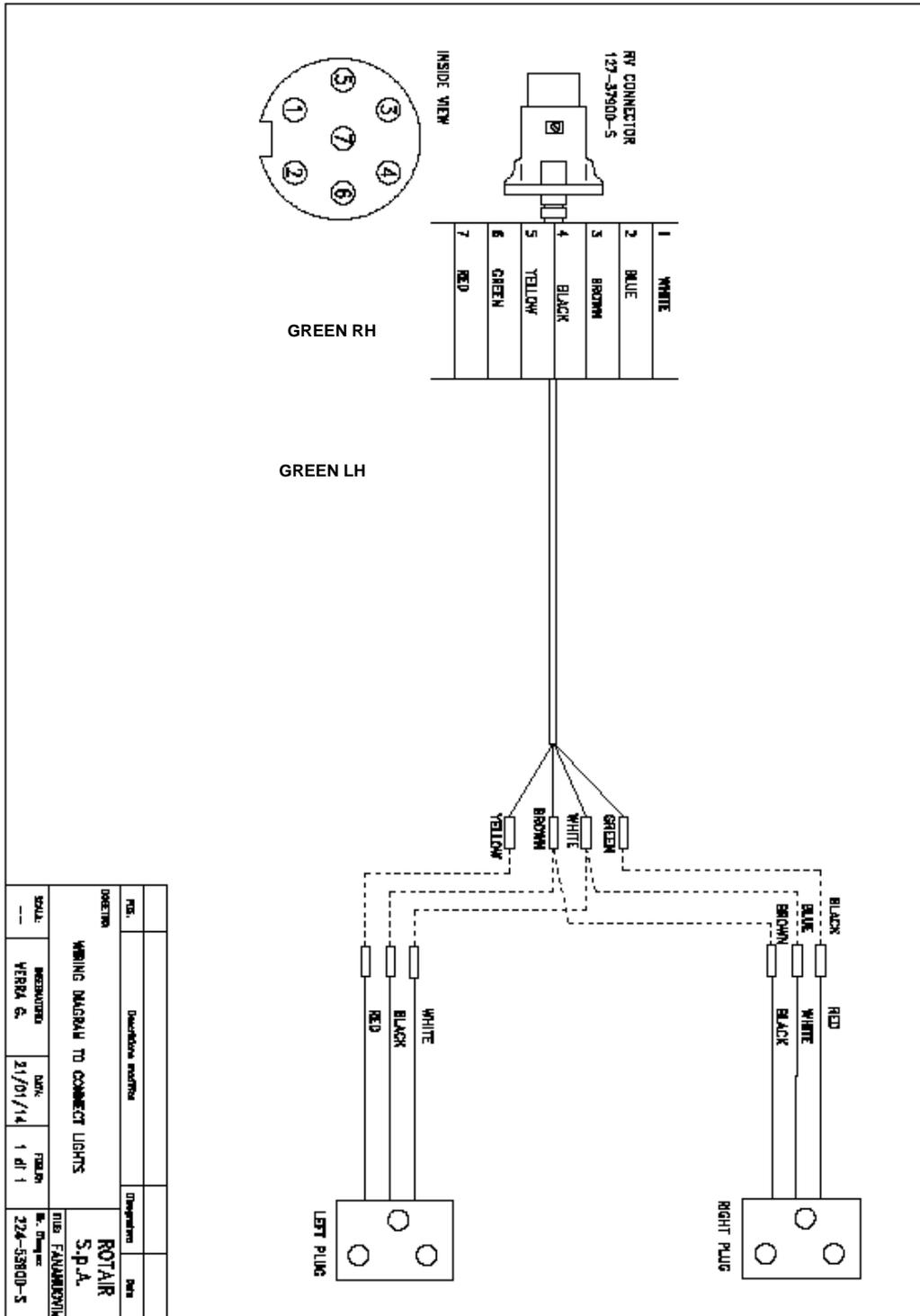


Figure 8.4-3 Light wiring harness



**9 OLEOPNEUMATIC AND PNEUMATIC SYSTEM**

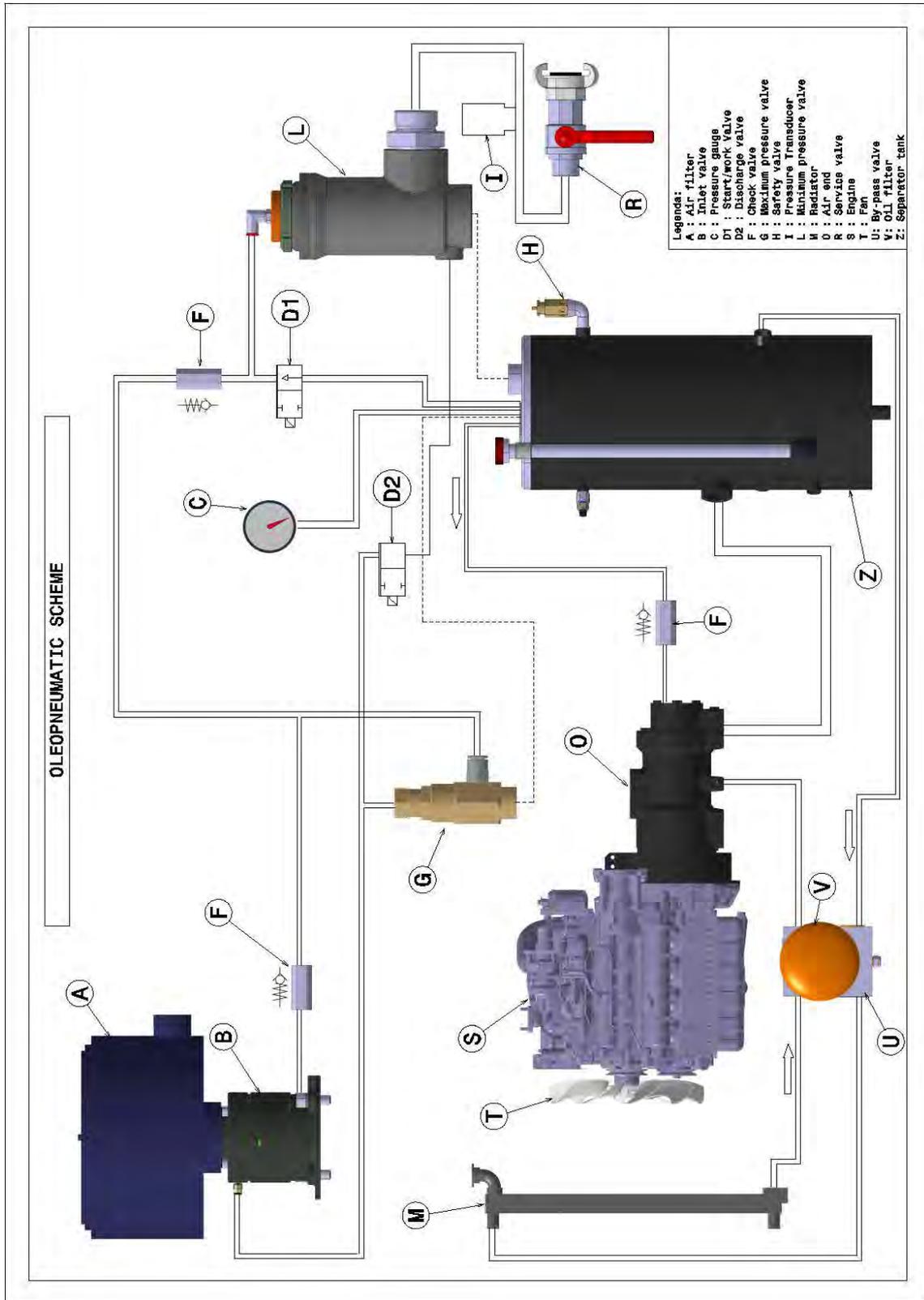


Figure 9-1 Oleopneumatic scheme



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## 9.1 Compressor lubrication system

The compressor lubrication system (Figure 9-1) consists of:

- Oil separator tank (Z) ;
- Thermostatic valve (U) ;
- Oil filter (V) ;
- Oil cooling radiator (M) ;

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

The lower part of the oil separator tank (Z) acts as an oil tank, whereas the upper portion of the tank filters the oil particles from the air.

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

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

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

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

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

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

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

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



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



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## 9.2 Pneumatic system

The pneumatic system (Figure 9-1) includes:

- Compressor filter (A)
- Inlet valve (B)
- Compressor (O)
- Tank (Z)
- Minimum pressure and check valve (L)
- Service valve (R)
- Maximum pressure valve (G)
- Discharge solenoid valve (D2)

The system includes: the compressor filter (A), the inlet valve (B), compressor (O), tank (Z) and the oil separator element, the minimum pressure and check valve (L), the service valve (R) and the maximum pressure valve (G), and the discharge solenoid valve (D2).

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

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

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

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

The solenoid valve (D1), on stopping the machine, opens automatically, gently discharging all the compressed air still inside the system into the atmosphere.

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



**WARNING:** *pressure vessel.*



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## 10 PROVISIONS FOR THE APPROPRIATE UTILIZATION OF THE MOTOR COMPRESSOR

Consult this user's and maintenance manual before starting-up the machinery.

### 10.1 Pre-Start Checklist

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

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

3. Check the fuel level in the tank\*.



**DIESEL**

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



Figure 10.1-1 Gas oil tank for Diesel engine

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



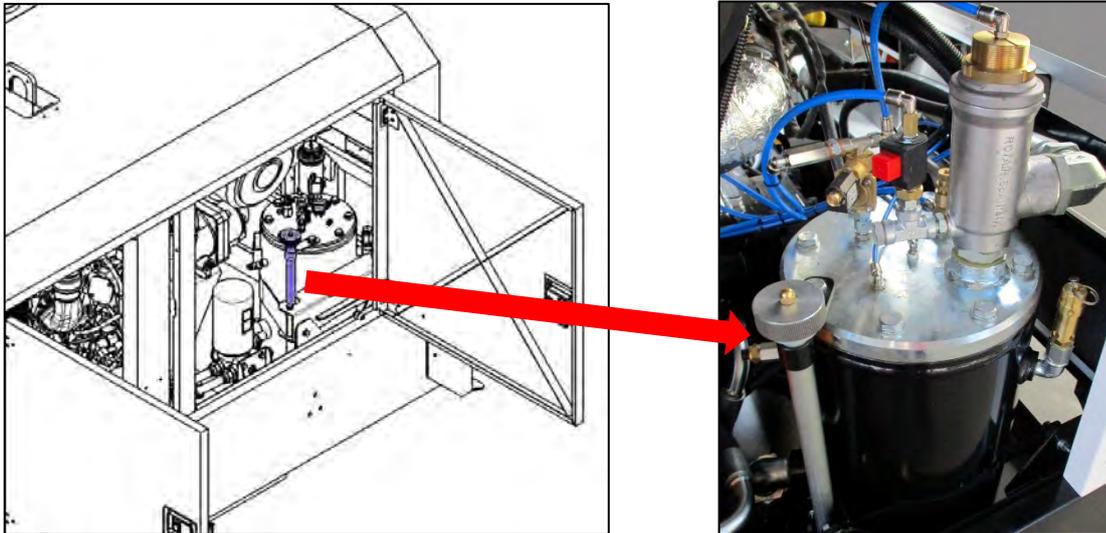


Figure 10.1-2 Checking the oil level – Oil indicator dipstick

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

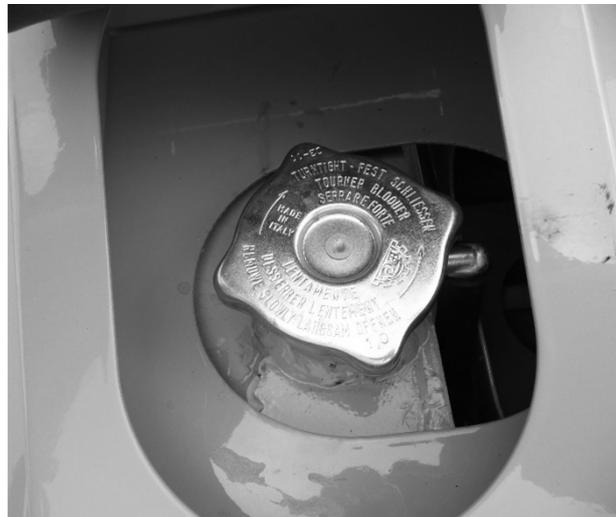


Figure 10.1-1 Checking the radiator cooling liquid

Recommended cooling liquid: PEAK EUROPEAN BLUE



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

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## 10.2 Start-up Procedure

- 1) Fully close the air service valves.
- 2) ON/OFF Position switch to the ON position.
- 3) Press the green start button key, the engine starts. Should the engine fail to start immediately, do not insist in order to prevent the risk of damage to the starter motor.



**WARNING:** Do not run any lengthened starts, above 10 seconds.  
In case of difficult start-up, repeat the maneuver with short start-ups at intervals.

- 5) Once the engine is engaged, it will run at minimum speed for about 45 seconds; the pressure gauge will indicate a pressure level of between 2-3 bar.  
Should one or more of the indicators on the control device still be on after 5-6 seconds, immediately stop the machine to find the cause.  
After 45 seconds the motorized compressor will automatically enter work mode: accelerate the engine, open the suction valve and the gauge pressure will reach maximum calibration values
- 6) Then connect the compressed air delivery pipes to the relative tools.
- 7) Gradually open the service valve/s.



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



Figure 10.2-1 Location of the service valves



**WARNING:** Do not breathe the compressed air produced by this unit in output from the service valves



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### 10.3 During Operation



The machine must always operate with doors closed.

Check the fuel level.

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



Figure 10.3-1 Exhaust pipe



**WARNING:** *in the vicinity of the exhaust pipe are very hot exhaust gases and harmful. Avoid these areas as necessary while the machine is running.*



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#### 10.4 Stopping the Machine

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- 1) Fully close the service valves.
- 2) Push the red stop button the motorized compressor will act to de-pressurize the machine until the gauge pressure reaches a value of 3.5 bar before stopping.
- 3) Position ON/OFF switch to the OFF position;



**WARNING:** Engine purging starts at keyswitch OFF and is completed in 100 seconds. Power must be available to the ECM for at least 100 seconds after keyswitch OFF to ensure that purging is completed. During service events, the battery must not be disconnected for at least 100 seconds after keyswitch OFF.



**DO NOT DISCONNECT THE BATTERY BEFORE THIS TIME**

#### 10.5 Post-Stop Procedures

---

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



## 11 MONITORING AND TESTING OF THE MACHINE

### 11.1 Monitoring and testing of engine speed



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



*For all calibrations and adjustments we highlight the following residual risks*



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



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



### 11.2 Monitoring and control of the air pressure of the compressor

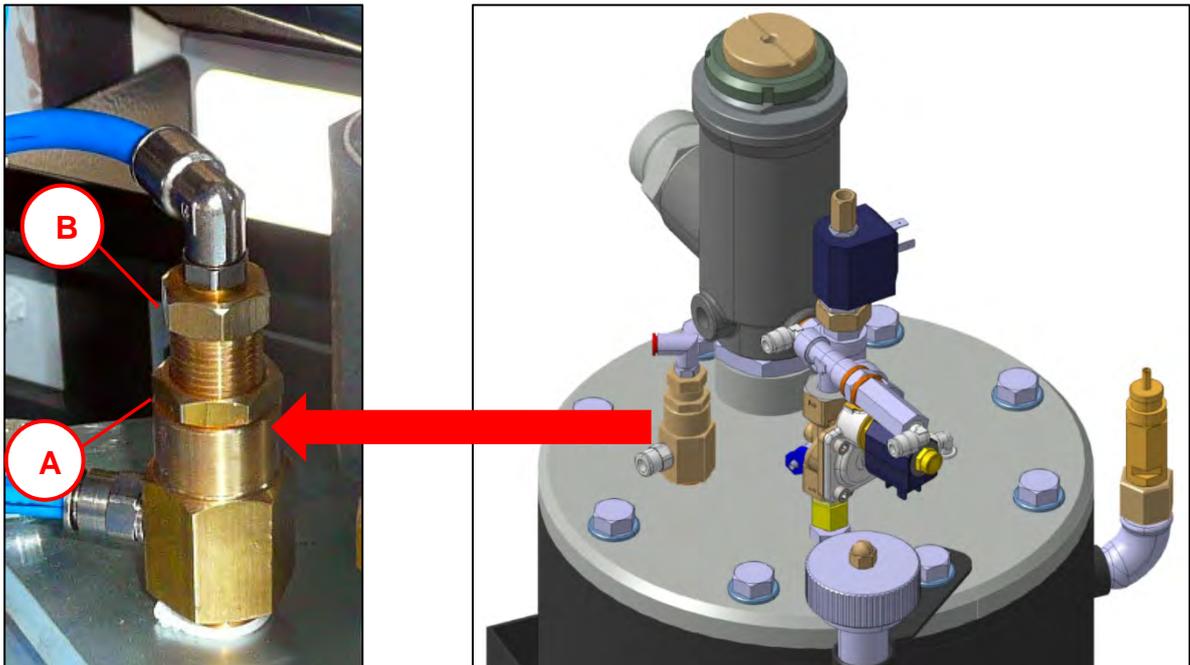


Figure 11.2-1 Adjusting maximum pressure valve

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

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

1. Start the machine as described in section 10.2 "Start",
2. Wait for the compressor reaches the maximum pressure and the engine stating the values of idle speed;
3. Close all faucets (Letter A in Figure 11.2-1);
4. Open the side door with the compressor in motion;
5. Unscrew with wrench 22 mm in, the nut (Letter A in Figure 11.2-1); Air filter area:



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6. If you want to increase the maximum pressure must tighten with 19 mm wrench, nut (Letter B in Figure 11.2-1);
7. If you want to reduce the regime min unscrew, with a 19 mm wrench, nut (Letter B in Figure 11.2-1);
8. Once the adjustment screw, with a 22 mm wrench, nut (Letter A in Figure 11.2-1);
9. Slightly open for 3/4 seconds, the faucet supply air to the engine to accelerate, and then close it. Repeat this 2-3 times to allow the settling of the valve.
10. Reading on the pressure gauge located in the control panel, the value of the maximum pressure reached;
11. Compare the measured value with that reported in Paragraph 2, repeat the steps up to the alignment of the two values;
12. Close the doors.



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



### 11.3 Minimum Air Pressure Monitoring and Control for the Compressor

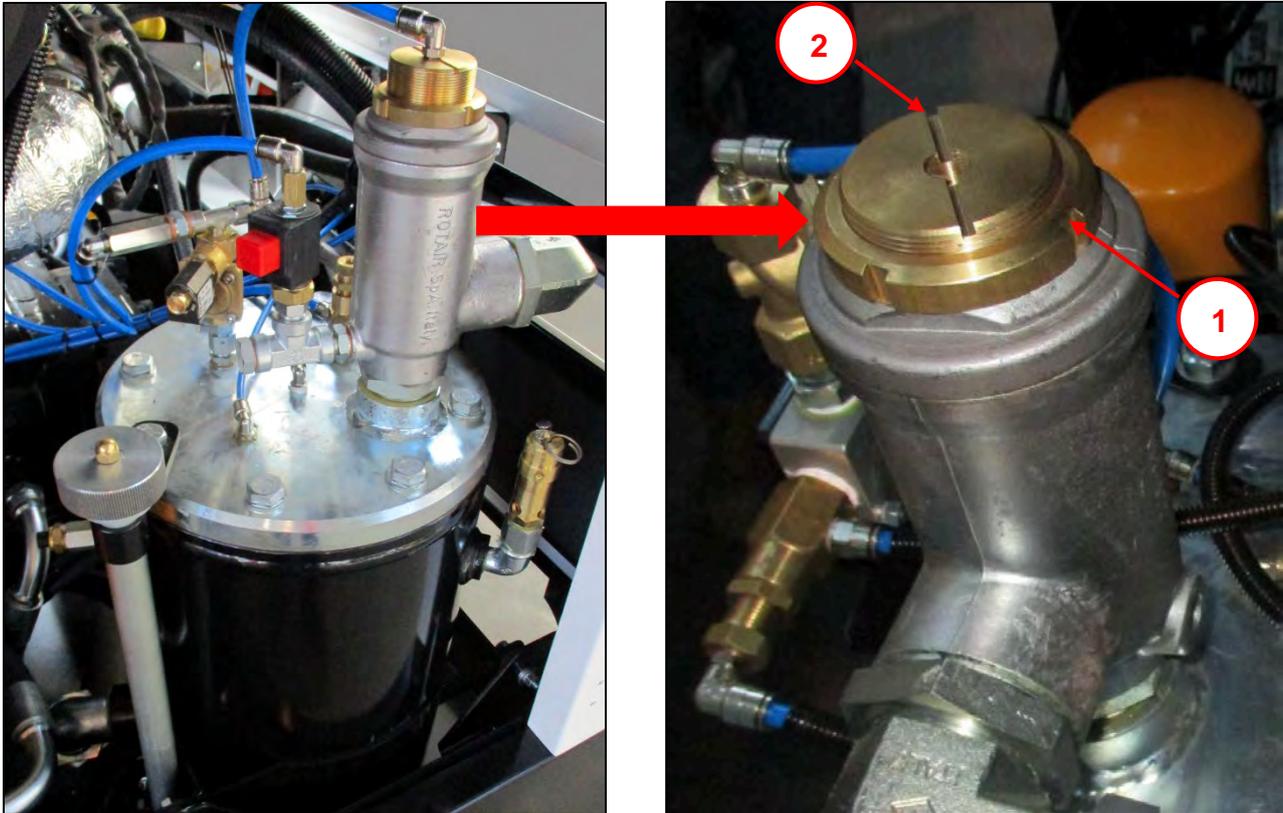


Figure 11.3-1 Adjusting minimum pressure pneumatic circuit

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

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

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



**WARNING:** *Pressure vessel*



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## 12 SAFETY DEVICE

### 12.1 Verification of the safety valve

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

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

Its efficiency should be checked quarterly by doing the following:

- 1) Start the machine the machine as described in section 10.2 "Start"
- 2) With the valves closed and with the engine at idle speed, using forceps, pick up the pin, as shown in Figure and release it as soon as you have the perception that the valve exhausts air.
- 3) The valve must open sharply with abundant fluid leak and must close sharply once released the lever or reactivated the ring. The maneuver should be brief and not repeated.

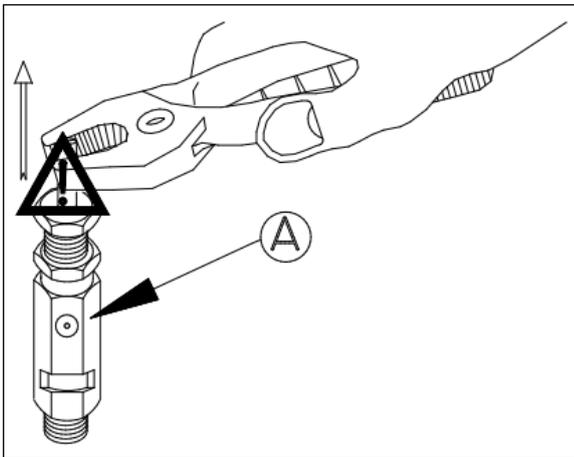


Figure 12.1-1 Control of the safety valve



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



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



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



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

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

## 13 MAINTENANCE



The machine must be subjected to regular periodic maintenance in order to keep unchanged the technical characteristics, and safety originate.

Maintenance work must be performed by qualified personnel of patterns and designs, the machine stopped and power switched off to the electrical panel. Therefore, all maintenance must be carried out only after turning off the machine.



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

### 13.1 Routine maintenance

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

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



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### 13.2 Maintenance program

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

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



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

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

### 13.2.1 Service Kit

#### 50 HOUR SERVICE KIT FOR D425T4F

Part #	Description	Quantity
<b>519-11-0005</b>	<b>50 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	COMPRESSOR OIL FILTER	1
099-0920-S	ENGINE OIL FILTER	1
191-0904-S	ENGINE FUEL PRE-FILTER	1
191-0905-S	ENGINE FUEL FILTER	1
512-12-0000	COMPRESSOR OIL 2.5 GAL	3
<b>TOTAL:</b>		<b>7</b>

#### 250 HOUR SERVICE KIT FOR D425T4F

Part #	Description	Quantity
<b>519-21-0323</b>	<b>250 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	Compressor Oil Filter	1
099-0920-S	Engine Oil Filter	1
162-0080-S	Primary Air filter	1
162-0081-S	Secondary Air filter	1
162-02600-S	Primary Engine Air	1
162-02602-S	Secondary Engine Air	1
191-0904-S	Engine Fuel Pre-Filter	1
191-0905-S	Engine Fuel Filter	1
512-12-0000	Compressor Oil 2.5 Gal	1
512-12-0001	Compressor Oil 5 Gal	1
<b>TOTAL:</b>		<b>10</b>



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**500 HOUR SERVICE KIT FOR D425T4F**

Part #	Description	Quantity
<b>519-12-0012</b>	<b>500 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	Compressor Oil Filter	1
099-0920-S	Engine Oil Filter	1
157-1462-S	Separator Filter	1
162-0080-S	Primary Air filter	1
162-0081-S	Secondary Air filter	1
162-02600-S	Primary Engine Air	1
162-02602-S	Secondary Engine Air	1
191-0904-S	Engine Fuel Pre-Filter	1
191-0905-S	Engine Fuel Filter	1
512-12-0000	Compressor Oil 2.5 Gal	3
<b>TOTAL:</b>		<b>12</b>



### 13.3 Values of tightening screws and bolts

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

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

Torques not binding N.m (Newton meters)							Couples test sockets for hexagonal screws																									
<p>These pairs are reference values for normal metric threads according to DIN ISO 261 and measures supporting heads according to DIN EN ISO 4762, DIN ISO EM 4032, DIN EN ISO 4014 and DIN 931-2, 6912, 7984 and 7990. With these values obtains an exploitation of 90% of the yield strength of the screws, on the basis of a coefficient of friction equal to 0.14 (screw new, untreated, not lubricated). Important: In extreme cases, e.g. screws lubricated with MOS2 and coupling elements cadmium-plated on both sides, the value of torque should be reduced by about 20%.</p>							No. 2, 2A, 2B		No. 4		No. 6, No. 1B, 7, 400		No. 25		No. 26 R No. 626		No. 35 A No. 35 B No. 3112		No. 894 No. 895													
							No. 308, 7																									
	Tightening values for classes of coupling according to DIN 267							      																								
	4.6	5.6	6.9	8.8	10.9	12.9		4	4,5*	5	5,5	6*	7	8	9*	10	11	12	13	14*	15	16	17	18	19*	20*	21	22*	23*	24	25*	26*
M 2	0,123	0,162	0,314	0,373	0,520	0,628	4								1,90																	
M 2,2	0,196	0,265	0,510	0,598	0,843	1,010	4,5*								2,64																	
M 2,5	0,284	0,373	0,726	0,863	1,206	1,451	5								3,55																	
M 3	0,441	0,588	1,128	1,344	1,883	2,256	5,5								4,64								14,4								2,32	
M 3,5	0,677	0,902	1,736	2,060	2,893	3,481	6*	17,6	7,4	5,92					17,6																2,96	
M 4	1,000	1,344	2,599	3,040	4,315	5,148	7	25,2	11,4	9,12					25,2																4,56	
M 5	1,916	2,648	5,099	6,031	8,483	10,200	8	34,5	16,6	13,3					34,5	34,5															6,65	
							9*	45,4	23	18,4					45,4	45,4															9,20	
M 6	3,432	4,511	8,728	10,300	14,710	17,652	10	58,1	31	24,8	58,1	58,1	58,1	58,1	58,1	58,1																12,4
M 7	5,590	7,453	14,220	17,162	24,517	28,439	11	72,7	40,4	32,3	72,7	72,7	72,7	72,7	72,7	72,7																16,1
							12	89,1	51,5	41,2	89,1	89,1	89,1	89,1	89,1	89,1																20,6
M 8	8,238	10,787	21,575	25,497	35,304	42,168	13	107	64,5	51,6	107	107	107	107	107	107																25,8
							14*	128	79,4	63,5	128	128	128	128	128	128																31,7
M 10	16,67	21,575	42,168	50,014	70,608	85,317	15	150	96,2	77,0	150	150	150	150	150	150																38,5
							16	175	115	92,3	175	175	175	175	175	175																46,1
							17	201	134	107	201	201	201	201	201	201																53,5
M 12	28,44	38,246	73,550	87,279	122,60	147,10	18	230	160	128	230	230	230	230	230	230																64,0
							19*	261	186	149	261	261	261	261	261	261																74,5
							20*	294	215	172	294	294	294	294	294	294																86,0
M 14	45,11	60,801	116,70	138,30	194,20	235,40	21	330	247	198	330	330	330	330	330	330																99,0
							22*	368	281	225	368	368	368	368	368	368																112
							23*	408	319	255	408	408	408	408	408	408																127
M 16	69,63	93,163	178,5	210,80	299,10	357,90	24	451	359	287	451	451	451	451	451	451																143
							25*	496	402	322	496	496	496	496	496	496																161
							26*	544	449	359	544	544	544	544	544	544																179

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## 13.4 Maintenance

### 13.4.1 INSPECTING AND CLEANING AIR FILTERS (INTAKE VALVE)

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



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

The filter consists of a filter cartridge.



For cleaning or replacement cartridge, proceed as follows:

- 1) Open the side flaps

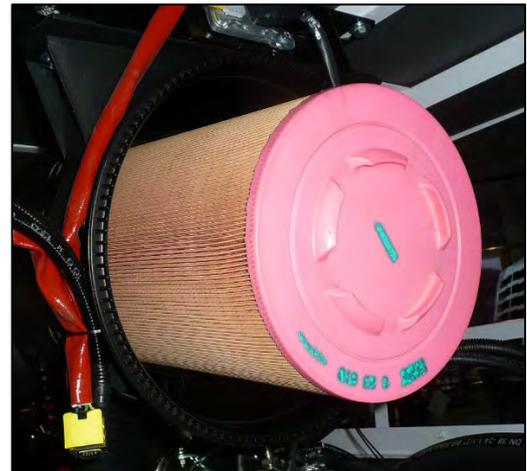
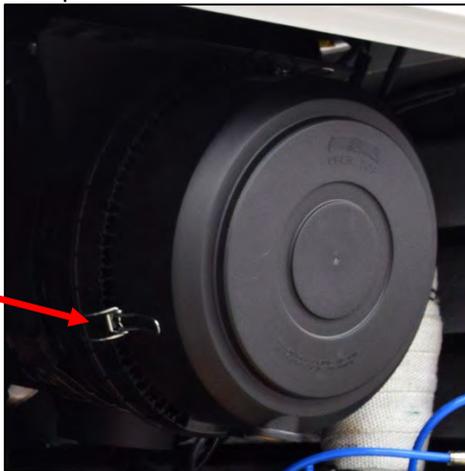


Figure 13.4-1 Aspiration air filter

- 2) Remove the cartridges.



The filter cartridge can be cleaned several times with compressed air.  
The filter cartridge must never be washed with water or other substances;  
It must, however, be replaced every 500 hours of work.



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### 13.4.2 CONTROL THE ELECTRICAL BATTERY

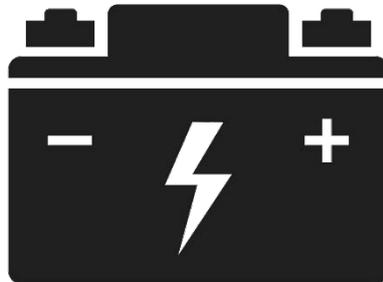


Figure 13.4-2

#### Extended no-use of the machine - battery charge status



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

#### Cleaning the terminals

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

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

#### Checking the clamps

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

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

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

The electrolyte must always cover the element plates.

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

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

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



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



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### 13.4.3 FUSE REPLACEMENT

Fuse replacement should be performed when one or both fuses are damaged or not intervening.



Figure 13.4-3

To replace the fuse proceed as follows:

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



### 13.4.4 REPLACEMENT LAMPS LIGHT (FOR VERSION APPROVED)

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

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

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

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



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### 13.4.5 CLEAN THE RADIATOR COOLER

The coolants of the compressor and the motor are cooled by a radiator which, consequently, must be kept clean so that the ventilation air can pass freely and easily through its honeycomb fins.

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

### 13.4.6 PERCENTAGE DOSAGE OF COOLING LIQUID

To determine the proper amount of antifreeze to be paid within the tank of the radiator must follow the following table:

T (°F)	Total volume of the cooling plant	Water volume	Antifreeze volume	Antifreeze percentage*
°F	gal	gal	gal	%
- 10 / 14	7.1	3.50	3.50	50%

\*Cooling liquid suggestions: PEAK EUROPEAN BLUE



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



### 13.4.7 CHECKING AND CLEANING THE OIL RECOVERY ORIFICE

If control and cleaning of the oil recovery nozzle is to be performed. Should you find a leak of oil mist mixed with compressed air, proceed with the following steps (Figure 13.4.7-1).

- 1) Unscrew the fitting located at the center of the tank (Letter Z in Figure 13.4.7-1);
- 2) Inside the 90 degree fitting (Letter Z in Figure 13.4.7-1) is a nozzle (Letter U in Figure 13.4.7-1): make sure that its calibrated hole is not blocked (blow with compressed air);
- 3) Reinstall the fitting.



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

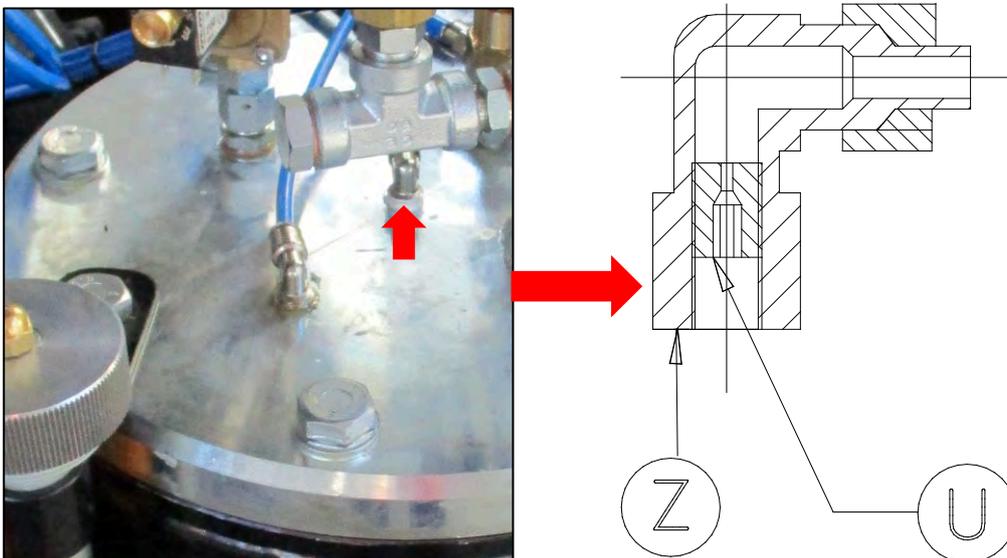


Figure 13.4.7-1 Nozzle oil recovery

### 13.4.8 FUEL TANK DRAINAGE

The draining of the fuel tank has the aim to eliminate the water possibly settled on the bottom of the tank due to the formation of condensation or contaminated fuel.

Avoid fuel filling with cans because sometimes, these may contain traces of water which, being heavier than the diesel, is deposited on the bottom and can build up to reach the level of the dip tube.



Periodically carry out the drains to prevent even small parts of water from entering the engine..

It is also advisable to carry additional fuel for the end of the work shift to prevent condensation from occurring within the tank.

In conjunction with the drainage of the tank, also proceed to replace the fuel filter to eliminate from traces of water within the filter.



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

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



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

### 13.4.9 REPLACING DIESEL FILTER

To replace the fuel filter (Figure 13.4.9-1 ) proceed as follows:

1. Turn off the machine;
2. Open the door;
3. Bring small pan to contain any spillage of small amounts of diesel fuel in the piping;
4. Unscrew the filter to be replaced;
5. New filters must be tightened and secured **by hand only**.
6. Close the door;
7. Start up the machine and ensure that there is no leakage near the seal; if there is then switch off the machine and check the condition of the filter and that it is correctly positioned in its slot.

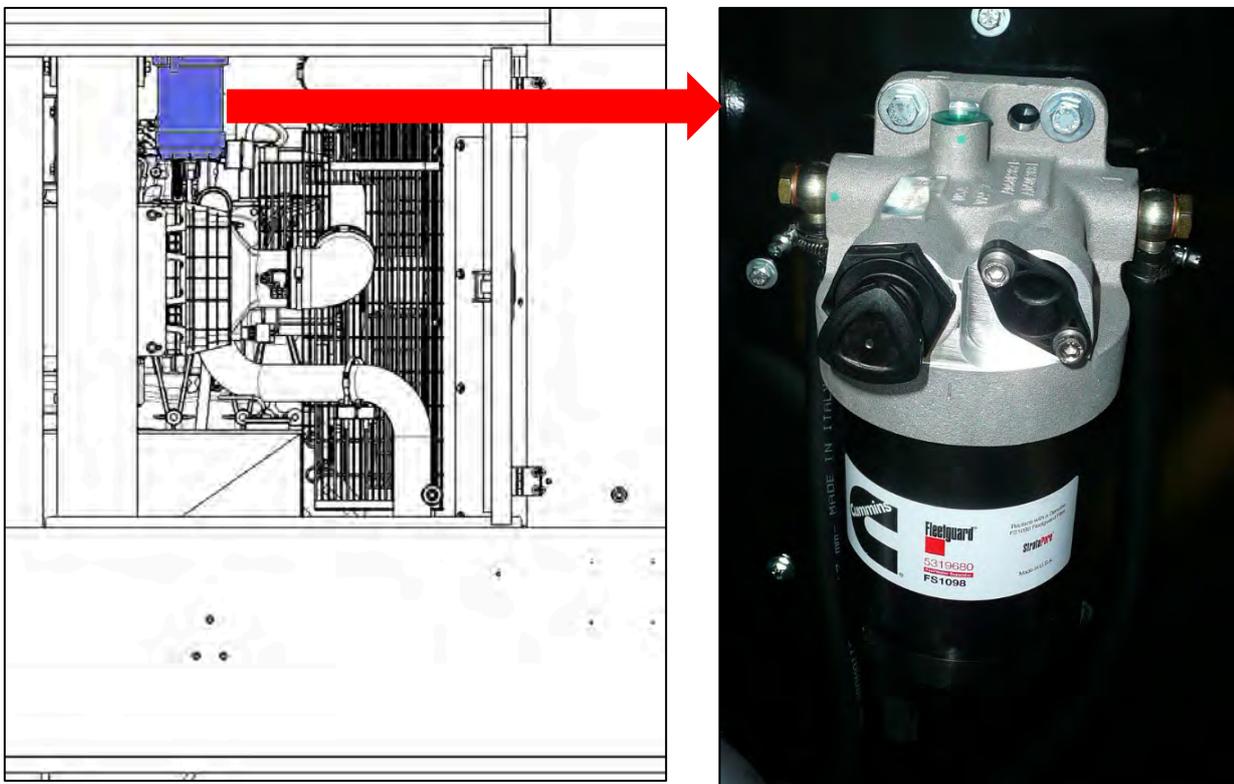


Figure 13.4.9-1 Diesel filter



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#### 13.4.10 CONTROL OF LOCKING WHEEL BOLTS

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

#### 13.4.11 OIL FILTER REPLACEMENT COMPRESSOR

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

- 1) Stop the machine and open the door of the engine compartment;
- 2) Use a chain wrench to unscrew the filter to be replaced (Figure 13.4.11-1);
- 3) Oil the seal of the new filter to be tightened and only by hand;
- 4) Start the machine and make sure that there are no oil leaks in the vicinity of the seal, in this case to stop the machine and recheck the status and the correct positioning of the seal in its housing.

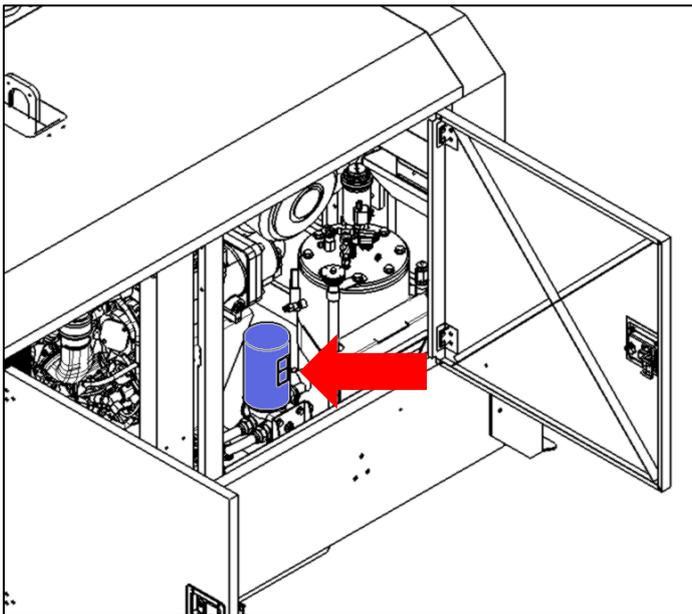


Figure 13.4.11-1 Compressor oil filter



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



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#### 13.4.12 REPLACEMENT OF COMPRESSOR OIL

The oil compressor must be performed taking into consideration the working conditions in which the machine operates (dusty, very high temperatures, etc.).

The oil change intervals must never exceed 500 hours of work.

In conjunction with the replacement of the oil must be changed the corresponding filter.

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



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



Air Oil Separator filter life is expected around 1000 hours of work, but is closely related to a careful observance of all maintenance requirements given in this manual.

#### 13.4.13 CHECKING THE OIL MIST SEPARATOR

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

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

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

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

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

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

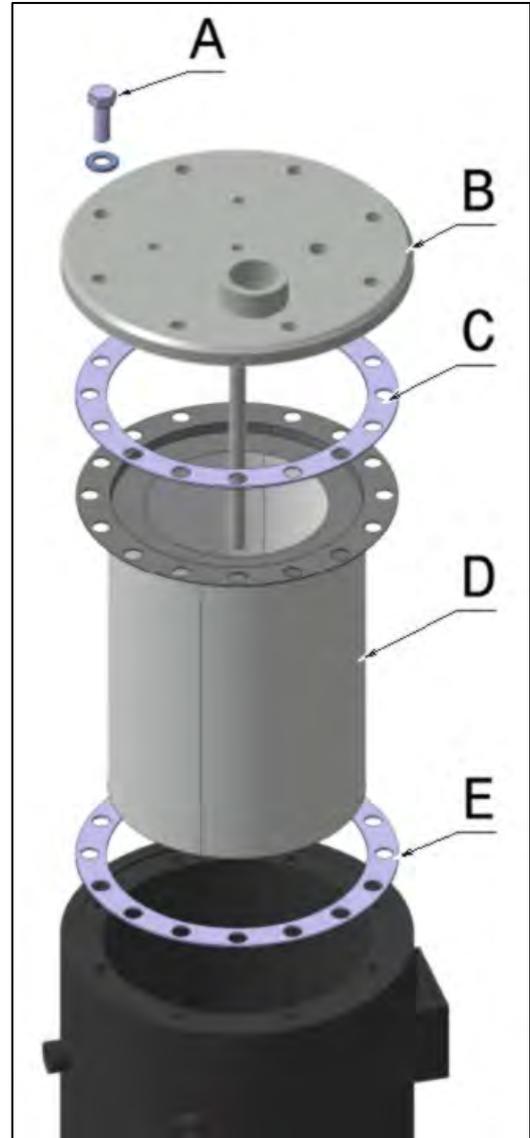


**WARNING:** *Pressure vessel*



**13.4.14 INSTRUCTIONS FOR REPLACEMENT OF THE OIL SEPARATOR ELEMENT**

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

**13.4.15 ENGINE CONTROL AND MAINTENANCE**

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

**14 SPARE PARTS**

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



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## 15 FAULTS AND TROUBLESHOOTING

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



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



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## 16 MACHINE DISPOSAL AND DECOMMISSIONING

### 16.1 Dismantling Instructions

Safe Machine Dismantling Procedure

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

Waste Categories

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

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

## 17 MACHINE DECOMMISSIONING

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

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



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## 18 WASTE MANAGEMENT



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

### 18.1 Special Waste

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



### 18.2 Toxic And Hazardous Waste



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



### 18.3 Temporary Storage



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

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

### 18.4 Container Specifications

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



### 18.5 Registration and Documentation Requirements

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



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## 19 ELGI PRODUCT WARRANTY INFORMATION

### 19.1 Warranty Term and Conditions

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

ELGi North America

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**Warranty Terms Policy on next page**



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## Warranty Terms on Engine Driven Air Compressors

**20 HEREBY KNOWN AS THE PRODUCT/S**

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

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replacements undertaken by non-authorized personnel.

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



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

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

13) PROCEDURE FOR REQUESTING WARRANTY PARTS AND EXPENSE REFUNDS:

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

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

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

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

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

ELGi Portable Compressor - 4610 Entrance Dr. STE A Charlotte, NC 28273  PH: 704-523-4123  Email: <a href="mailto:portableservice@elqi.com">portableservice@elqi.com</a>  Web: <a href="http://www.elqi.us">www.elqi.us</a>	ROTAIR SPA - Via Bernezzo, 67 /12023 CARAGLIO, Italy - C.C.I.A.A. n. 85673 - Partita I.V.A. n. 00210890042  PH: +39 0171-619676  Email: <a href="mailto:info@rotairspa.com">info@rotairspa.com</a>  Web: <a href="http://www.rotairspa.com">www.rotairspa.com</a>
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## 19.2 Summary of the Warranty Conditions for Repair

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

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

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



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**19.3 Warranty Registration Card**

 
<b>WARRANTY REGISTRATION CARD</b>
Machine Model:
Serial Number:
Purchase Date:
Commission Date:
Distributor Name:
Contact & Phone Number:
Address:
Customer Name:
Installation Address:
Contact:
Phone Number:
Email Address:
Completion Date:
<p>IMPORTANT: THE CARD SHALL BE COMPLETED AND SENT TO ELGI NORTH AMERICA; MISSING DATA OR THE NON-COMPLIANCE WITH MAILING REGISTRATION ENTAIL THE LOSS OF WARRANTY. COPY SHALL BE MADE AND KEPT AT THE CARE OF THE CUSTOMER.</p>

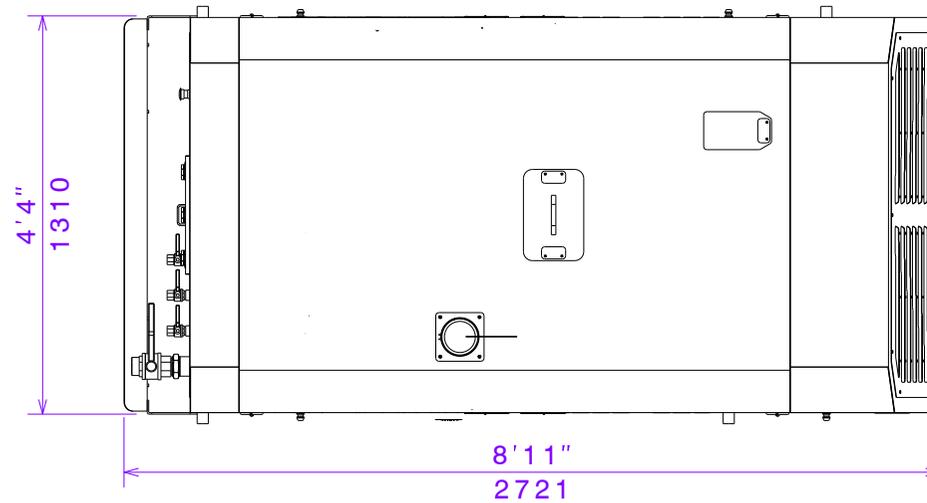
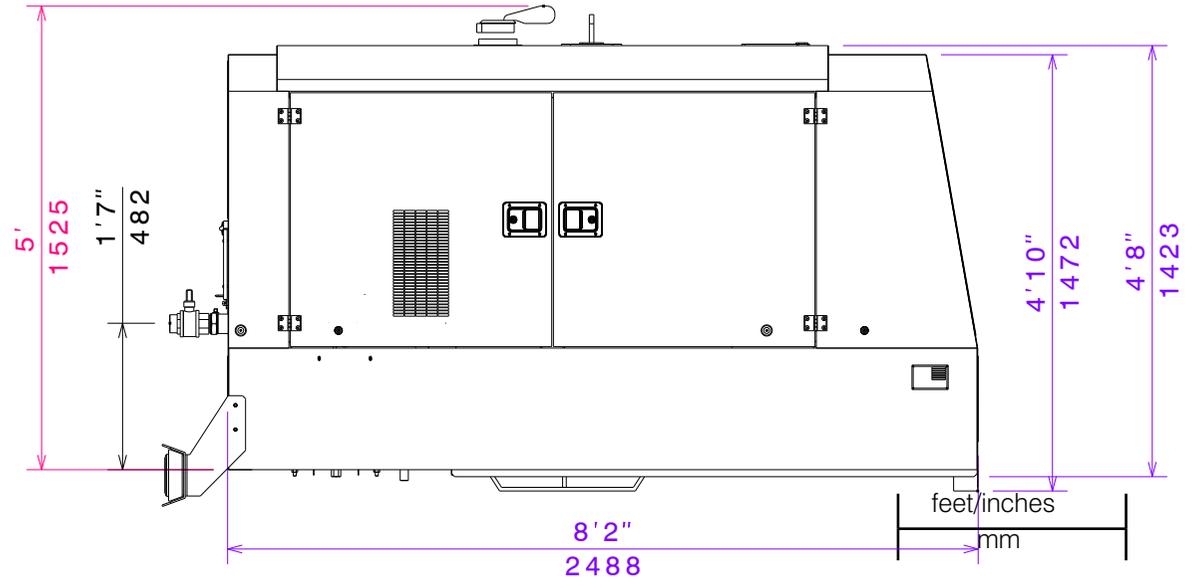
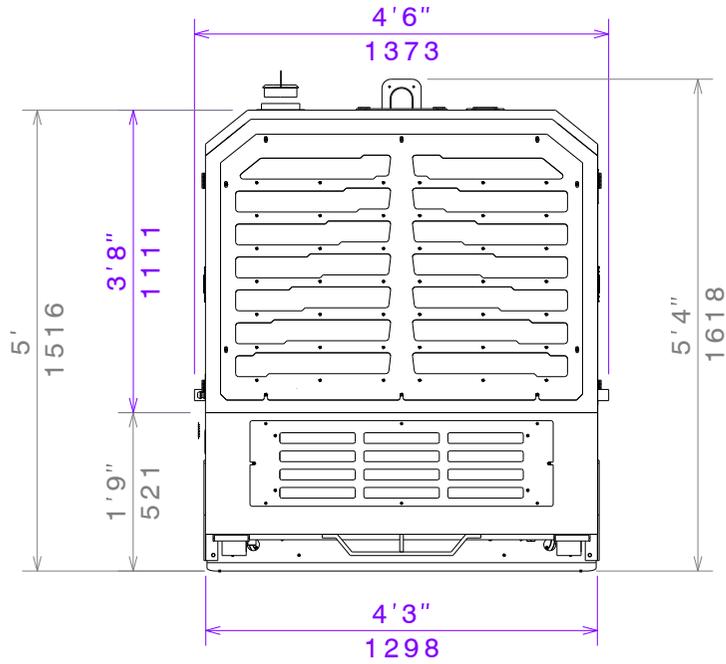
# PARTS LIST

## Motocompressor

**D** *400T4F*  
- DUAL PRESSURE

**D** *425T4F*  
- STANDARD







# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Dimensions

Tab. 01.0

POSITION	DESCRIPTION	PART No.	QUANTITY
-	Standard Chassis	-	-

USA Version

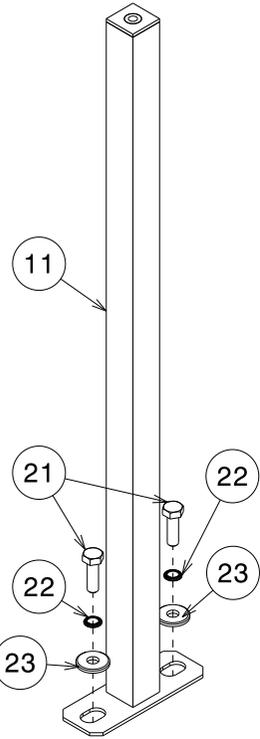
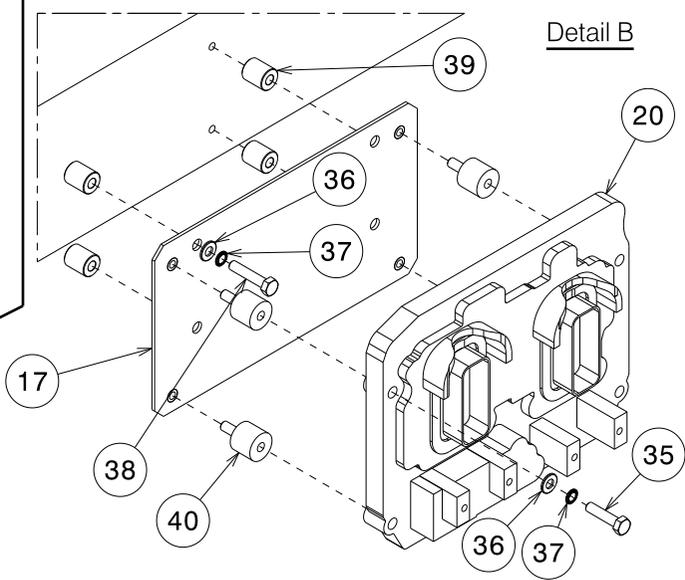
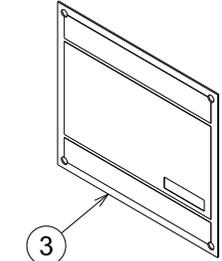
Detail B

Detail E

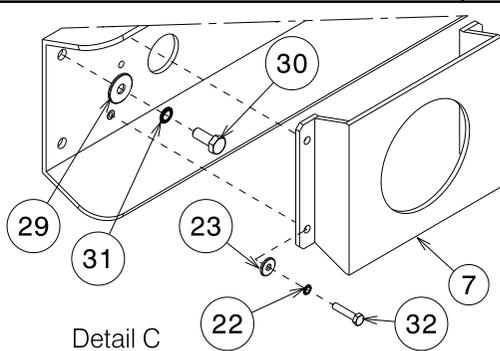
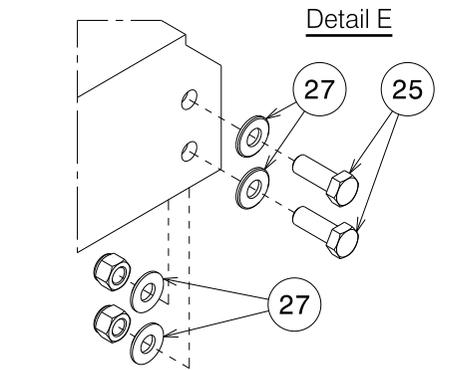
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Detail D

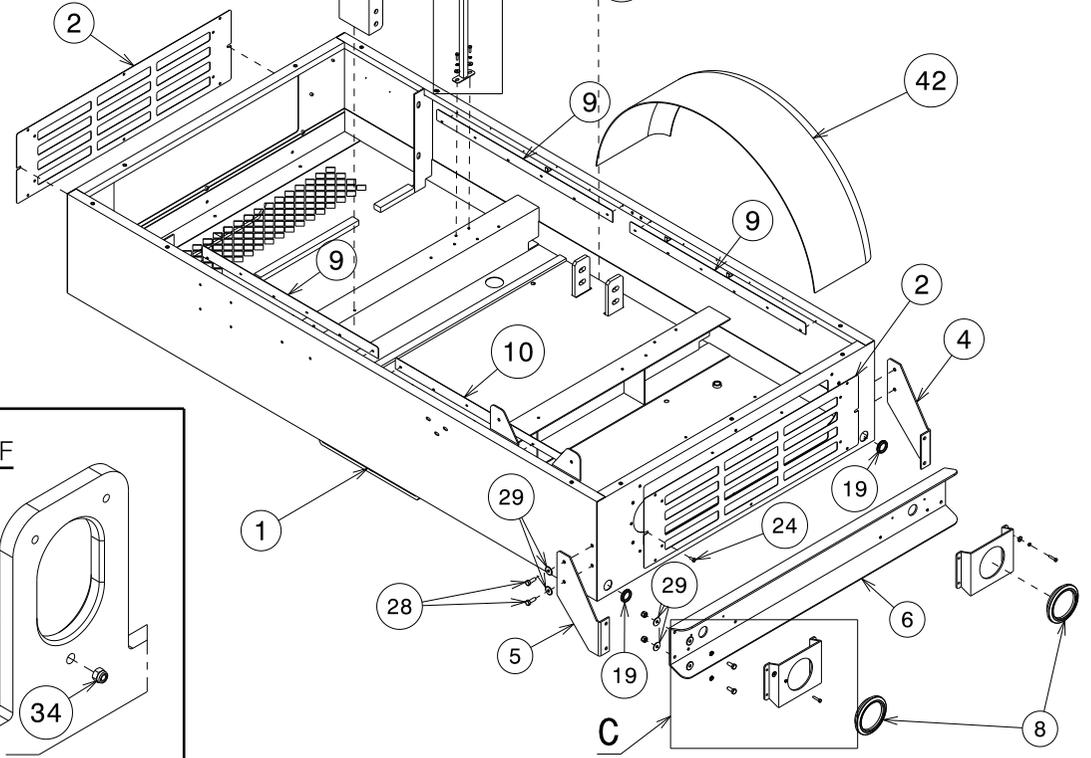
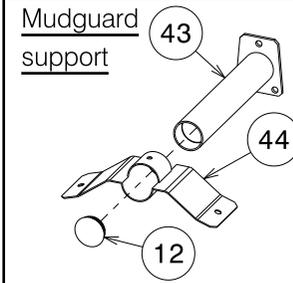
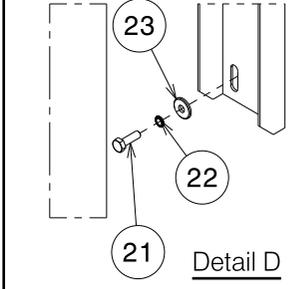
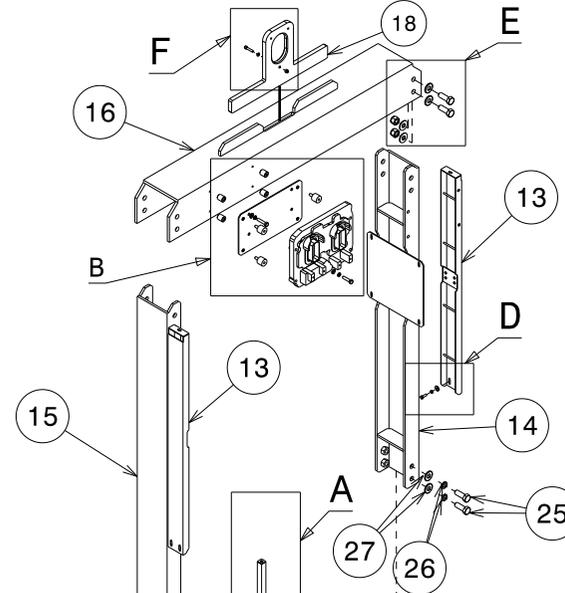
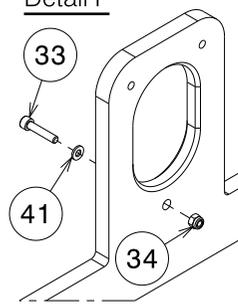
Mudguard support



Detail A



Detail C





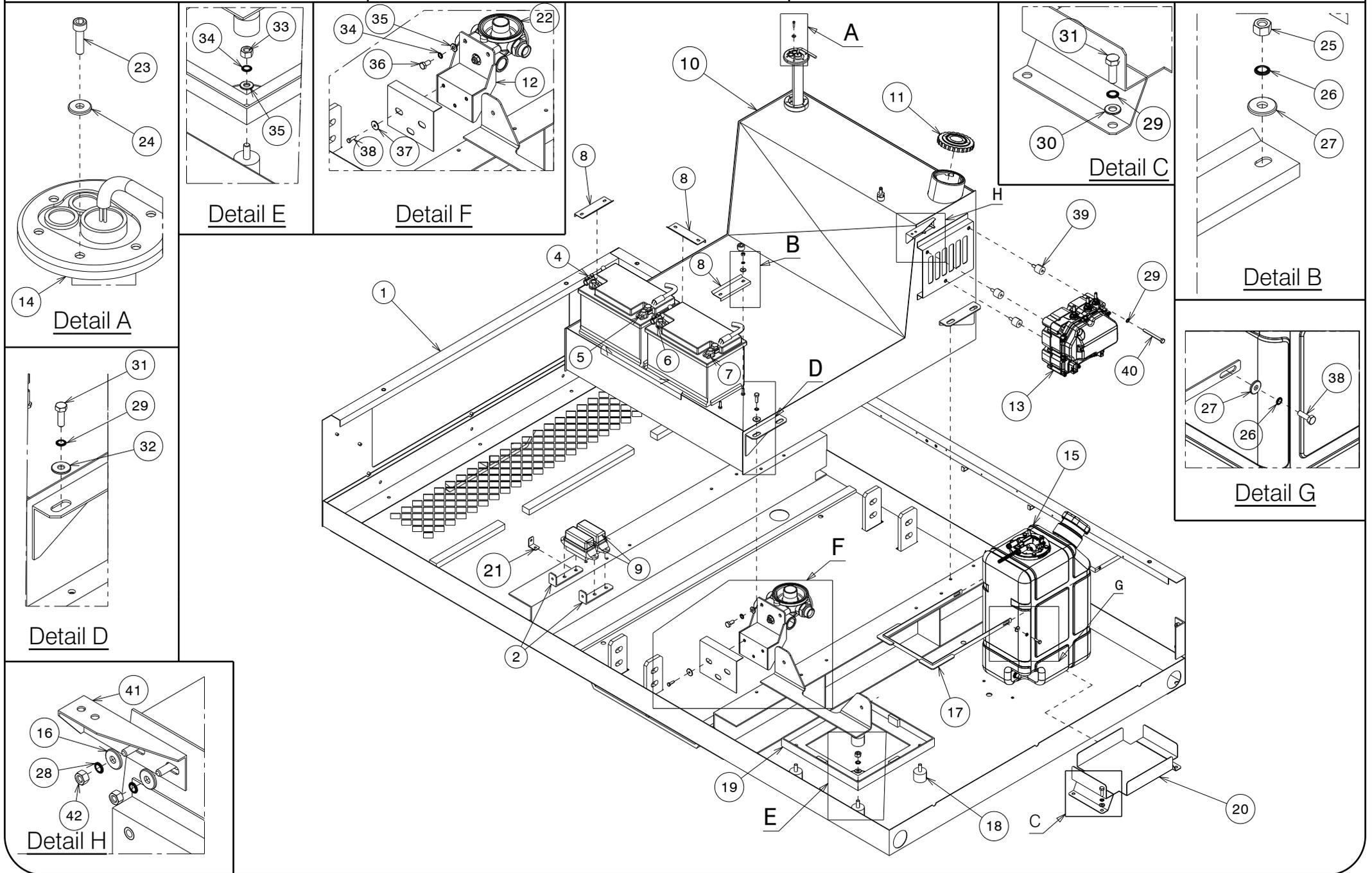
# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Chassis

Tab. 01.1

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Chassis	038-12005501-S	1
2	Front / Rear panel	124-309222-S	2
3	Serial No. plate	238-14764-S	1
4	Right bumper blade	120-220934-S	1
5	Left bumper blade	120-220932-S	1
6	Bumper	032-0120-S	1
7	Rear light support	120-220936-S	2
8	USA Light	142-0050-S	2
9	Door seal support blade	120-220920-S	3
10	Door seal support blade	120-220921-S	1
11	Support 42.2 for mudguard	010-2710-S	4
12	PVC cap 42.2 for mudguard support	106-405-S	4
13	Vertical support	120-220922-S	2
14	Hoisting hook right blade	017-055526-S	1
15	Hoisting hook left blade	017-055524-S	1
16	Hoisting hook upper blade	017-055522-S	1
17	Engine control unit support blade	010-309420-S	1
18	Hoisting hook	017-055520-S	1
19	Fairlead	239-040-S	2
20	Engine control unit	---	1
21	Hex head screw . M6x20	132-063-S	4
22	Washer d.6	015-250-S	12
23	Washer d. 6.6x18x2	015-029-S	12
24	Large head screw M6x20	243-010-S	16
25	Hex head screw M16x45	132-295-S	16
26	Elastic washers d.16	139-080-S	8
27	Plane washer d. 16x35x3	015-048-S	24
28	Hexagonal head screw M10x30 UNI 5739	132-143-S	4
29	Flat washer 10x30x2,5 UNI6593	015-033-S	12
30	Hex head screw M.10x25 UNI5739	132-142-S	4
31	Schnorr washer d.10	015-252-S	4
32	Hexagonal head Screw M6x30 UNI 5739	132-066-S	8
33	Hex socket head cap screw M8x30	133-134-S	1
34	Hex nut M8 UNI 7473	137-040-S	1
35	Hexagonal head screw M8x35 UNI 5739	132-104-S	4
36	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	8
37	Schnorr washer d.8	015-251-S	8
38	Hex head screw M8x40 UNI 5739	132-105-S	4
39	Accelerator piston spacer L=22	009-10545-S	4
40	Silent block	061-0261-S	4
41	Flat washer 8	015-030-S	1
42	Mudguard	055-030-S	2
43	Mudguards support	010-309432-S	4





# PARTS LIST

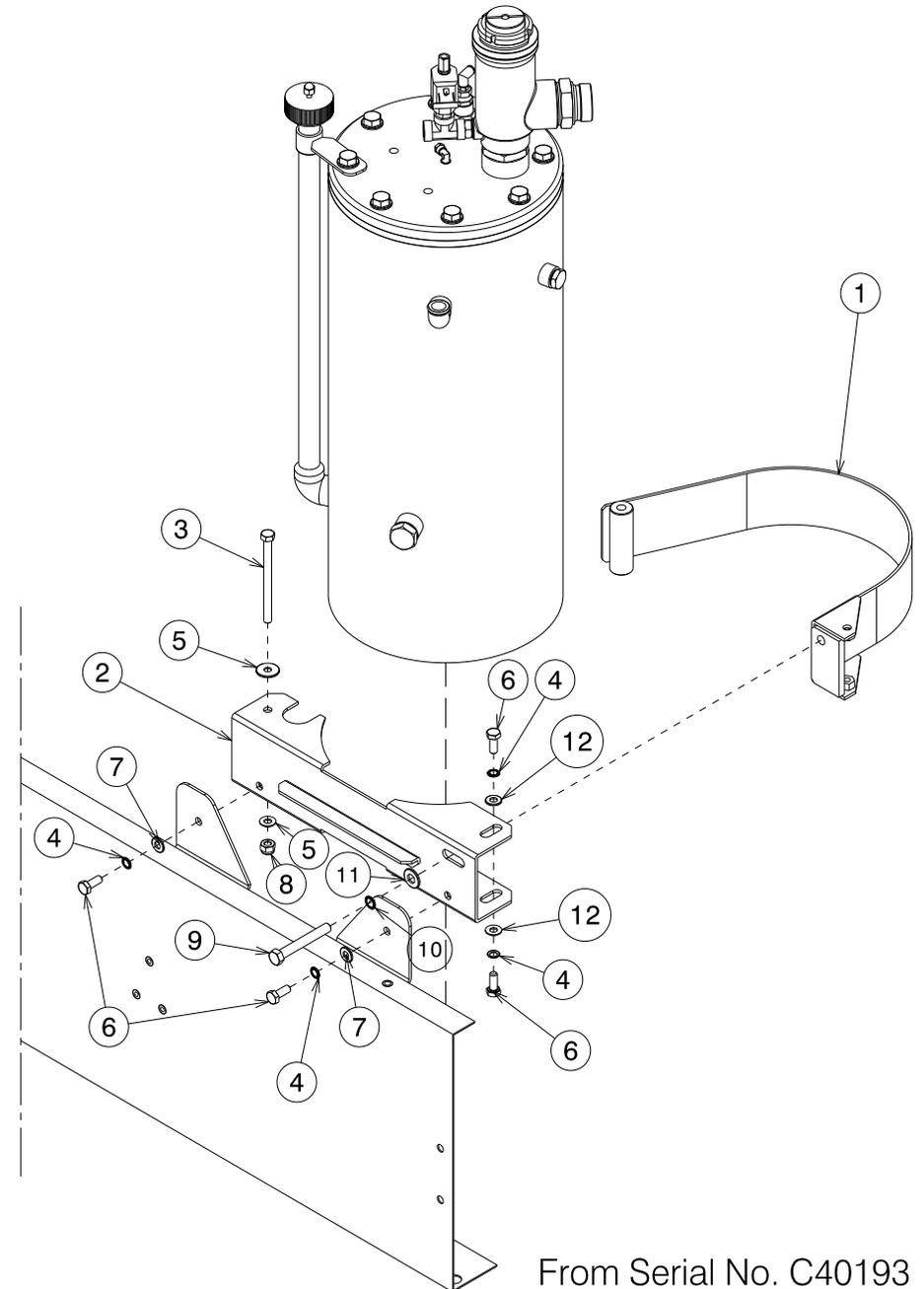
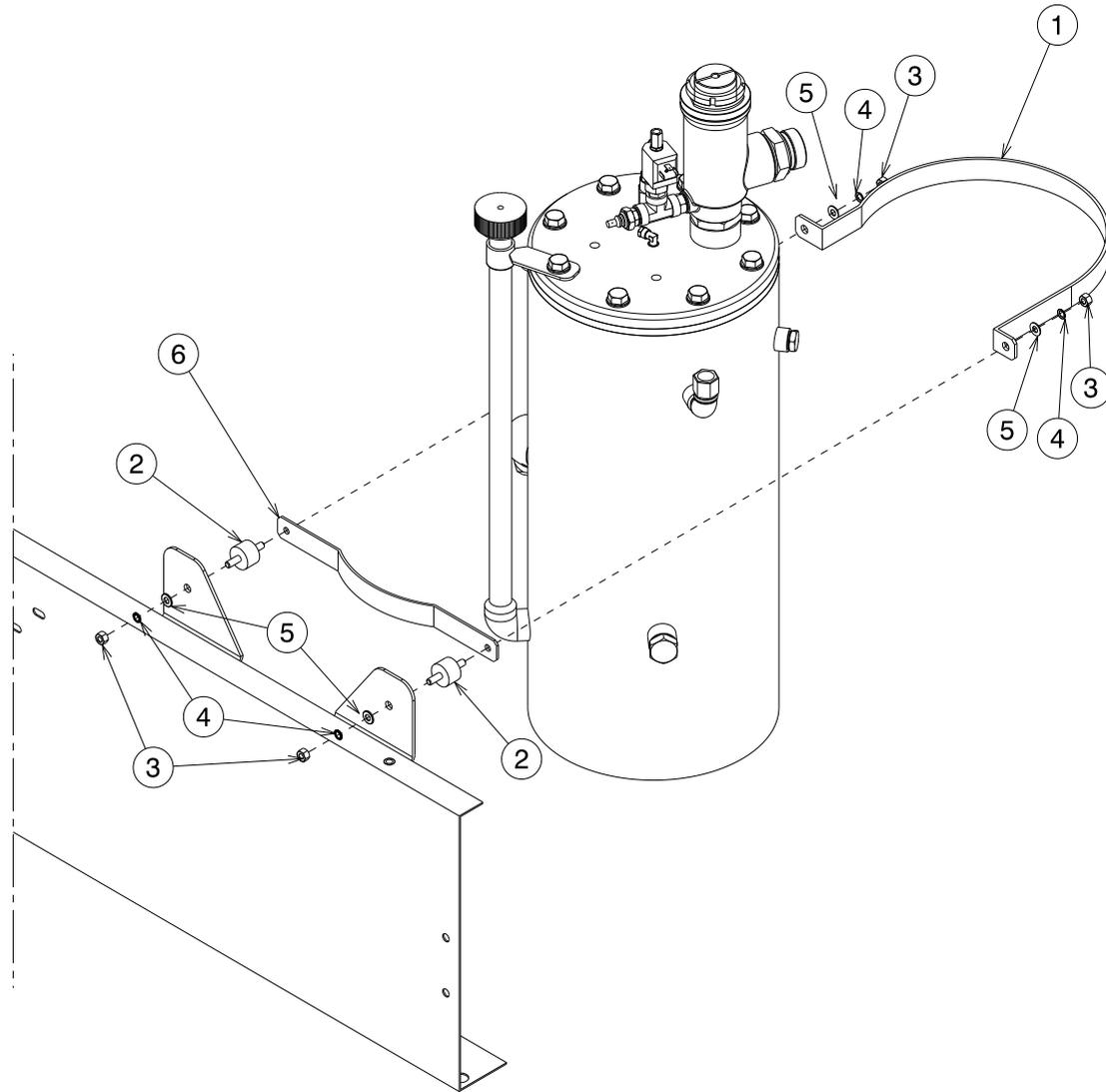
## Motocompressor – D425 T4F

PARTS LEGENDA: Clampings to the chassis

Tab. 01.2

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Chassis	038-12005501-S	1
2	Fuse box support blade	120-219776-S	2
4	Potitive battery cable L=2900	252-0850-S	1
5	Negative battery cable L=1800	252-080-S	1
6	Potitive battery cable L=2900	252-0850-S	1
7	Negative battery cable L=1800	252-080-S	1
8	Battery clamp	009-30505-S	3
9	Fuse box	----	2
10	Fuel tank	201-04215-S	1
11	Iron plug	193-01630-S	1
12	By-pass valve support blade	010-309426-S	1
13	SCR pump	---	1
14	Fuel level control assembly	024-0192-F	1
15	"SCR AD Blue" tank	---	1
16	Washer d. 6.6x18x2	015-029-S	2
17	"AD Blue" tank resting blade	120-2209261-S	1
18	Silent block	061-028-S	4
19	Separator tank support base	034-019-S	1
20	"AD Blue" tank base	034-0200-S	1
21	Relé support blade	120-1590-S	1
22	By-pass valve assembly	024-0218-F	1
23	Hex socket head cap screw M4x16 UNI 5931	133-044-S	6
24	Flat washer 4,3x12x1,5	015-028-S	6
25	Hex nut M6 UNI 5587	135-030-S	6
26	Washer d.6	015-250-S	8
27	Washer d. 6.6x18x2	015-029-S	8
28	Washer d.6	015-250-S	2
29	Schnorr washer d.8	015-251-S	15
30	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	4
31	Hex head screw M8x25 UNI 5739	132-102-S	8
32	Flat washer 8x24x2 UNI6593	015-031-S	8
33	Nut M10	135-050-S	4
34	Schnorr washer d.10	015-252-S	6
35	Flat washer 10,2x21x2	015-032-S	6
36	Hex head screw M10x20 UNI 5739	132-141-S	2
37	Flat washer 6x24x2 UNI6593	015-038-S	3
38	Hex head screw . M6x20	132-063-S	5
39	Silent block	061-0261-S	3
40	Hex head screw M8x80 UNI 5737	132-113-S	3
41	Valve support	010-309436-S	1
42	Nut M6	135-030-S	2

Up to Serial No. C40192



From Serial No. C40193



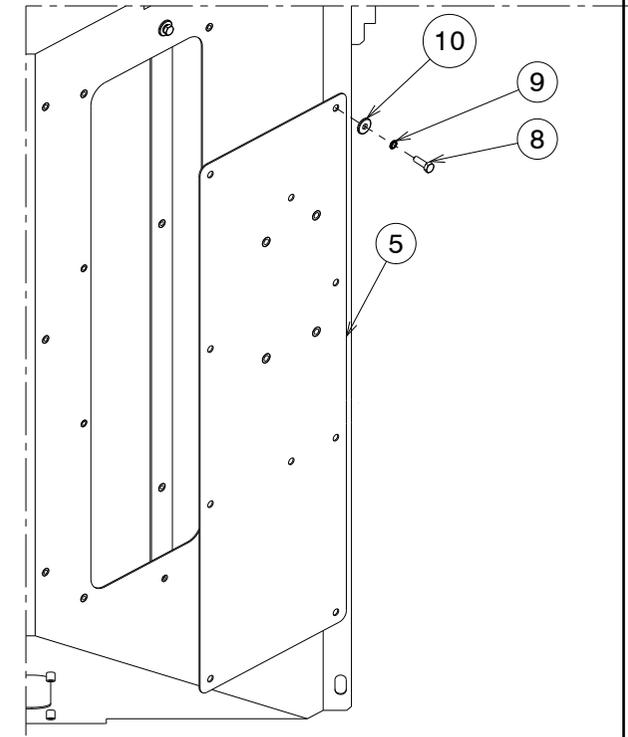
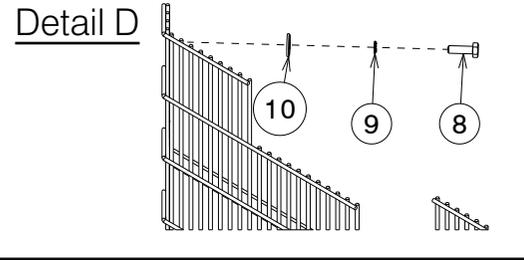
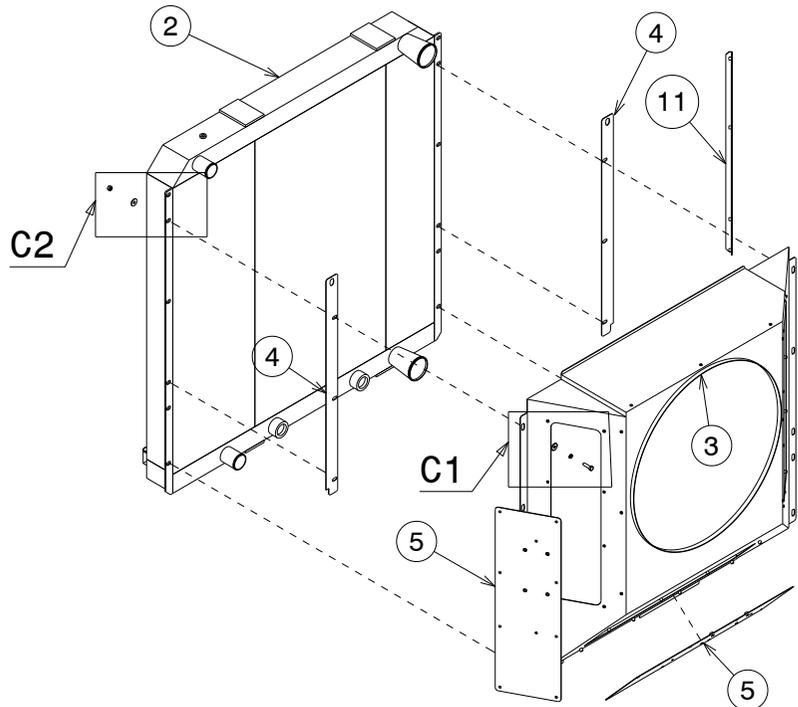
# PARTS LIST

## Motocompressor – D425 T4F

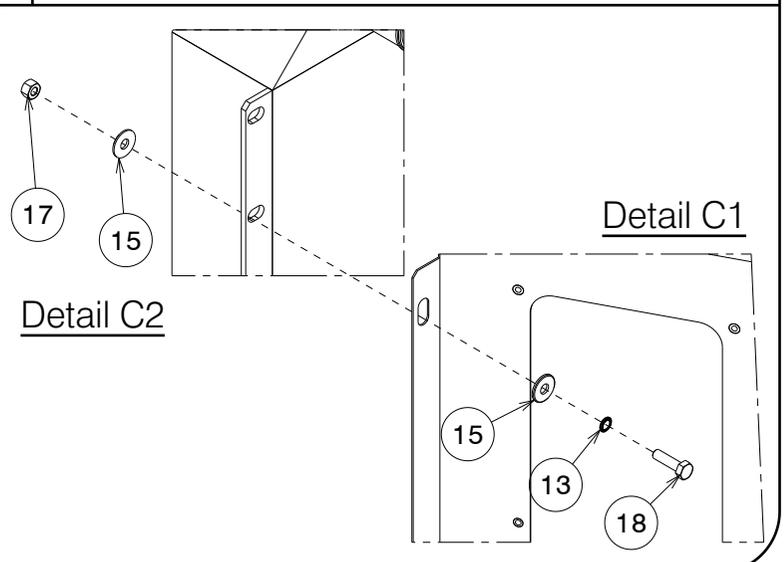
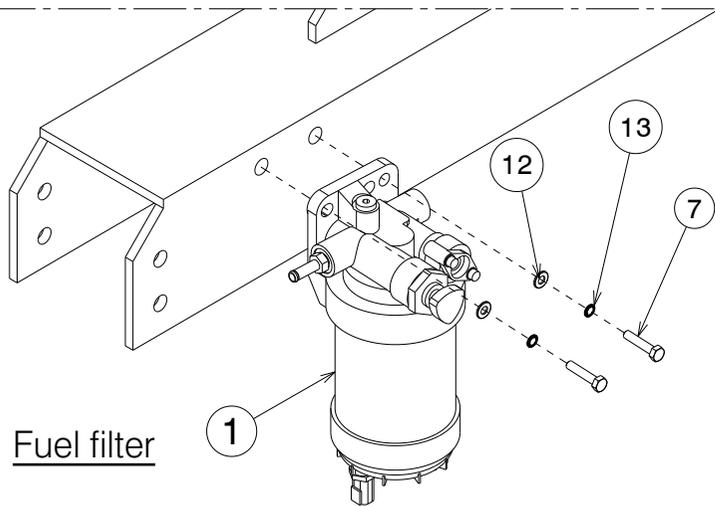
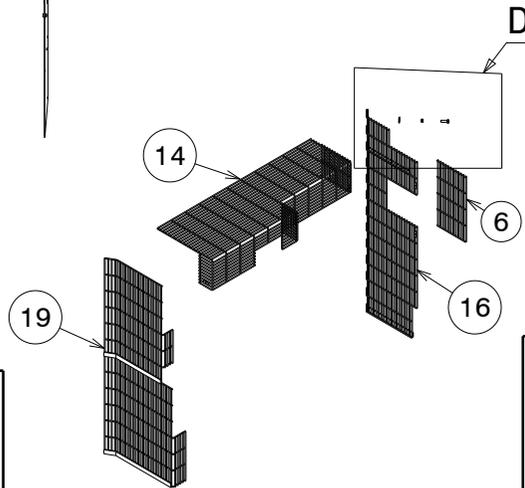
PARTS LEGENDA: Separator tank support

Tab. 01.3

POSITION	DESCRIPTION	PART No.	QUANTITY
<b>Up to serial No.C40192</b>			
1	Separator tank clamping ring	214-04552-S	1
2	Silent block	061-013-S	2
3	Hex nut M8 UNI 5587	135-040-S	4
4	Schnorr washer d.8	015-251-S	19
5	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	8
6	Separator tank support blade	120-2193-S	1
<b>From serial No.C40193</b>			
1	Separator tank clamping ring	214-04582-S	1
2	Separator tank support blade	120-219352-S	1
3	Hexagonal head screw M10x130	132-163-S	1
4	Schnorr washer d.10	015-252-S	4
5	Flat washer 10x30x2,5 UNI6593	015-033-S	2
6	Hex head screw . M10x25	132-142-S	4
7	Flat washer 10,2x21x2	015-032-S	2
8	Self-locking nut M10	137-050-S	1
9	Hex head screw . M12x65	132-199-S	1
10	Schnorr washer d.12	015-254-S	1
11	Flat washer d. 12x30x4	015-03980-S	1
12	Flat washer d. 10x40	015-037-S	2



Fancover closing panel





# PARTS LIST

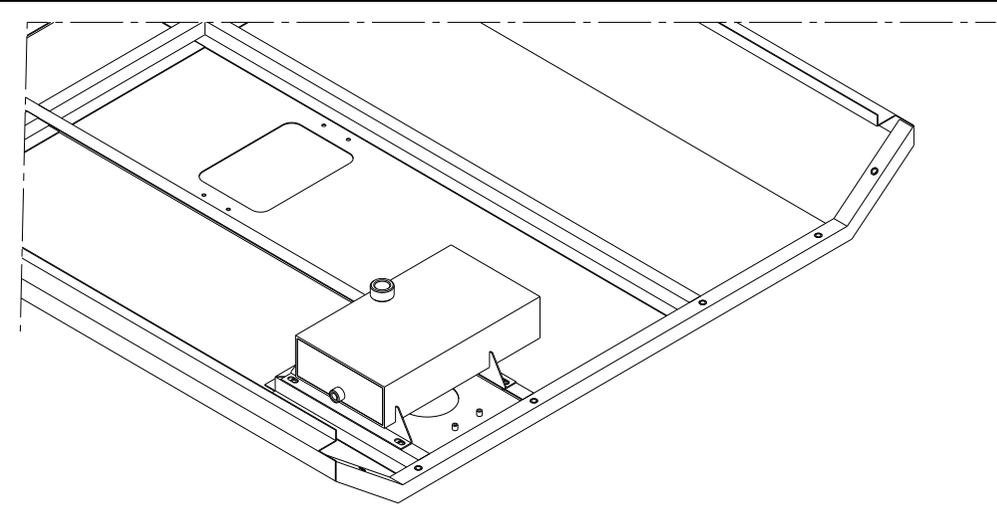
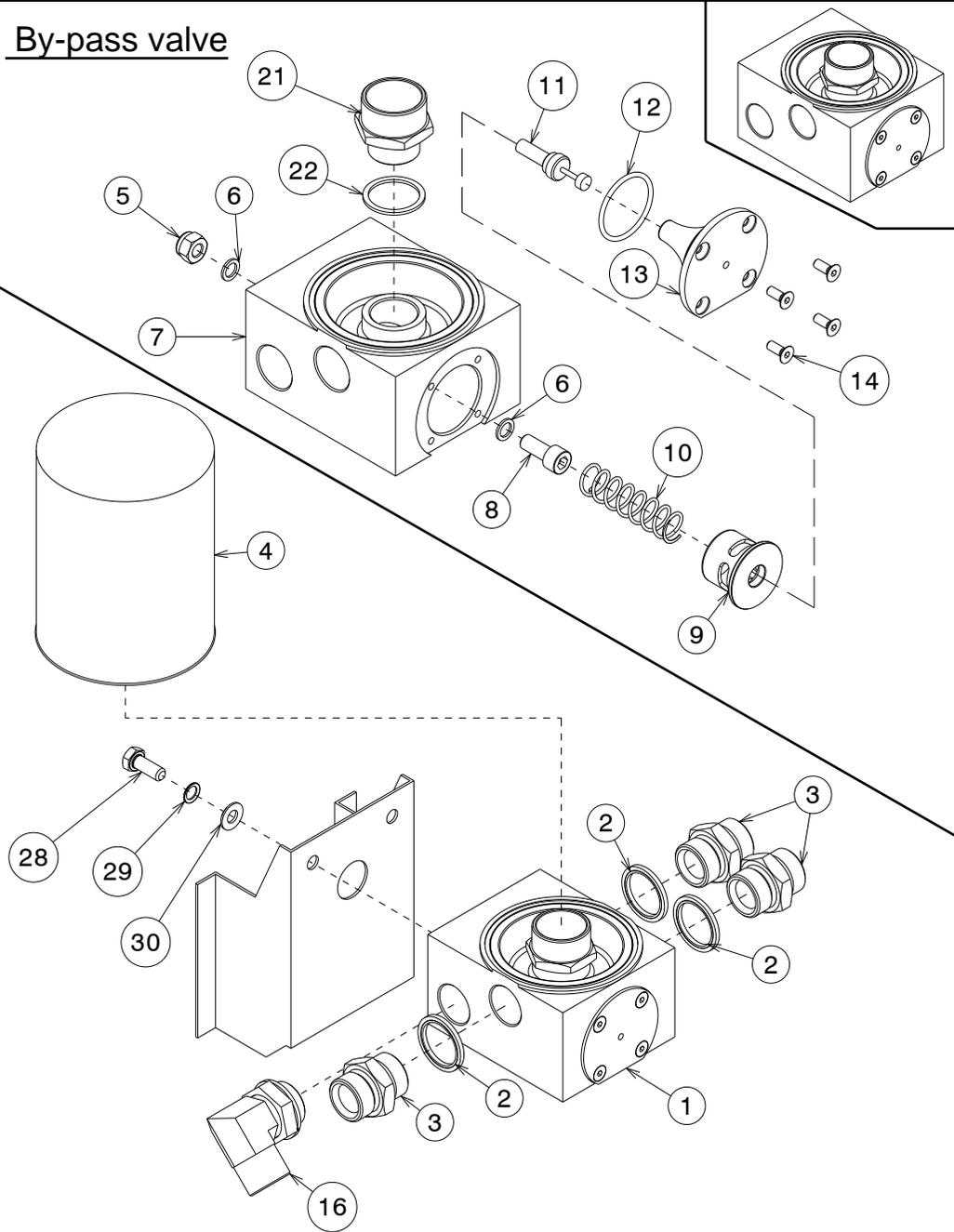
## Motocompressor – D425 T4F

PARTS LEGENDA: Fancover - Radiator

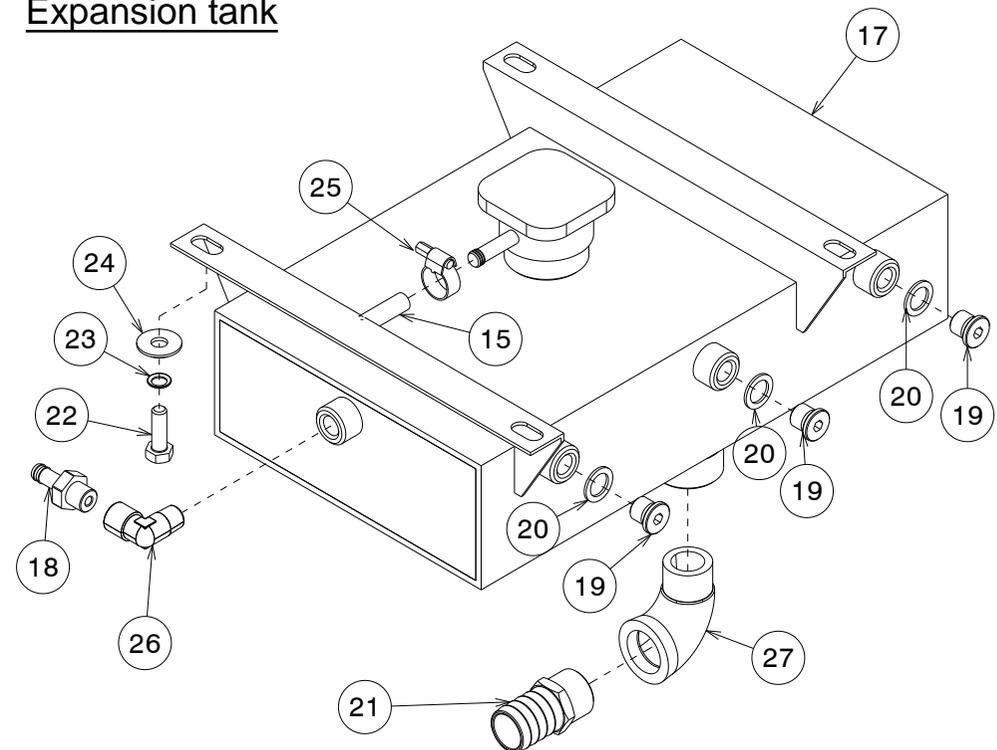
Tab. 02

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Fuel filter	191-0902-S	1
2	Radiator	011-032403-S	1
3	Fancover	001-02360-S	1
4	Radiator side blade	118-07890-S	2
5	Fancover closing panel	124-3092201-S	3
6	Alternator protection grid panel	124-309238-S	1
7	Hex head screw M8x40 UNI 5739	132-105-S	2
8	Hex head screw . M6x20	132-063-S	33
9	Washer d.6	015-250-S	31
10	Washer d. 6.6x18x2	015-029-S	33
11	Blade	120-220923-S	1
12	Flat washer 8,4x24x1,5 UNI 6592	015-031-S	2
13	Schnorr washer d.8	015-251-S	10
14	Fan protection grid panel Upper	124-309236-S	1
15	Flat washer 8x24x2 UNI6593	015-031-S	16
16	Fan protection grid panel Left	124-309234-S	1
17	Hex nut M8 UNI 5587	135-040-S	8
18	Hex head screw M8x30	132-103-S	8
19	Fan protection grid panel Right	124-309232-S	1

By-pass valve



Expansion tank





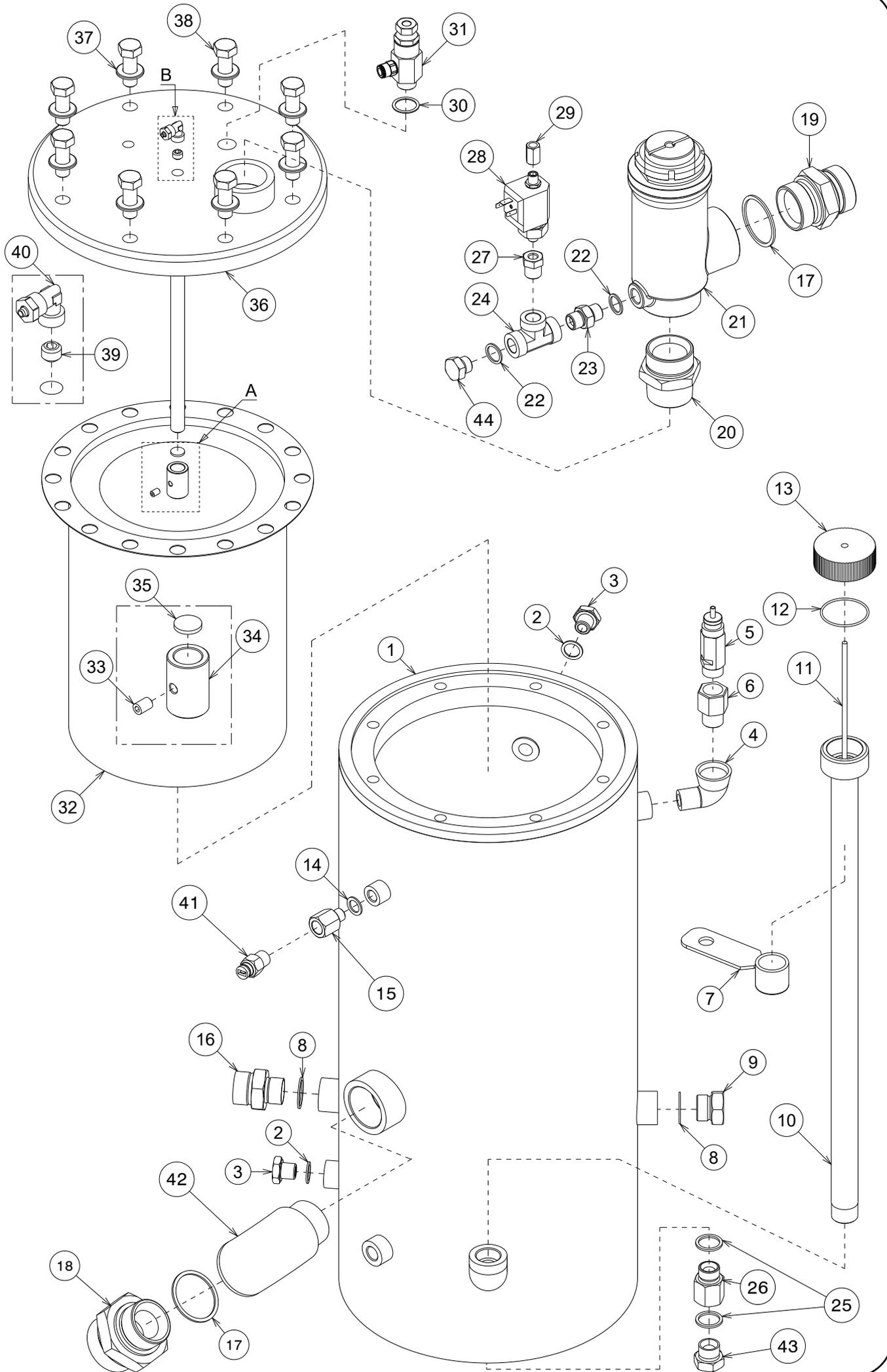
# PARTS LIST

## Motocompressor – D425T4F – D400T4F

PARTS LEGENDA: By-pass valve – Expansion tank

Tab. 03

POSITION	DESCRIPTION	PART No.	QUANTITY
1	By-pass valve assembly	024-01153-F	1
2	Bonded washer ( 1" )	015-203-S	3
3	Double screw ( 1" )	187-070-S	3
4	Oil filter	099-0095-S	1
5	Self-locking nut ( M10 )	137-050-S	1
6	Copper washer ( 1/8" )	015-005-S	2
7	Thermostatic valve body	053-0567-S	1
8	Hex socket head cap screw M10x25 screw	133-182-S	1
9	Spacer	009-1495-S	1
10	Spring	043-053-S	1
11	Thermostat	103-015-S	1
12	OR seal	023-1162-S	1
13	Valve plug	106-411-S	1
14	Countersunk hexagon head screw ( M6x16 )	146-092-S	1
15	Kristal pipe 10x6	089-080-S	1
16	90° fitting M+M ( 1" )	148-2987-S	1
17	Expansion tank	201-017862-S	1
18	M fitting ( 1/4" ) d.8	148-198.2-S	1
19	Plug (1/4")	106-086-S	3
20	Copper washer ( 1/4" )	015-007-S	3
21	Joint M (3/4") for pipe d. 25	148-19970-S	1
22	Hex head screw M8x25 UNI 5739	132-102-S	4
23	Schnorr washer d.8	015-251-S	4
24	Flat washer 8x24x2 UNI6593	015-031-S	4
25	Pipe clamp d. 8/11	149-005-S	1
26	90° fitting M + F (1/4")	148-143-S	1
27	Short radius bend M + F (3/4")	111-040-S	1
28	Hex head screw . M10x25	132-142-S	2
29	Schnorr washer d.10	015-252-S	2
30	Flat washer 10,2x21x2	015-032-S	2





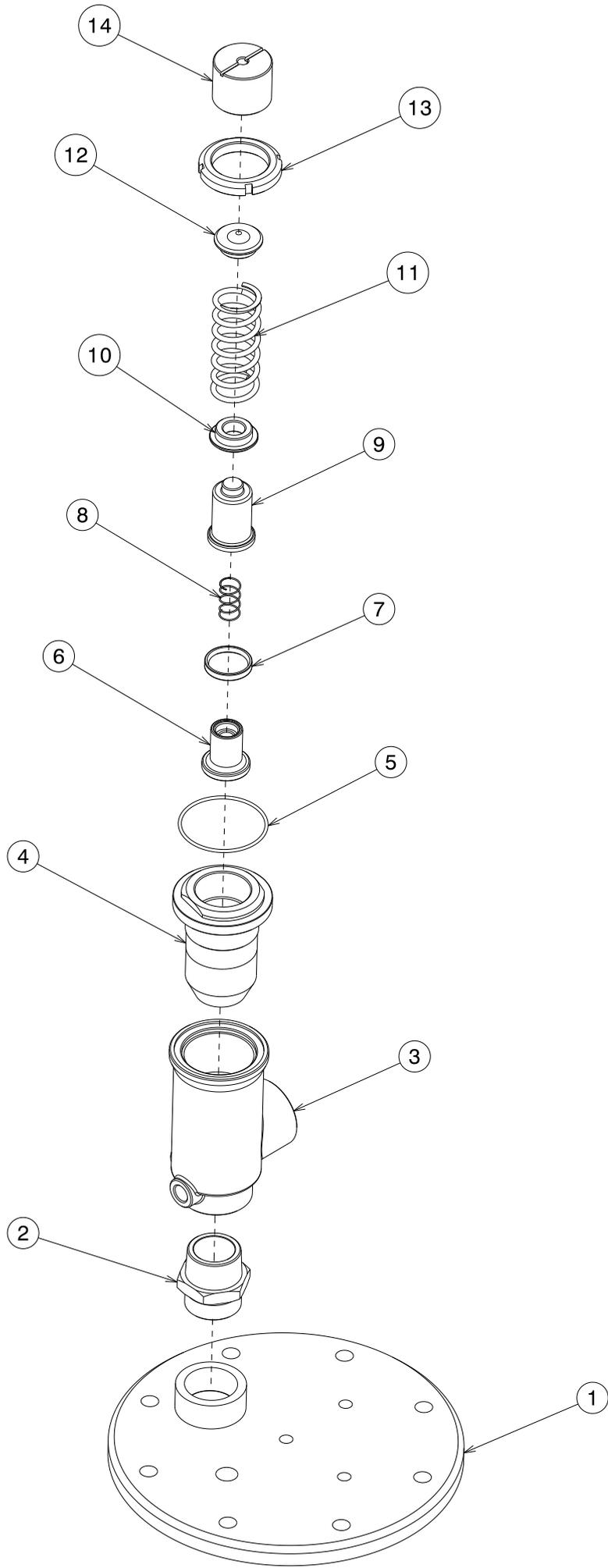
# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Separator tank

Tab. 04

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Separator tank 43 lt - USA version	037-0345-S	1
2	Copper washer (d.16,2x22x1.5 )	015-009-S	2
3	Male hexagonal head iron plug ( M16x1.5 )	106-100-S	2
4	Short radius curve M+F ( 1/2" ) –USA version	111-030-S	1
5	Safety valve ( 1/2" ) – USA version	033-059-S	1
6	M+F extension ( 1/2" ) – USA version	189-007-S	1
7	Oil level filler clamping ring	214-004.5-S	1
8	Copper washer ( 3/4" )	015-015-S	2
9	Male hexagonal head iron plug ( 3/4" )	106-130-S	1
10	Oil level check filler	059-029-S	1
11	Oil level rod	086-026-S	1
12	OR seal	023-047-S	1
13	Oil level rod plug	106-010-S	1
14	Copper washer ( 1/4" )	015-007-S	1
15	Reduction extension M+F L=34 ( 1/4" – M16 )	189-350-S	1
16	Double screw ( 3/4" – 1" )	187-065-S	1
17	Copper washer ( 1 1/2" )	015-019.10-S	2
18	Double screw ( 1 1/2" – 2" )	187-100-S	1
19	Double screw ( 1 1/2" )	187-090-S	1
20	Double screw + cil ( 1 1/2" )	187-0906-S	1
21	Minimum pressure valve USA	024-03111-F	1
22	Copper washer ( 3/8" )	015-010-S	2
23	Double screw + cil ( 3/8" )	187-0252-S	1
24	T fitting F+F+F ( 3/8" )	148-282.5-S	1
25	Copper washer	015-0121-S	2
26	Extension 1/2 M-1/2 F L=40	189-106-S	1
27	Low reduction M+F ( 3/8" – 1/8" )	190-021-S	1
28	Solenoid valve ( 1/8" )	160-052-S	1
29	Hexagonal spacer L=20 ( 1/8" )	009-014-S	1
30	Copper washer ( 1/2" )	015-012-S	1
31	Pressure regulation valve assembly	024-032.1-F	1
32	Separator filter	157-1462-S	1
33	Grub screw M.6x10	218-1405-S	1
34	Oil filter support bush	223-506-S	1
35	Filter d.14x2	099-225-S	1
36	Separator tank closing flange	004-0635-S	1
37	Washer Diam. 15 x 28 x 2,5	015-036-S	8
38	Hex head screw M14x40 UNI 5739	132-244-S	8
39	Grub screw ( 1/8" )	218-001-S	1
40	Fitting 90' ( 1/4" ) for pipe d. 6	148-090-S	1
41	115' compressor thermo contact	103-008-S	1
42	Short radius elbow M+F ( 1 1/2" )	111-061-S	1
43	Iron plug ( 1/2" )	106-125-S	1
44	Iron plug ( 3/8" )	106-106-S	1





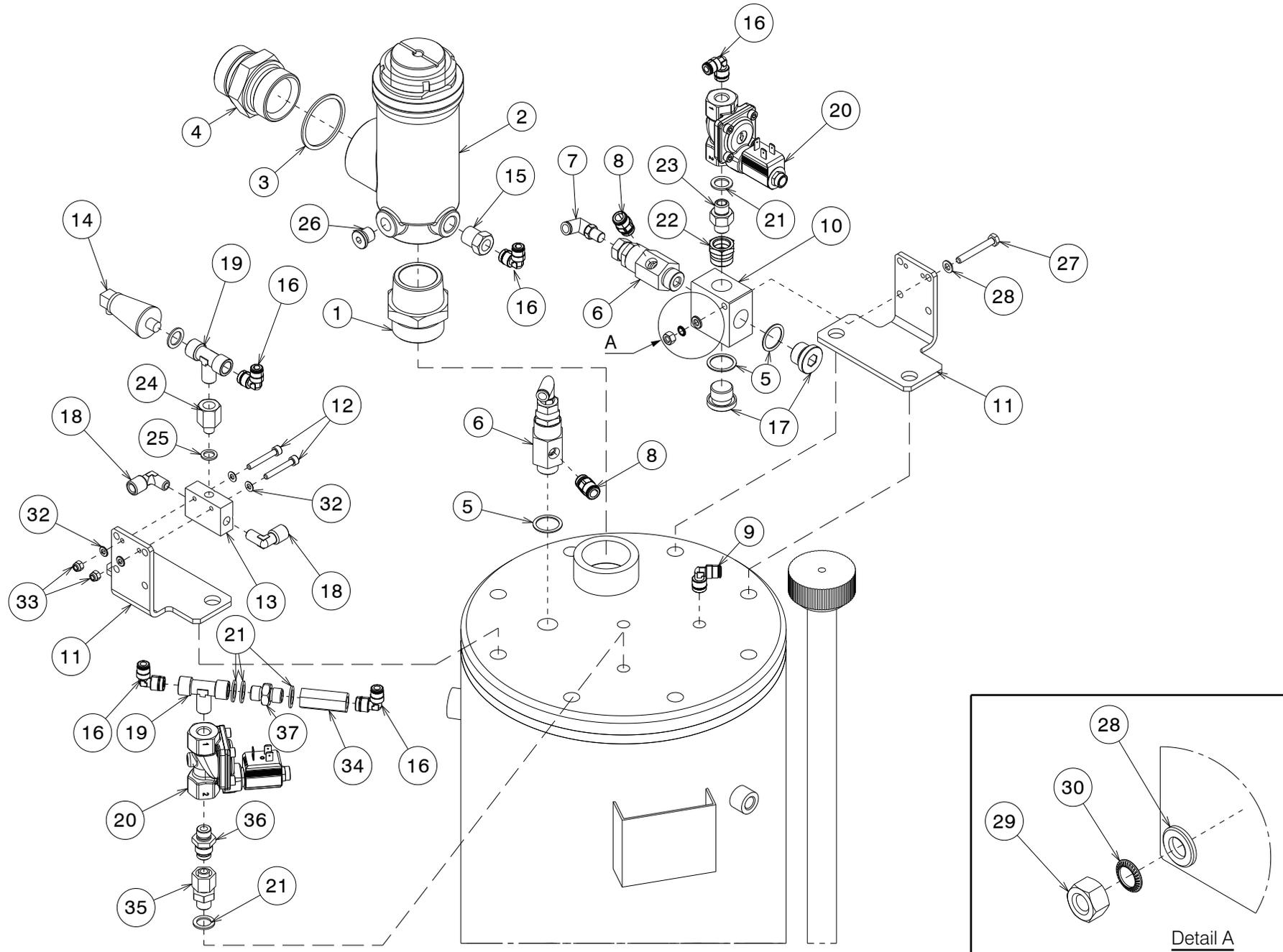
# PARTS LIST

## Motocompressor – D425 T4F

**PARTS LEGENDA:** Minimum pressure valve

Tab. 04.1

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Separator tank closing flange	004-0635-S	1
2	Double screw (1" ½)	187-0906-S	1
3	Valve body minimum pressure valve	053-070-S	1
4	Bush	223-007-S	1
5	OR seal	023-062-S	1
6	Valve	033-056-S	1
7	OR	023-330-S	1
8	Spring	043-060-S	1
9	Valve piston	048-005-S	1
10	Clamping ring	214-005-S	1
11	Spring	043-044.1-S	1
12	Clamping ring	214-006-S	1
13	Min.Press.Valve Closure ring	194-0861-S	1
14	Adjustment screw	092-03551-S	1



Detail A



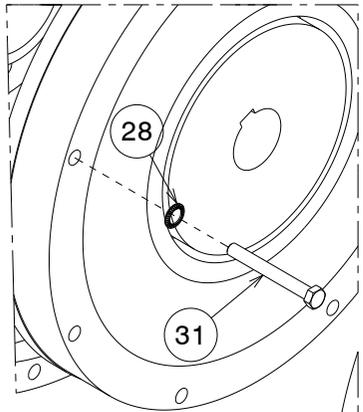
# PARTS LIST

## Motocompressor – D400T4F - D425 T4F

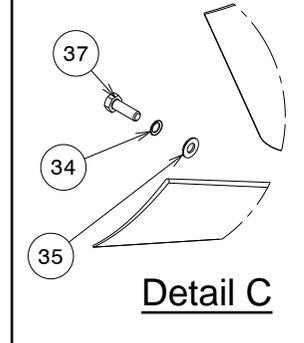
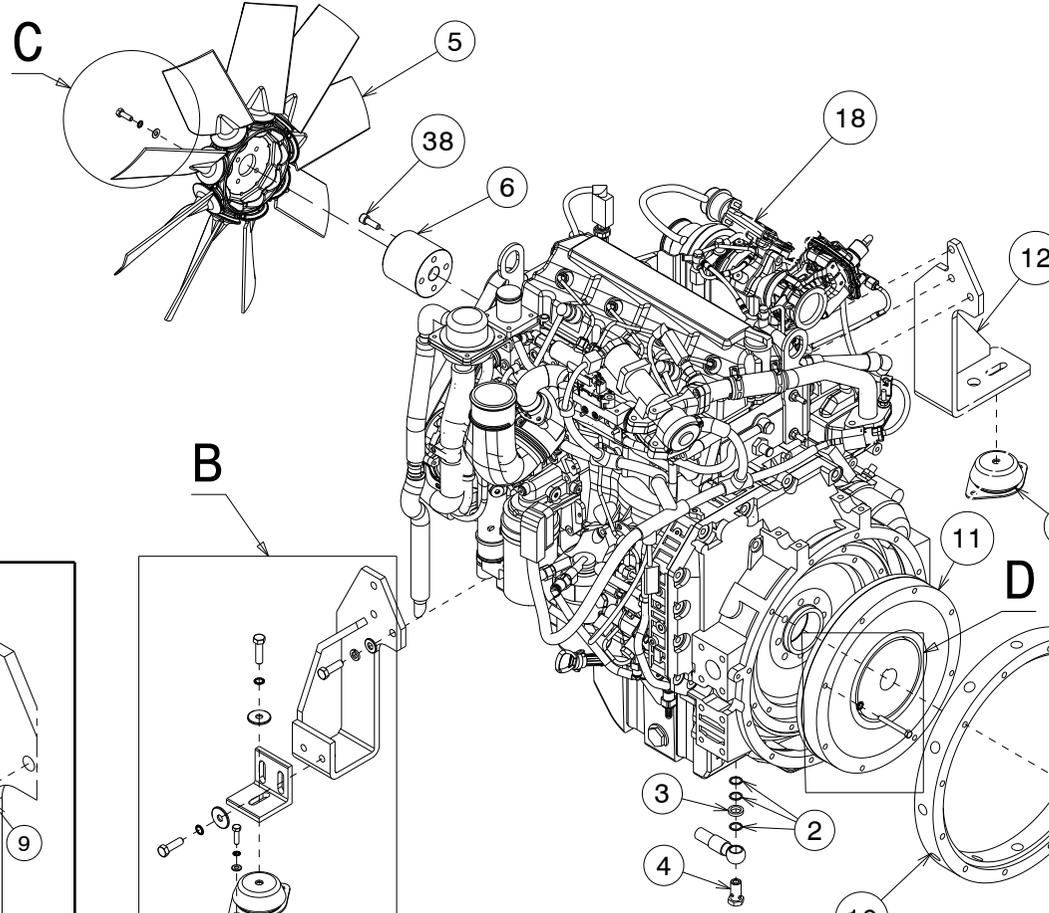
**PARTS LEGENDA:** Double pressure version (7 – 10 bar)

Tab. 04.1.1

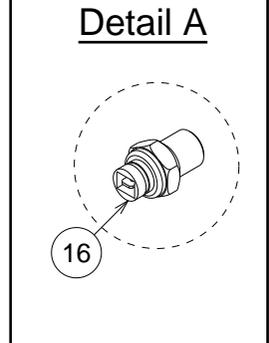
POSITION	DESCRIPTION	PART No.	QUANTITY
1	Double screw con+cil ( 1 1/2" )	187-0906-S	1
2	Minimum pressure valve	024-0311-F	1
3	Copper washer ( 1 1/2" )	015-019.10-S	1
4	Double screw (1" 1/2)	187-090-S	1
5	Copper washer ( 1/2" )	015-012-S	3
6	Pressure regulation valve	024-032.1-F	2
7	Straight quick coupling ( 1/8" ) for pipe d.6	148-8001-S	1
8	Straight quick coupling ( 1/4" ) per tubo d.8	148-575-S	2
9	Quick coupling 90° ( 1/4" ) for pipe d.6	148-573-S	1
10	4-ways block body ( 1/2" )	053-293-S	1
11	Valves support	010-31408-S	2
12	Hex socket head cap screw M5x35	133-056-S	2
13	OR valve	033-0850-S	1
14	Pressure transducer	205-030-S	1
15	Reduction 3/8 M conical to 1/4F	190-020-S	1
16	Quick coupling 90° ( 1/4" ) per tubo d.8	148-573.5-S	5
17	Hex socket head cap screw (1/2")	106-091-S	2
18	Quick coupling 90° ( 1/8" ) for pipe d.8	148-572-S	2
19	T fitting F+M+F ( 1/4" )	148-194-S	1
20	Solenoid valve	160-0871-S	1
21	Copper washer ( 1/4" )	015-007-S	5
22	Reduction (1/2") M conical to (1/4") F cylindrical	190-001-S	1
23	Double screw 1/4 cil.-1/4 con. hole 7	187-006-S	1
24	Extension F+M L=30 ( 1/4" – 1/8" )	189-302-S	1
25	Copper washer ( 1/8" )	015-005-S	1
26	Hex socket head cap screw (1/4")	106-086-S	1
27	Hex head screw M6x45	132-069-S	2
28	Flat washer 6,6x12x1,5 DIN125/1	015-027-S	4
29	Hex nut M6 UNI 5587	135-030-S	2
30	Washer d.6	015-250-S	2
31	Washer d. 6.6x18x2	015-029-S	4
32	Washer	015-078-S	4
33	Hex nut M5 UNI 7473	137-020-S	2
34	Check valve ( 1/4" )	033-0178-S	1
35	Straight coupling ( 1/4" )	148-7115-S	1
36	Fitting ( 1/4" )	148-740-S	1
37	Double screw ( 1/4" )	187-005-S	1



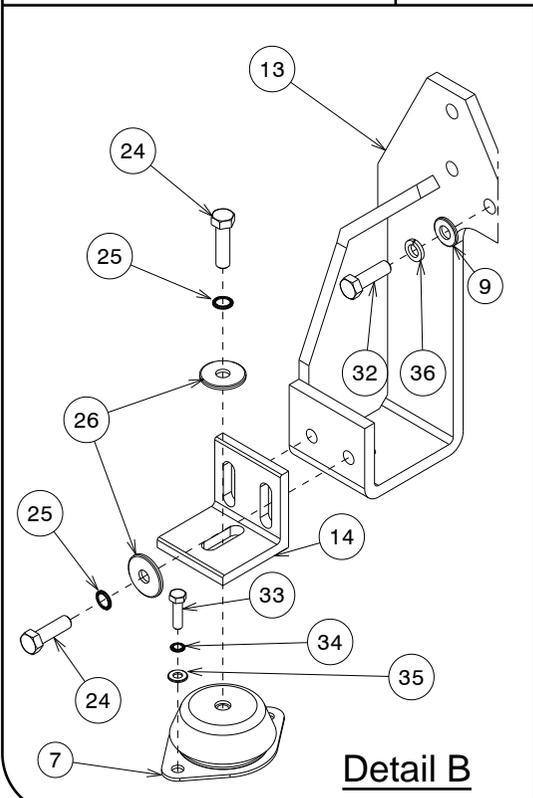
Detail D



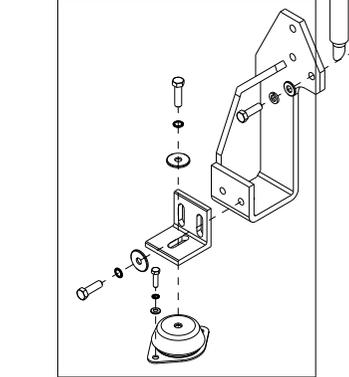
Detail C



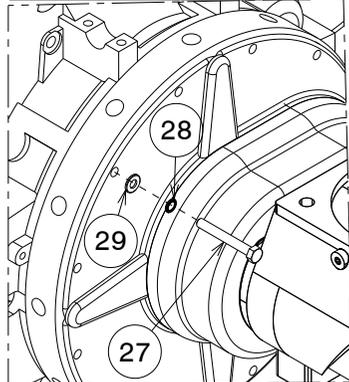
Detail A



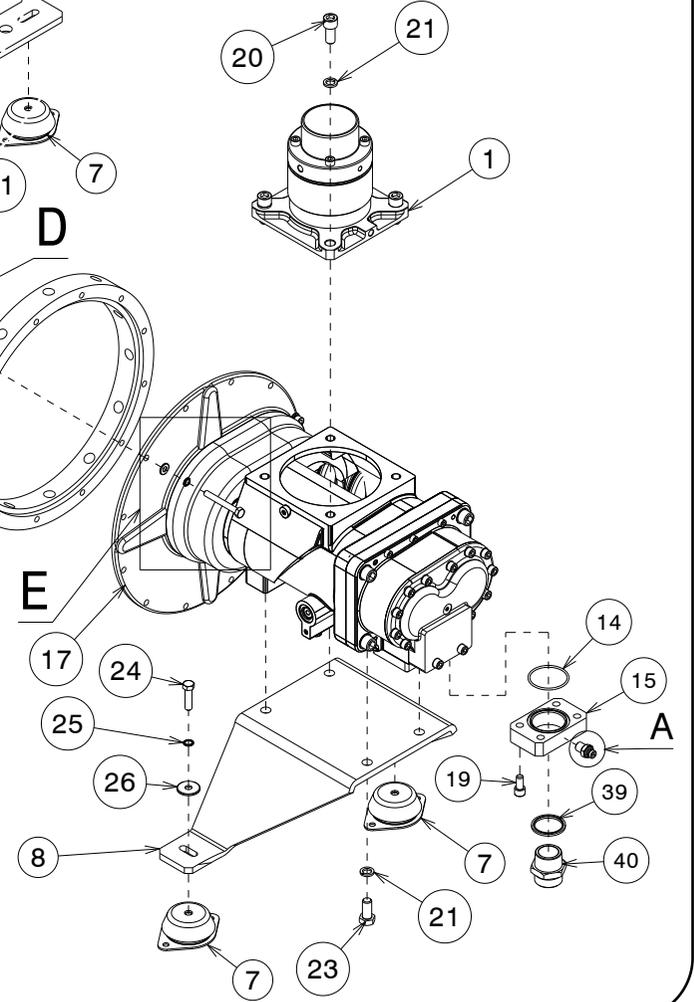
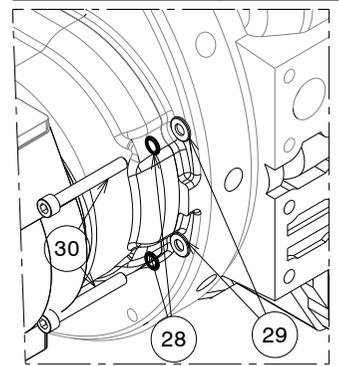
Detail B



Detail E - Left side



Detail E - Right side



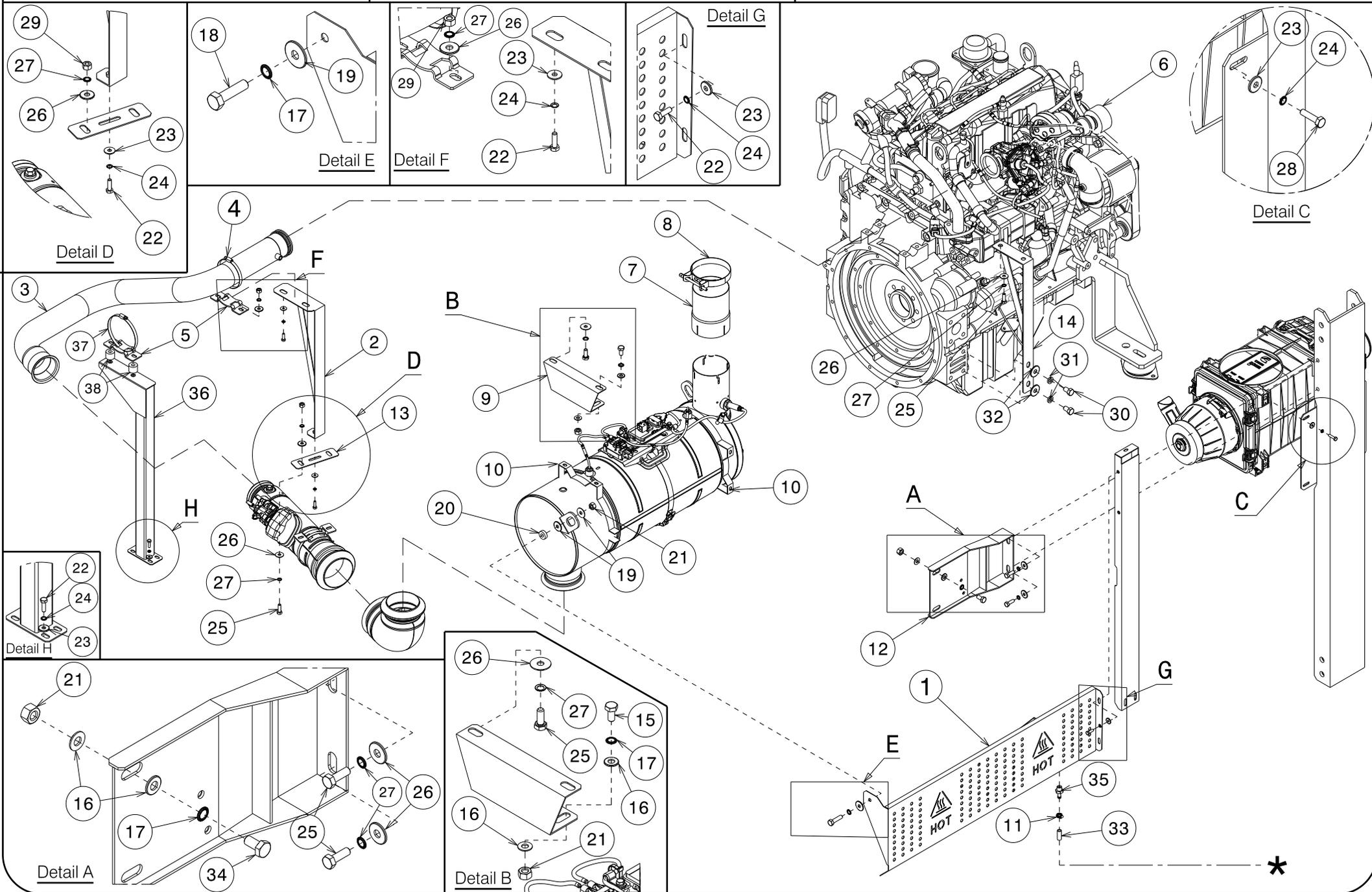
Detail E

## Motocompressor –D400T4F - D425 T4F

PARTS LEGENDA: Engine – Air end

Tab. 05

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Inlet valve assembly	024-1302-F	1
2	Copper washer D.18,2	015-011-S	3
3	Cummins engine spacer	009-30506-S	1
4	Screw M18x1,5	188-090-S	1
5	Fan	083-0182-S	1
6	Fan support	028-01286-S	1
7	Silent block	061-024762-S	4
8	Compressor support	027-06360-S	1
9	Flat washer	015-047-S	6
10	Fly-wheel	020-200010-S	1
11	Compressor-Engine coupling	006-149050-S	1
12	Right engine support	039-13062-S	1
13	Left engine support	039-13060-S	1
14	Engine "L" support	039-1153-S	1
15	Delivery clamping flange	004-047150-S	1
16	Compressor thermal contact 125°	103-0125-S	1
17	Airend (Standard version)	024-03291595-F	1
	Airend (Dual pressure 100 psi - 150 psi version)	024-03291593-F	1
18	Cummins engine	165-4380-S	1
19	Hex socket head cap screw M12x25	133-232-S	4
20	Hex socket head cap screw M16x35	133-332-S	4
21	Elastic washers d.16	139-080-S	8
23	Hex head screw M16x35	132-293-S	4
24	Hex head screw M12x45 UNI 5739	132-195-S	6
25	Schnorr washer d.12	015-254-S	6
26	Flat washer 12,5x40x3	015-0405-S	6
27	Hex head screw M10x80 UNI5739	132-153.1-S	10
28	Schnorr washer d.10	015-252-S	20
29	Flat washer 10,2x21x2	015-032-S	12
30	Hex socket head cap screw M10x80 UNI 5931	133-193-S	2
31	Hex head screw 3/8-16 UNC L=2"3/4	132-70170-S	8
32	Hex head screw M12x40 screw	132-194-S	8
33	Hex head screw M8x30	132-103-S	8
34	Schnorr washer d.8	015-251-S	12
35	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	12
36	Elastic washers	139-060-S	6
37	Hex head screw M8x25 UNI 5739	132-102-S	4
38	Hex socket head cap screw M10x30	133-183-S	4
39	Washer 1 ½"	015-205-S	1
40	Double screw (1 ½" con – 1 ½" cil)	187-0906-S	1





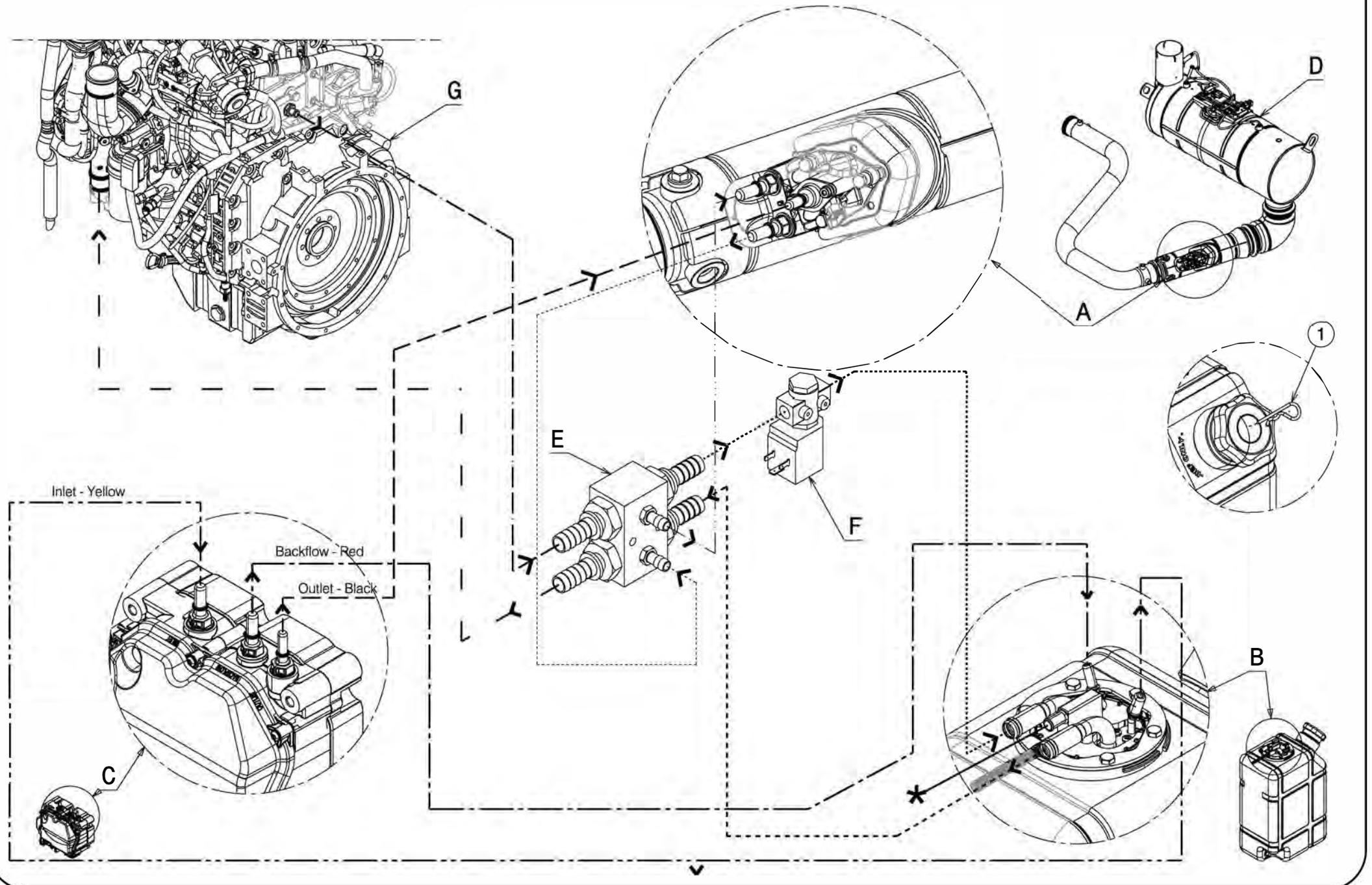
# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Aftertreatment system

Tab. 06

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Exhaust water conveyor	041-0833-S	1
2	"SCR" support blade	010-309440-S	1
3	"DRT" engine flex pipe	090-101204-S	1
4	Pipe clamp d.70x90	149-145-S	1
5	Clamp support	010-1530-S	3
6	Engine	165-4380-S	1
7	Exhaust manifold	119-04520-S	1
8	Clamp 104-112	149-1675-S	1
9	"SCR" vertical support blade	010-309424-S	1
10	"SCR" support clamp	149-37520-S	2
11	Pipe clamp 10x16	149-007-S	1
12	"DRT" support blade	010-309422-S	1
13	Adjustable blade	120-220940-S	1
14	Engine flex pipe support blade	010-309438-S	1
15	Hex head screw M10x20 UNI 5739	132-141-S	2
16	Flat washer 10,2x21x2	015-032-S	8
17	Schnorr washer d.10	015-252-S	5
18	Hex head screw M.10x40 UNI 5739	132-145-S	1
19	Flat washer 10x30x2,5 UNI6593	015-033-S	3
20	Spacer	009-087.5-S	1
21	Nut M10	135-050-S	5
22	Hex head screw . M6x20	132-063-S	4
23	Washer d. 6x24	015-029-S	11
24	Schnorr washer d.6	015-250-S	13
25	Hex head screw M8x25 UNI 5739	132-102-S	8
26	Flat washer 8x24x2 UNI6593	015-031-S	16
27	Schnorr washer d.8	015-251-S	12
28	Hex head screw screw M6x25 UNI 5739	132-065-S	4
29	Hex nut M8 UNI 5587	135-040-S	4
30	Hex head screw screw M12x20	132-190-S	2
31	Elastic washers	139-060-S	2
32	Flat washer 12x27	015-047-S	2
33	Kristall pipe d.12x8	089-090-S	1
34	Hex head screw M10x25 UNI 5739	132-142-S	2
35	M fitting ( 1/4" ) d.8	148-198.2-S	1
36	DRT pipe support blade	010-309439-S	1
37	DRT support clamp	149-161-S	1
38	Spacers	009-239-S	2
*	Drain on the botton of the frame		





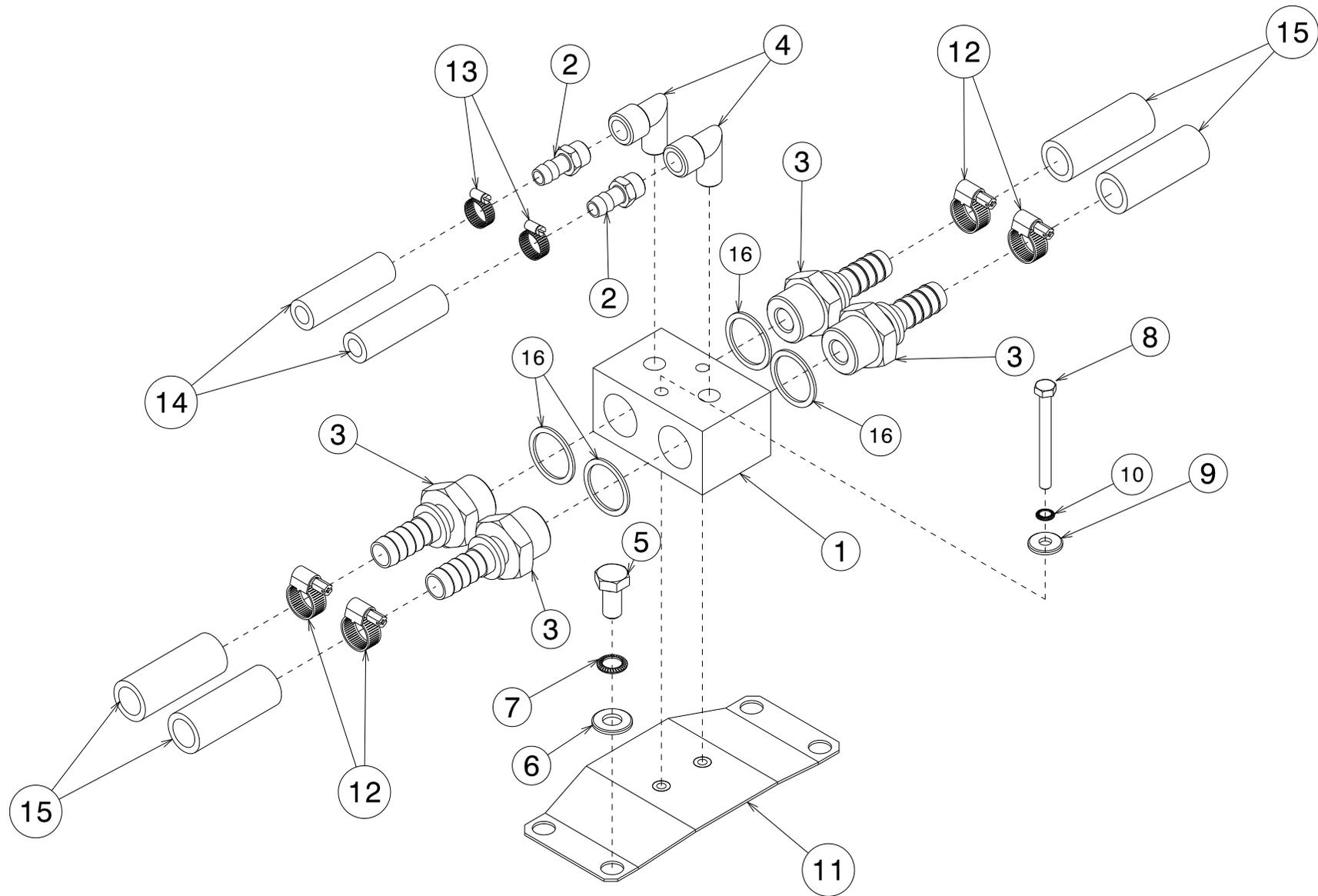
# PARTS LIST

## Motocompressor – D425 T4F

**PARTS LEGENDA:** Aftertreatment system

Tab. 06.1

POSITION	DESCRIPTION	PART No.	QUANTITY
	AFTERTREATMENT SYSTEM	044-055300-S	
A	DEF		
B	"AD BLUE" tank		
C	"AD BLUE" pump		
D	SCR		
E	6-ways block body		
F	Solenoid valve		
G	Engine		
1	Forelock	104-200-S	1
*	Drain on bottom frame		





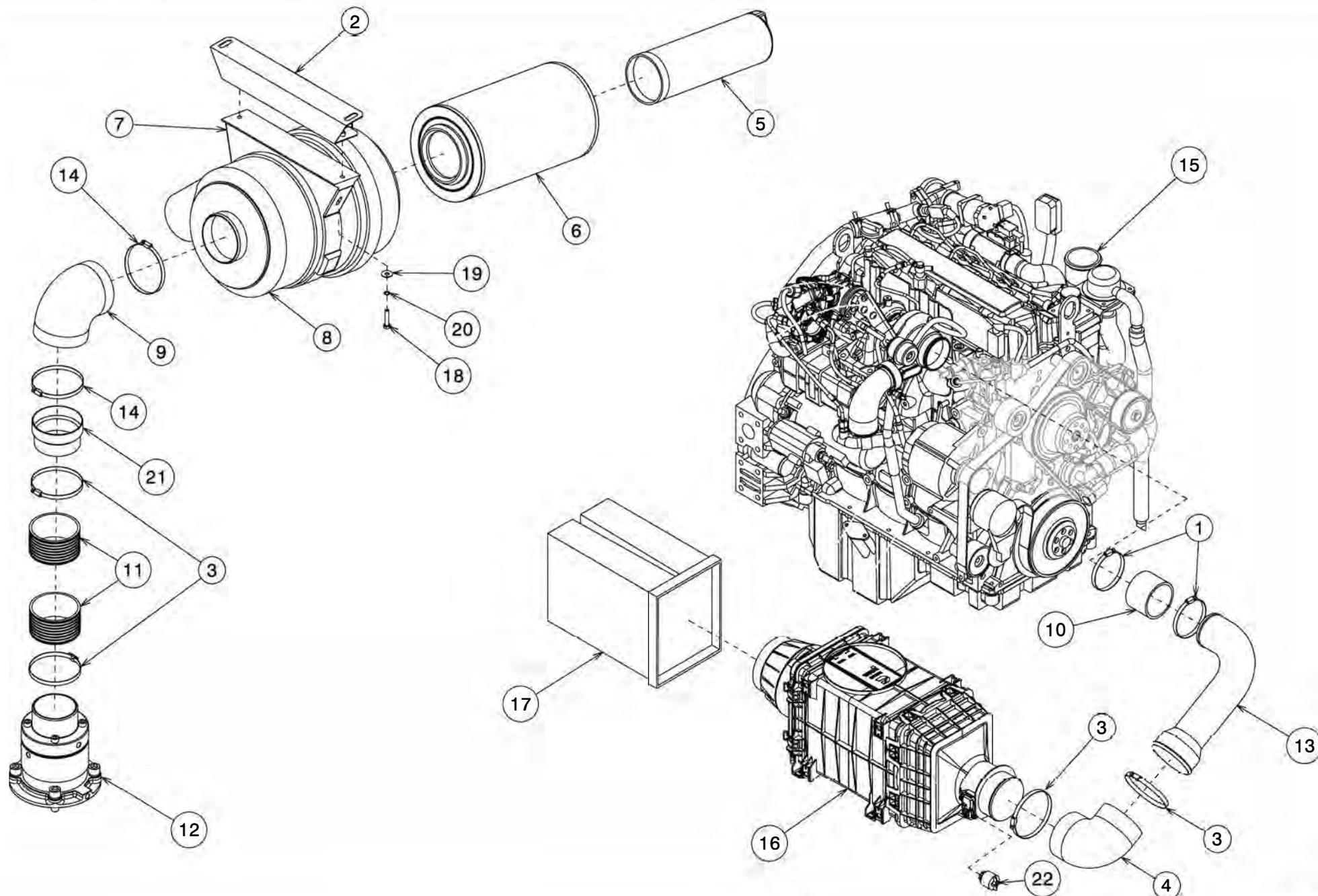
# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Cooling system device block

Tab. 06.2

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Cooling system devices coupling block	053-302-S	1
2	Fitting M (1/4") for pipe d.10	148-198.3-S	2
3	Fitting M (3/4") for pipe d.16	148-19965-S	4
4	90° M+F fitting ( 1/4" )	148-143-S	2
5	Hex head screw M10x20 UNI 5739	132-141-S	4
6	Flat washer 10,2x21x2	015-032-S	4
7	Schnorr washer d.10	015-252-S	4
8	Hex head screw M6x60 UNI5739	132-072-S	2
9	Washer d. 6.6x18x2	015-029-S	2
10	Washer d.6	015-250-S	4
11	Cooling device block support blade	010-309434-S	1
12	Pipe clamp	149-011-S	4
13	Pipe clamp 10x16	149-007-S	2
14	Pipe 17x10	089-12100-S	2
15	Pipe 23x16	089-12106-S	4
16	Copper washer 3/4"	015-015-S	4





# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Air filters cartridges

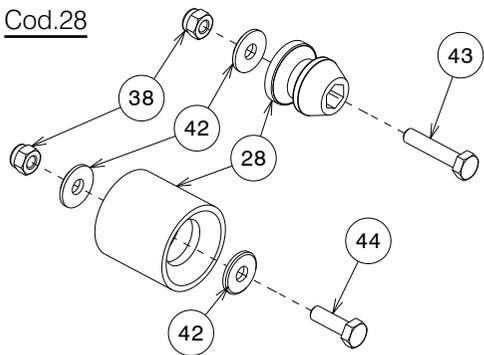
Tab. 07

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Clamp SA 63/68	149-1452-S	2
2	Compressor air filter support	010-309428-S	1
3	Pipe clamp 90/110	149-161-S	4
4	MANN elbow d.100	111-108-S	1
5	Air filter cartridge	162-0081-S	1
6	Air filter cartridge	162-0080-S	1
7	MANN air filter support	010-2415-S	1
8	MANN filter support	014-421-S	1
9	MANN elbow d.110	111-109-S	1
10	High temperaure silicone pipe d.76	089-0425-S	3.25"
11	Ontario pipe d.100 USA Version	089-0502-S	2
12	Inlet valve assembly	024-130-F	1
13	Engine air intake pipe	064-200600-S	1
14	Pipe clamp d.100-120	149-16130-S	2
15	Engine	165-4380-S	1
16	Cummins air filter container	---	1
17	Engine air filter	---	1
18	Hex head screw M8x40 UNI 5739	132-105-S	2
19	Flat washer 8x24x2 UNI6593	015-031-S	2
20	Schnorr washer d.8	015-251-S	2
21	Reduction 110/100	190-610-S	1
22	Air filter clogging signaller	E-220413130	1

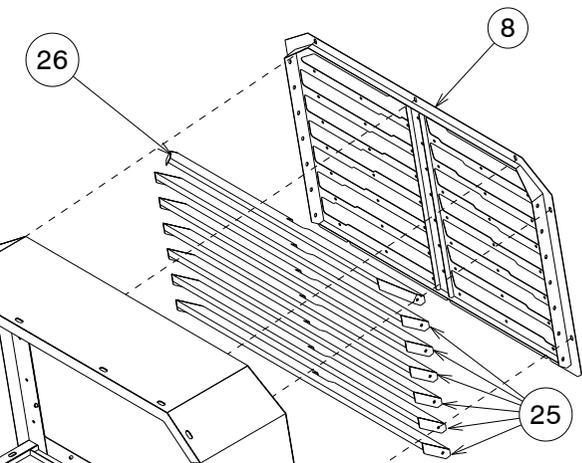
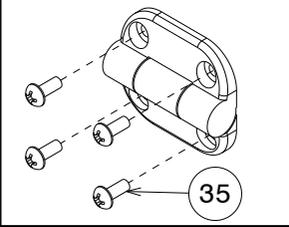
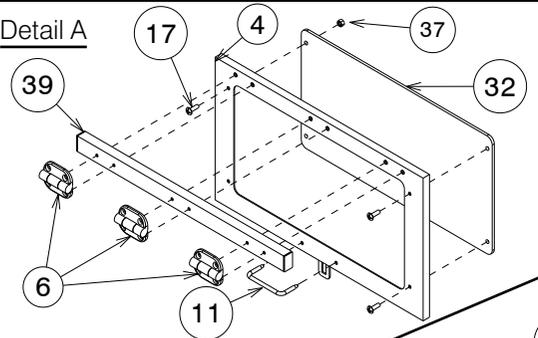
# D425 T4F - Canopy

Tab. 08

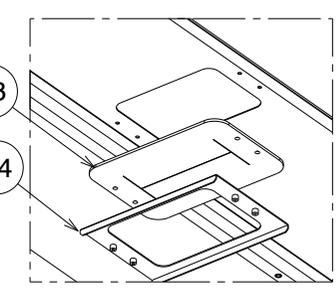
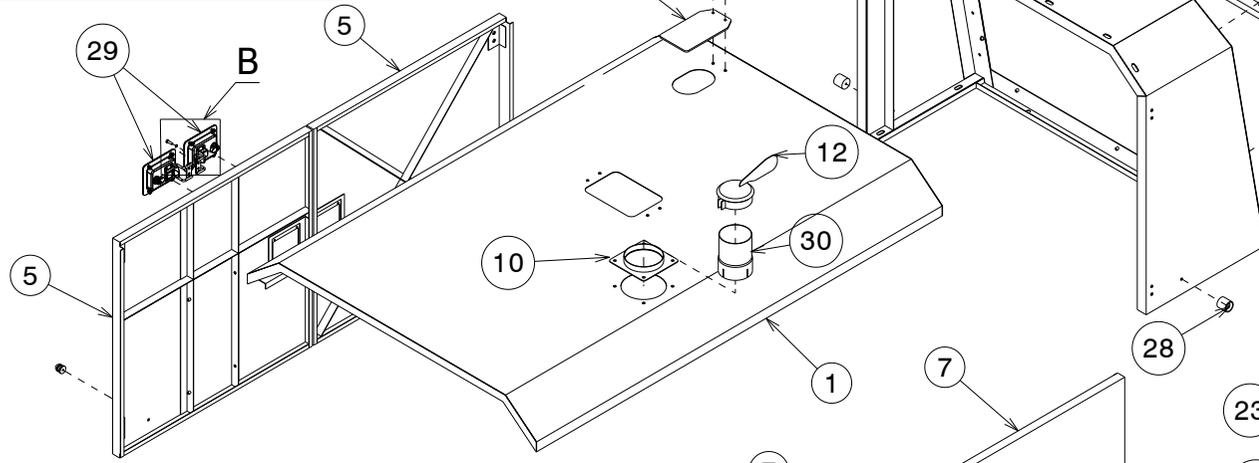
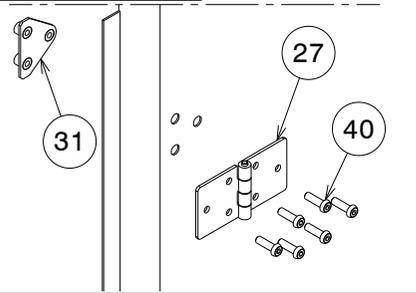
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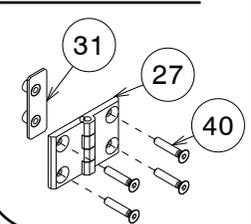
Detail A



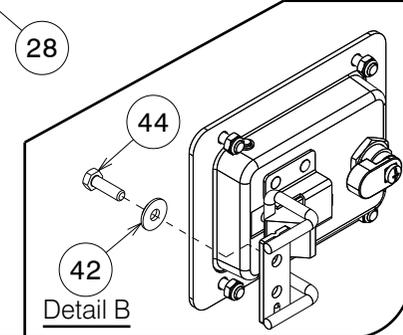
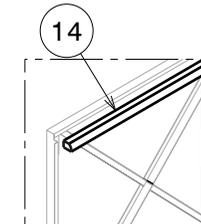
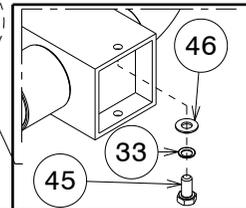
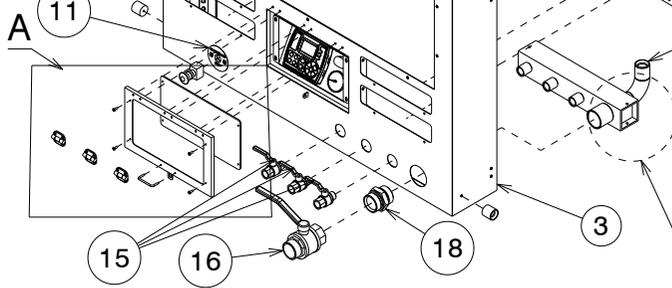
From serial No.C49314



Up to serial No.C49218



A



Detail B

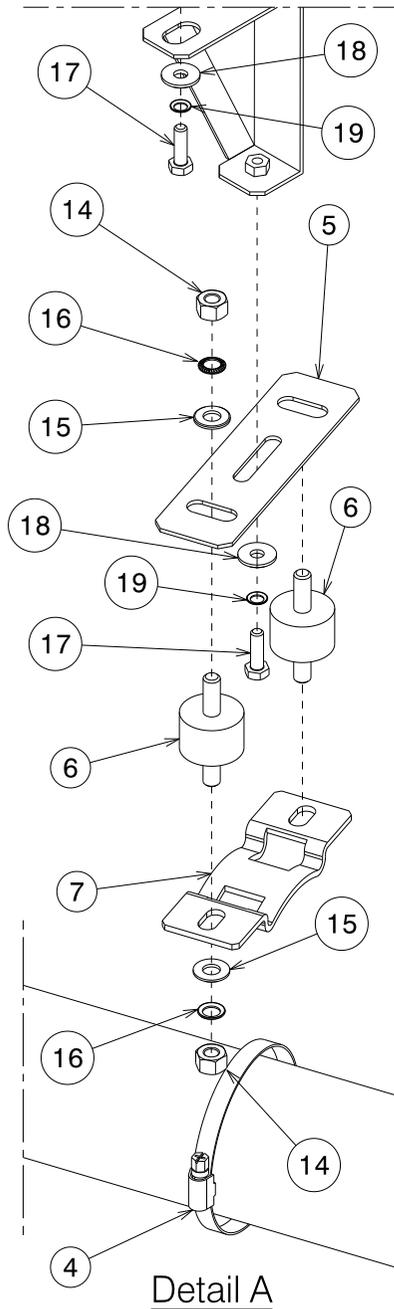
# PARTS LIST

## Motocompressor – D425 T4F

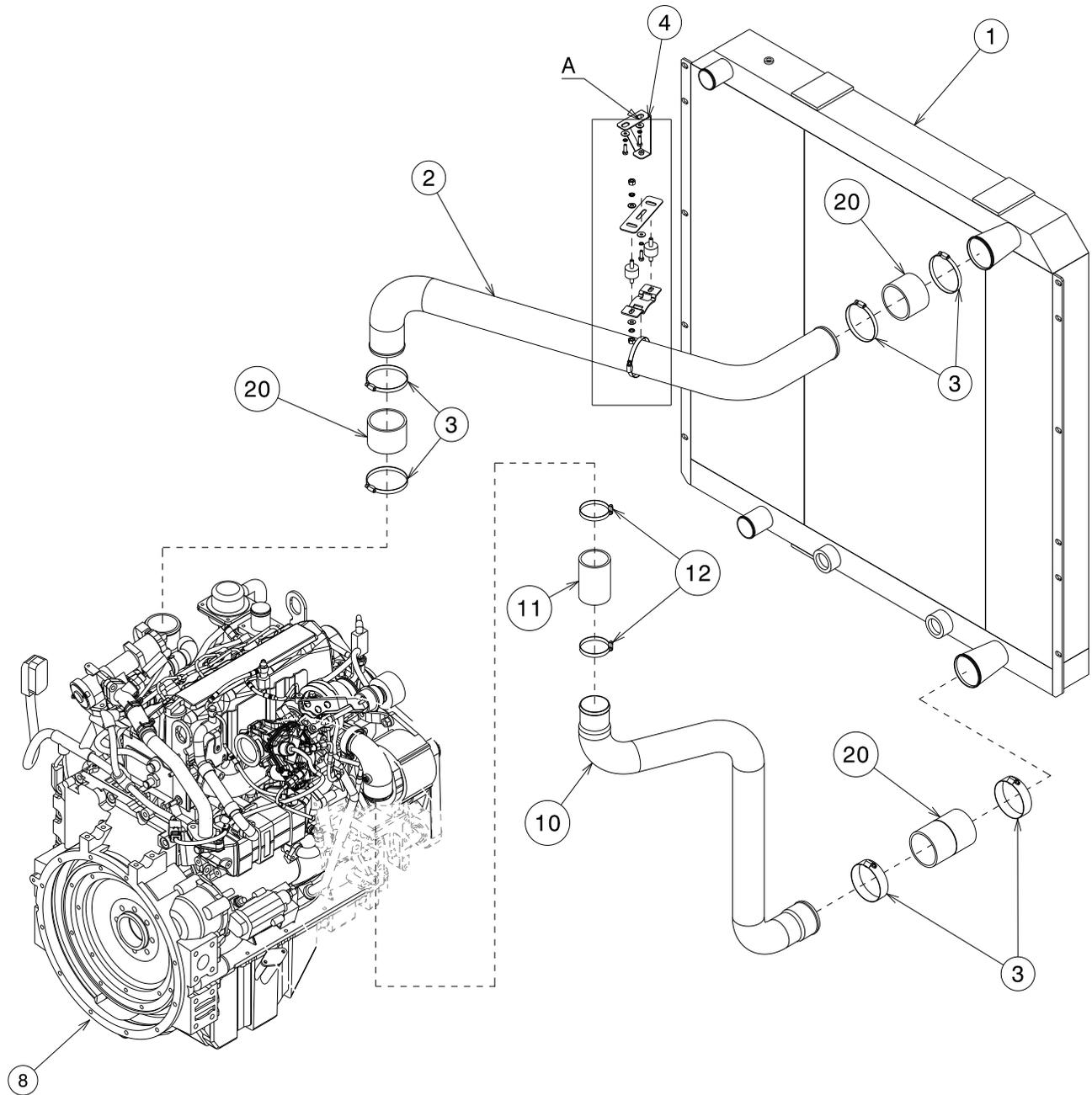
**PARTS LEGENDA:** Canopy

Tab. 08

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Central body	036-0435041-S	1
2	Front body	036-043500-S	1
3	Rear body	036-043502-S	1
4	Control panel door	110-11104-S	1
5	Left door	110-11101-S	2
6	Hinge	007-032-S	3
7	Right door	110-11103-S	2
8	Air intake panel (rear)	022-049825-S	1
9	Air intake panel (front)	022-049826-S	1
10	Exhaust protection carter	005-0635-S	1
11	Handle	209-021-S	1
12	Exhaust rain cover	032-0330-S	1
13	Exit valves coupling	063-116025-S	1
14	Rubber gasket	023-2305-S	36 feet
15	Ball valve connection M+F (3/4")	152-030-S	3
16	Ball valve connection M+F (2")	152-070-S	1
17	Poelier screw 6x16	243-009-S	4
18	Double screw (2")	187-105-S	1
19	Short soundproofing air intake panel (Rear)	124-309230-S	4
20	Soundproofing air intake panel (Rear)	124-309228-S	3
21	Upper soundproofing air intake panel (Rear)	124-3092245-S	1
22	Rubber plate	177-200-S	1
23	Rubber plate for hosting hook	177-1970-S	1
24	Plate	208-004-S	1
25	Soundproofing air intake panel (Front)	124-309226-S	6
26	Upper soundproofing air intake panel (Front)	124-309224-S	1
27	Metal hinge (From serial No.C49314)	007-03900-S	8
	Hinge 50x76 (Up to serial No.C49218)	007-0343-S	8
28	Door clamp	197-015-S	8
29	Handle	209-0226-S	4
30	Exhaust manifold	119-04520-S	1
31	Doors clamping blade (From serial No.C49314)	120-323827-S	8
	Doors clamping blade (Up to serial No.C49218)	120-323825-S	8
32	Plexiglass panel	057-02130-S	1
33	Schnorr washer d.10	015-252-S	2
34	Fixing blade hosting hook rubber plate	120-220925-S	1
35	Countersunk cross head screw 4x10	243-088-S	12
36	Large head screw M6x16	243-009-S	86
37	Nut M5	135-020-S	4
38	Hex nut M6 UNI 7473	137-030-S	8
39	Control panel blade	120-220938-S	1
40	Button head cap screw 6x20 (From serial No.C49314)	150-501-S	48
	Countersunk hexagon head screw 6x25 (Up to serial No.C49218)	146-094-S	32
41	Washer d.6	015-250-S	14
42	Washer d. 6.6x18x2	015-029-S	32
43	Hexagonal head Screw M6x30 UNI 5739	132-066-S	4
44	Hex head screw M6x20	132-063-S	12
45	Hex head screw M10x20	132-141-S	2
46	Flat washer 10,2x21x2	015-032-S	2



Detail A





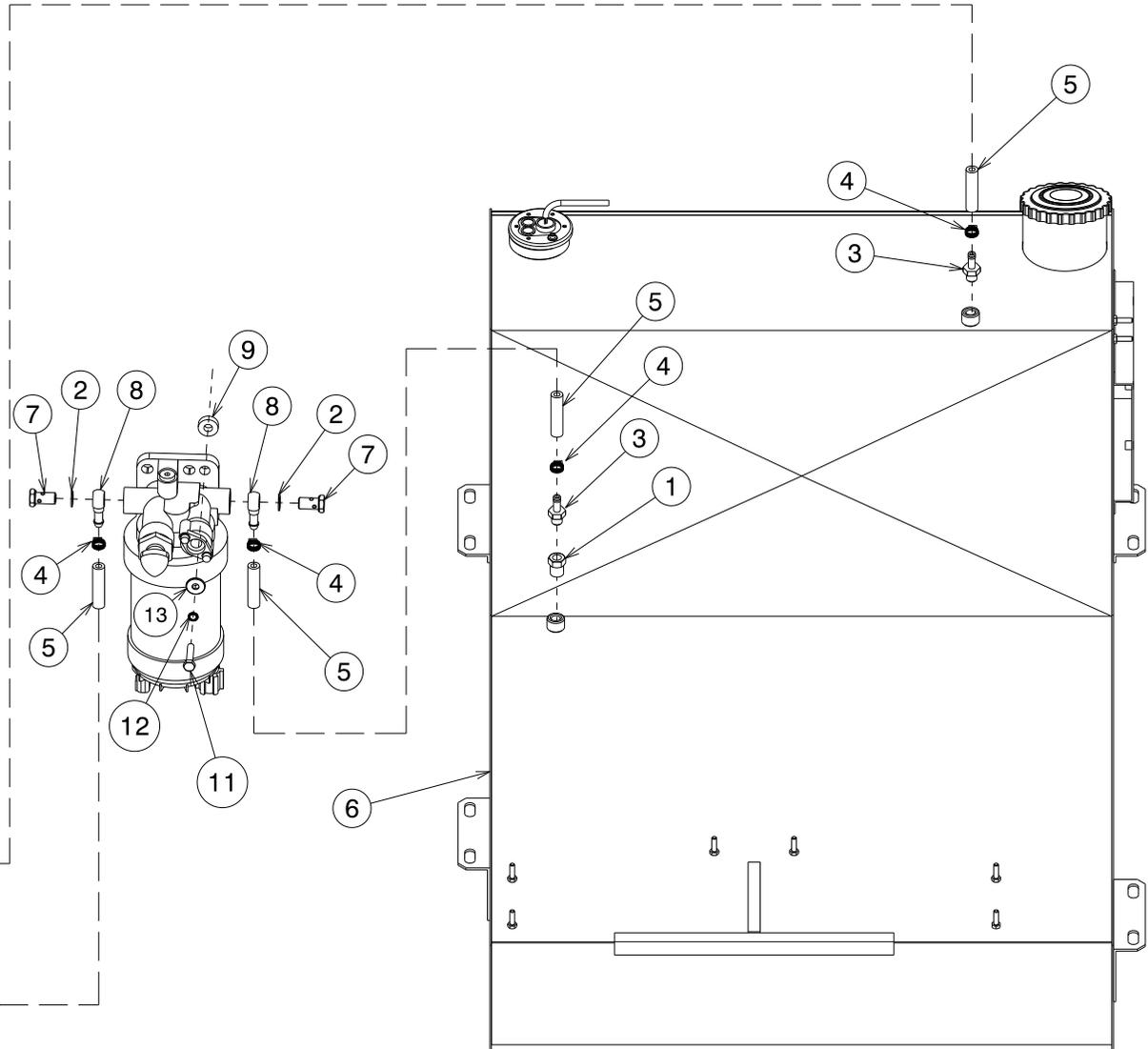
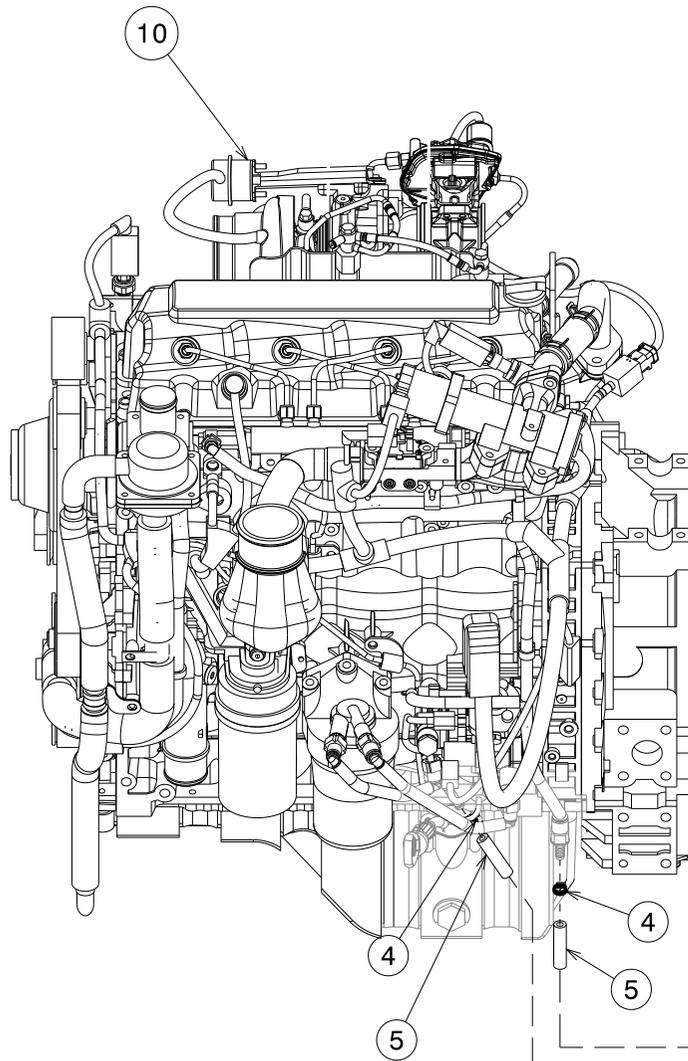
# PARTS LIST

## Motocompressor – D425 T4F

PARTS LEGENDA: Connections

Tab. 09.1

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Radiator	011-032403-S	1
2	Intercooler inlet pipe	064-200602-S	1
3	Pipe clamp	149-1360-S	6
4	Intercooler inlet pipe support	010-309444-S	1
5	Adjustable blade	120-220940-S	1
6	Silent block	061-013-S	2
7	Clamp support	010-1530-S	1
8	Engine	165-4380-S	1
9	Clamp 70x90	149-1452-S	2
10	Intercooler outlet pipe	064-200604-S	1
11	Silicone pipe d.60	089-0326-S	4.70 "
12	Pipe clamp	149-1360-S	2
13	Intercooler outlet pipe support	010-309442-S	1
14	Hex nut M8 UNI 5587	135-040-S	4
15	Flat washer 8,4x17x1,5 UNI 6592	015-030-S	4
16	Schnorr washer d.8	015-251-S	4
17	Hex head screw . M6x20	132-063-S	3
18	Washer d. 6.6x18x2	015-029-S	3
19	Washer d.6	015-250-S	3
20	Radiator silicone pipe d.76	089-0425-S	4.70 "





# PARTS LIST

## Motocompressor – D425T4F

PARTS LEGENDA: Fuel tank connections

Tab. 09.2

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Reduction M+F ( 3/8" – 1/4" )	190-020-S	1
2	Copper washer 14x20x1,5	015-008-S	2
3	Fitting M ( 1/4" ) for pipe d.8	148-198.2-S	2
4	Clamp d.10x16	149-007-S	6
5	Anti-oil pipe for fuel d.15x8	089-1203-S	3
6	Fuel tank	201-04215-S	1
7	Screw M.14x1,5	188-060-S	2
8	Eye connection D.10	148-400-S	2
9	Spacer	009-087.5-S	2
10	Engine Cummins	165-4380-S	1
11	Hex head screw M8x40 UNI 5739	132-105-S	2
12	Schnorr washer d.8	015-251-S	2
13	Flat washer 8x24x2 UNI6593	015-031-S	2



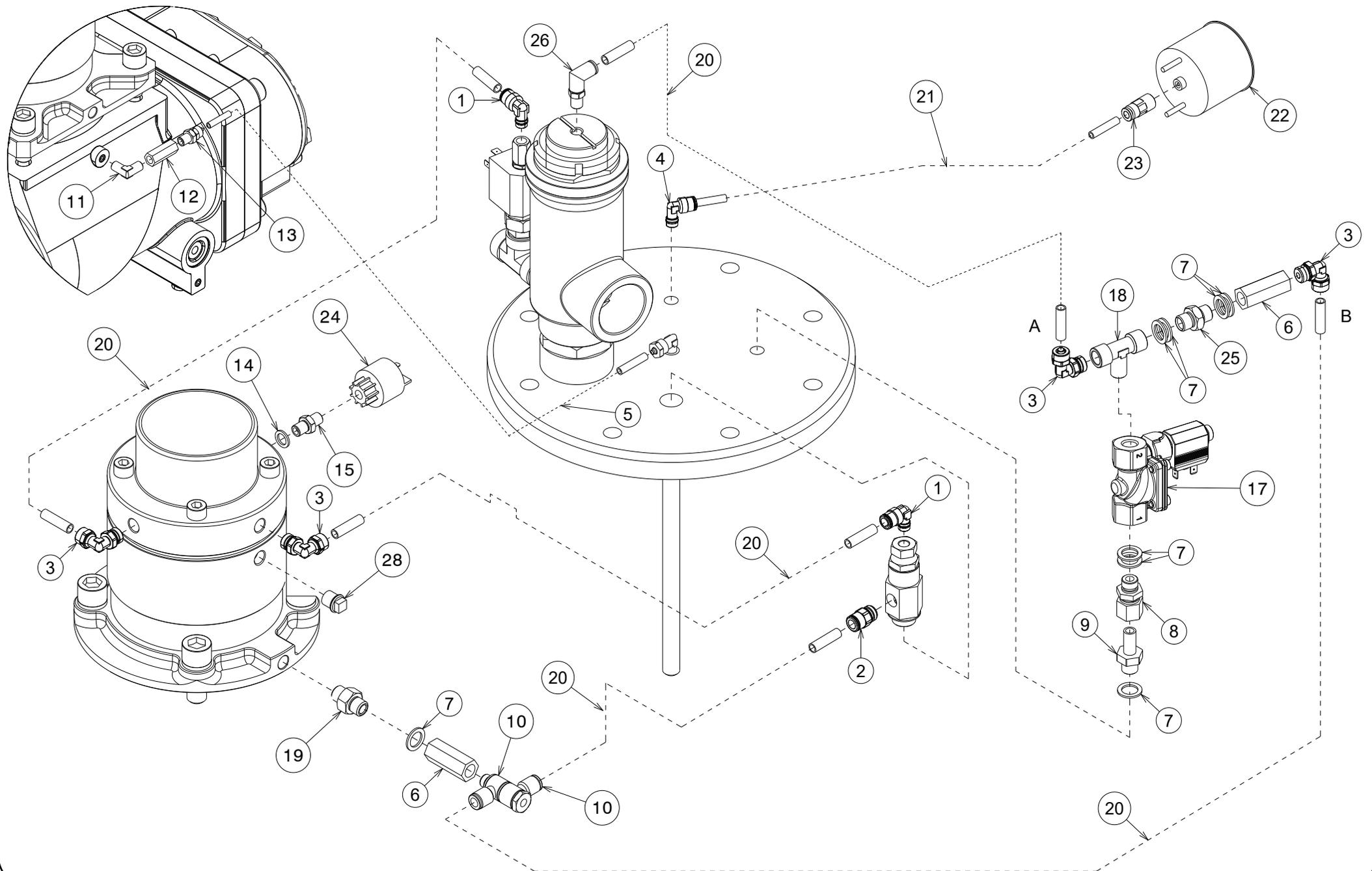
# PARTS LIST

## Motocompressor –D425T4F

PARTS LEGENDA: Oleopneumatic system

Tab. 09.3

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Piping ( 1 ½" )	065-314-S	1
2	Piping ( 1 ½" )	065-314.01-S	1
3	Piping ( 1" )	065-255.51-S	1
4	Piping ( 1" )	065-252.70-S	2
5	Piping ( 1" )	065-253.6-S	1
6	Piping ( 1/2" )	065-176.410-S	1
7	90° fitting (1" ½)	148-2988-S	1
8	Copper washer ( 1 ½" )	015-019.10-S	2
9	Double screw (1 1/2" – 1" ½)	187-090-S	1
10	Washer 1" 1/2	015-205-S	1
11	Double screw ( ¾" a 1" ) foro 19.1	187-065-S	1
12	Copper washer ( ¾" )	015-015-S	2
13	Double screw (1" a " ¼)	187-075-S	2
14	Copper washer (1" ¼)	015-019-S	2
15	Double screw ( 1" )	187-070-S	3
16	Copper washer ( 1" )	015-018-S	3
17	90° fitting M+M ( 1" )	148-2987-S	1
18	Double screw ( ½" foro 12.6 )	187-045-S	1
19	Copper washer ( ½" )	015-012-S	5
20	Iron plug ( ½" )	106-125-S	1
21	Cummins engine spacer	009-30506-S	1
22	Screw M18x1,5	188-090-S	1
23	Double screw ( 1 ½" con – 1 ½" cil )	187-0906-S	1
24	Double screw 1"	187-0730-S	1
25	Square head plug (1/8")	106-020-S	1
26	Pressure transducer	205-030-S	1





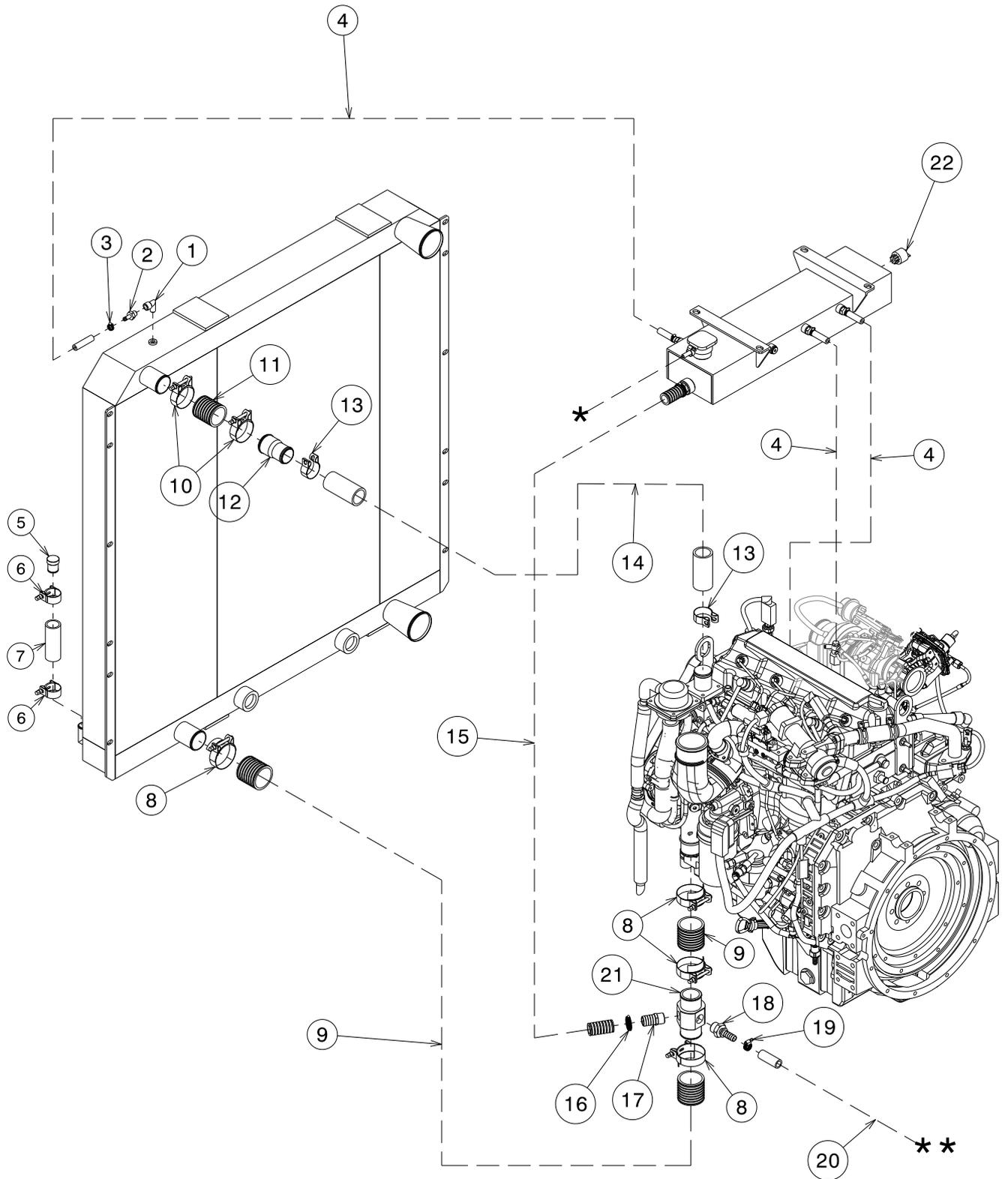
# PARTS LIST

## Motocompressor – D425T4F

PARTS LEGENDA: Pneumatic system

Tab. 09.4

POSITION	DESCRIPTION	PART No.	QUANTITY
1	90° quick coupling ( 1/8" ) for pipe d.8	148-572-S	2
2	Straight quick coupling ( 1/4" ) for pipe d.8	148-575-S	1
3	90° quick coupling ( 1/4" ) for pipe d.8	148-573.5-S	2
4	90° quick coupling ( 1/8" ) for pipe d.6	148-570-S	1
5	Polyamides pipe d.6	089-060-S	1
6	Check valve ( 1/4" )	033-017-S	2
7	Copper washer ( 1/4" )	015-007-S	8
8	Fitting ( 1/4" )	148-740-S	1
9	Straight coupling( 1/4" )	148-7115-S	1
10	Super quick coupling ( 1/4" )	148-5901-S	2
11	Fitting 90° Mcon ( 1/8" )	148-288-S	1
12	Non-return valve ( 1/8" )	033-001-S	1
13	Straight coupling ( 1/8" ) for pipe d.6	148-040-S	1
14	Copper washer ( 1/8" )	015-005-S	1
15	Double screw ( 1/8" )	187-001-S	1
17	Solenoid valve	160-0871-S	1
18	T fitting F+M+F ( 1/4" )	148-194-S	1
19	Double screw con-cil ( 1/4" )	187-006-S	1
20	Rilsan pipe d.8	089-0705-S	5
21	Rilsan pipe d.6	089-0605-S	1
22	15 bar pressure gauge	206-020-S	1
23	Straight quick coupling F ( 1/8" ) for pipe d.6	148-5765-S	1
24	Air filter clogging signaller	257-030-S	1
25	Double screw ( 1/4" )	187-005-S	1
26	Quick coupling 90° ( 1/8" ) for pipe d.8	148-8001-S	1
27	Sintered silencer ( 1/4" )	267-401-S	1
28	Square head plug (1/4")	106-025-S	1





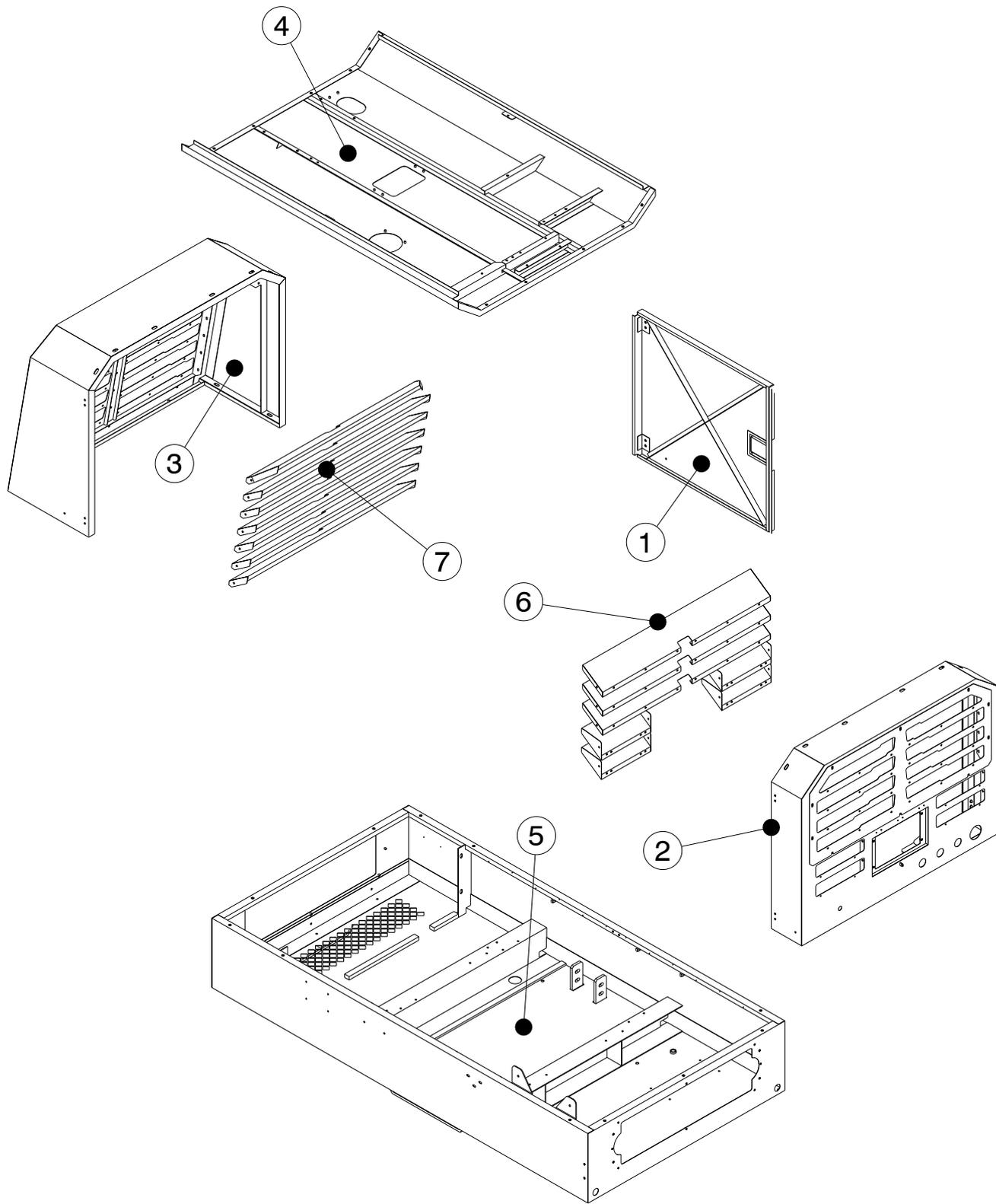
# PARTS LIST

## Motocompressor – D425T4F

**PARTS LEGENDA:** Cooling system

Tab. 09.5

POSITION	DESCRIPTION	PART No.	QUANTITY
1	90° M+F fitting ( 1/4" )	148-143-S	1
2	M fitting ( 1/4" ) d.8	148-198.2-S	1
3	Pipe clamp 10x16	149-007-S	1
4	Anti-oil pipe for fuel 15x8	089-120-S	3
5	Aluminium cap	106-15400-S	1
6	Clamp SA 34-37	149-1280-S	2
7	Calorflex pipe	089-009.5-S	1
8	Clamp SA 59-63	149-310-S	4
9	Pipe d. 51x61	089-008-S	1
10	Clamp 55-59	149-312-S	2
11	Pipe d. 48x58	089-0075-S	1
12	Reduction 48 to 42	190-603838-S	1
13	Clamp 40-43	149-309-S	2
14	Calorflex pipe d.42x52	089-007-S	1
15	Calorflex pipe	089-009.5-S	1
16	Clamp 20-32	149-023-S	1
17	Fitting 3/4 M d.25	148-19970-S	1
18	Fitting 3/4 M d.16	148-19965-S	1
19	Pipe clamp	149-011-S	1
20	Pipe 23x16	089-12106-S	1
21	Water pump fitting	148-69700-S	1
22	Level sensor	---	1
*	Drain on bottom frame		
**	To cooling block device		





## PARTS LIST

### Motocompressor – D425T4F

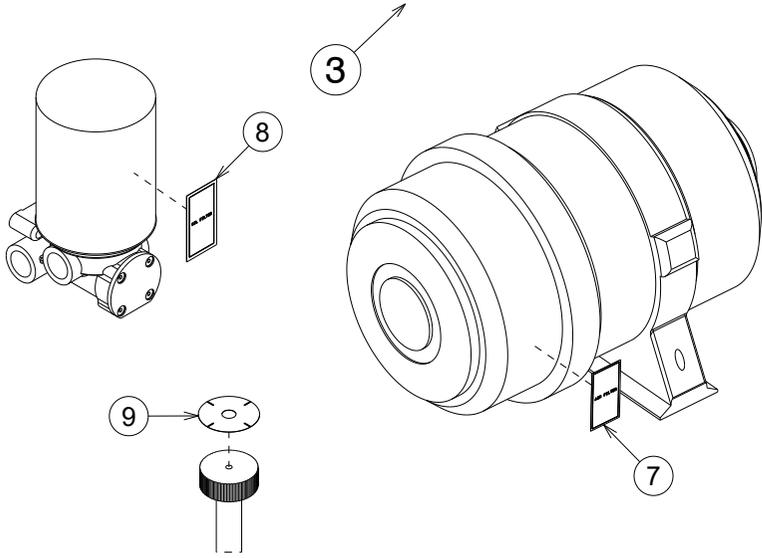
**PARTS LEGENDA:** Soundproofing kit

Tab. 11

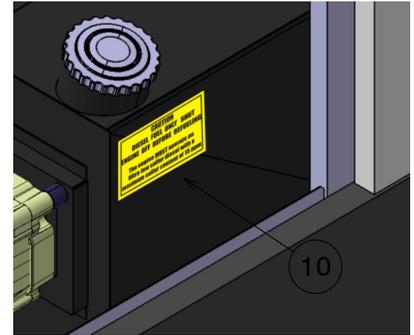
POSITION	DESCRIPTION	PART No.	QUANTITY
1	Side doors soundproofing kit	204-34662022-S	1
2	Front canopy soundproofing kit	204-3466203-S	1
3	Rear canopy soundproofing kit	204-3466204-S	1
4	Upper canopy soundproofing kit	204-3466205-S	1
5	Frame soundproofing kit	204-3466206-S	1
6	Front air intake soundproofing kit	204-3466200-S	1
7	Rear air intake soundproofing kit	204-3466201-S	1

# ELGi

**D** 425T4F  
**D** 400T4F



7 bar 100 psi | 10 bar 150 psi



# ELGi



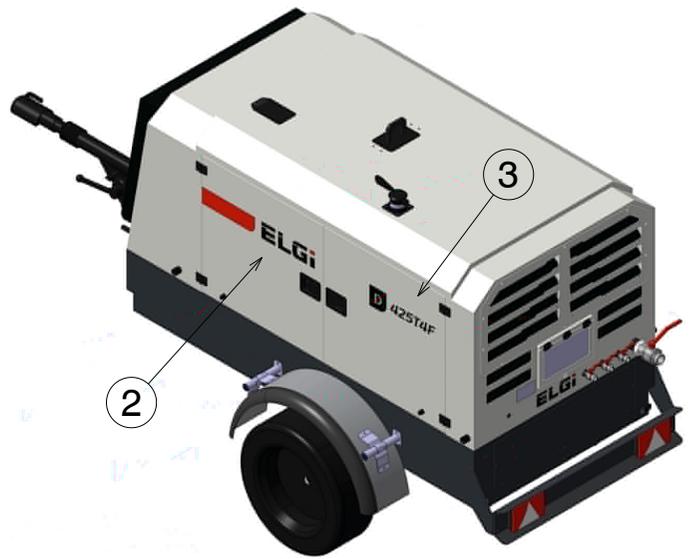
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 YEAR / MFG: \_\_\_\_\_  
 WEIGHT (lb): \_\_\_\_\_  
 PRESSURE (psi): \_\_\_\_\_  
 SERIAL NO.: \_\_\_\_\_

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6

<p><b>⚠ DANGER</b></p> <p><b>Hazardous Voltage.</b> Presence of 24 V DC voltage. Repairs and/or adjustments can cause severe injury or death.</p>	<p><b>⚠ WARNING</b></p> <p><b>Do Not Remove.</b> Do not remove chain, clips or other components unless compressor is operated or disconnected.</p>	<p><b>⚠ CAUTION</b></p> <p><b>Read Manual.</b> Read instruction manual before each operation with the equipment.</p>
<p><b>⚠ Crush Hazard.</b> Moving parts can crush feet or hands.</p>	<p><b>⚠ Relieve Pressure.</b> Stop compressor and release all internal pressure before removing caps, plugs or other components.</p>	<p><b>⚠ NOTICE</b></p> <p><b>Starting Instructions</b></p>
<p><b>⚠ Ensure Guards.</b> Ensure guards are in place before operating the equipment.</p>	<p><b>⚠ Corrosive Substance.</b> Presence of corrosive fluids inside the equipment. Repairing for filling can cause respiratory injury.</p>	<p>1. Should the machine be started with a battery, ensure that the DC link is in the "on" position completely closed for at least 5 seconds before re-starting compressor.</p>
<p><b>⚠ Qualified Personnel.</b> Service operations must be performed only by qualified personnel.</p>	<p><b>⚠ Hot Surfaces.</b> CONTACT can cause severe burn injury. Do not touch hot surfaces.</p>	<p>2. In case of problems in starting, always read on the user backcover (PWA) for corrective measures.</p>



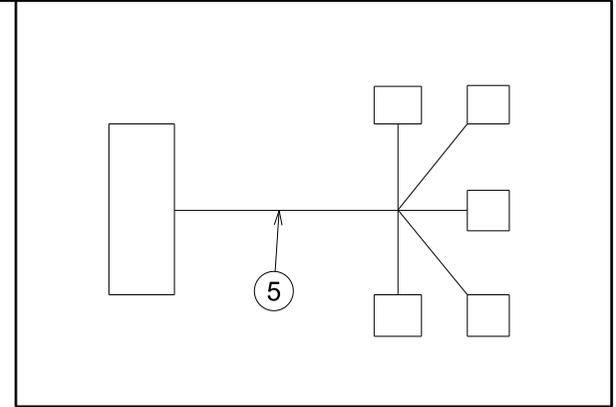
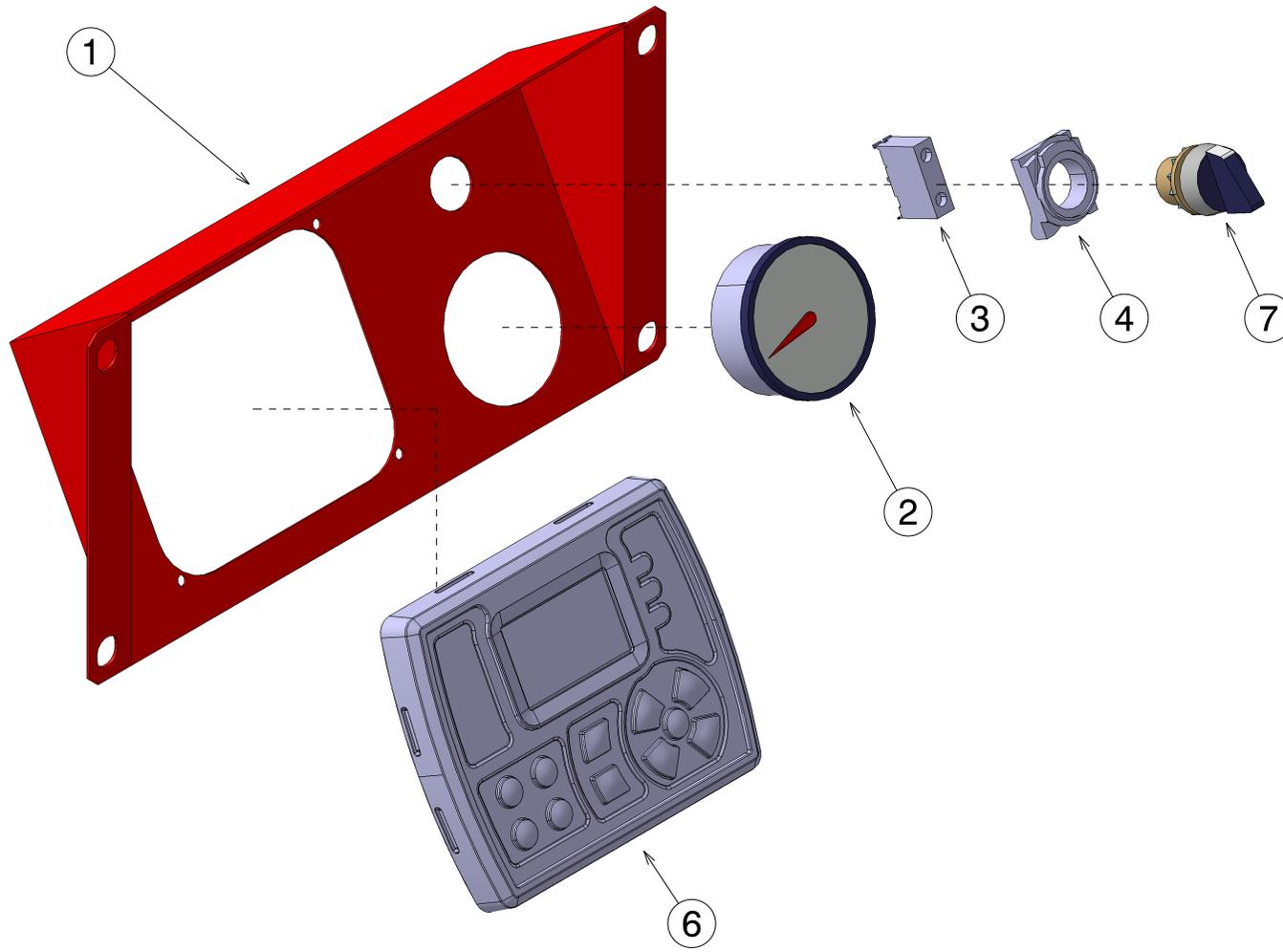
# PARTS LIST

## Motocompressor – D400T4F - D425T4F

**PARTS LEGENDA:** Decals

Tab. 10

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Serial no. plate	238-14764-S	1
2	"ELGI Brand" decal	238-3274013-S	2
3	"D400T4F" decal	238-325869-S	2
	"D425T4F" decal	238-325872-S	2
4	"ELGI" black decal	238-3274017-S	1
5	"Burn hazard" plate	238-103201-S	2
6	Warnings sticker	238-01030-S	1
7	Air filter decal	238-001-S	1
8	Oil filter decal	238-002-S	1
9	Oil level check decal	238-003-S	1
10	"Caution diesel only" decal	238-097601-S	1
11	"Diesel Only" on fuel tank plug	238-097602-S	1
12	Double pressure – 7 / 10 bar (Double pressure version only)	238-0465-S	1





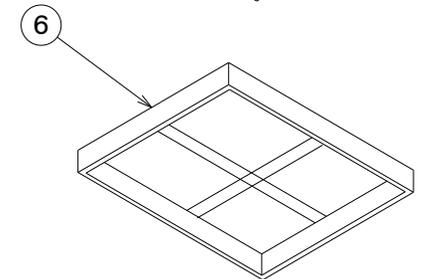
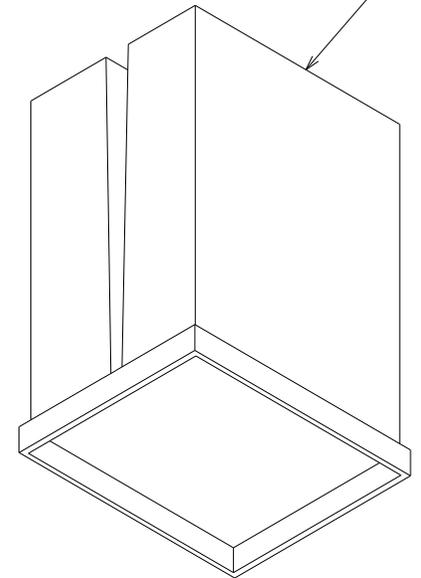
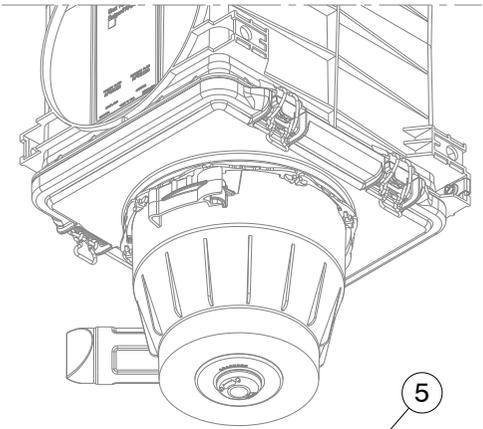
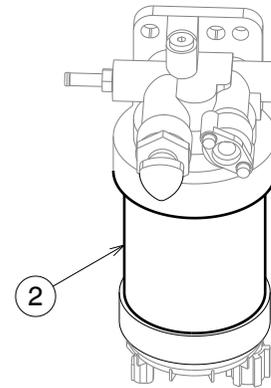
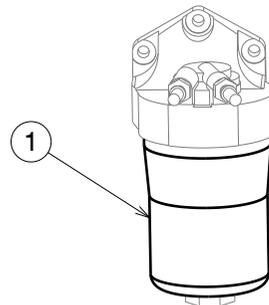
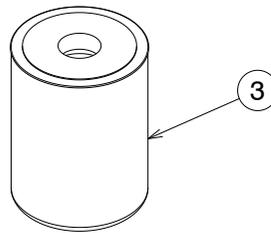
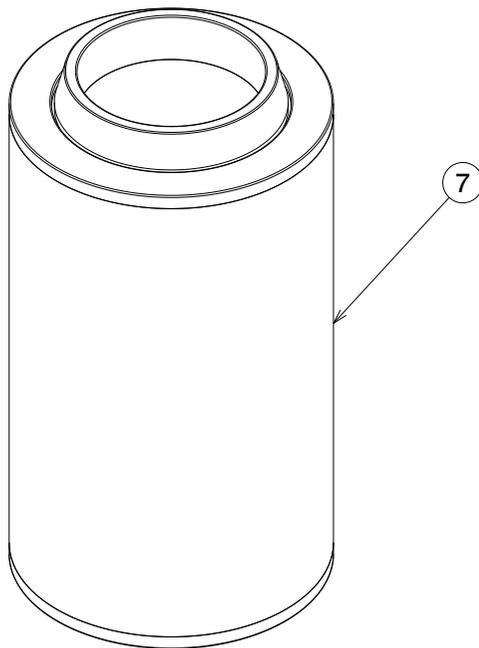
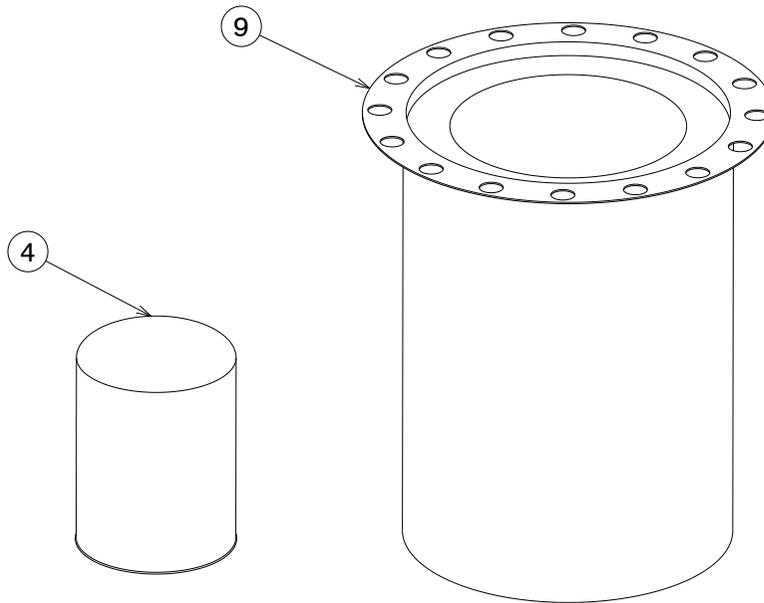
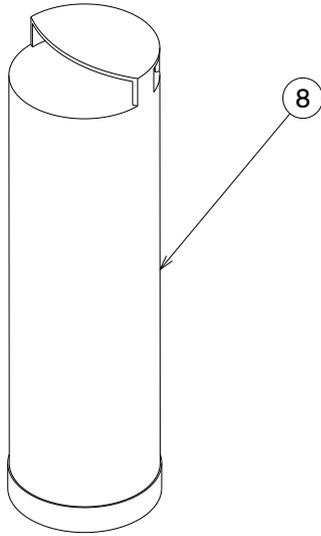
## PARTS LIST

### Motocompressor –D425T4F

**PARTS LEGENDA:** Control panel

Tab. 12

POSITION	DESCRIPTION	PART No.	QUANTITY
1	Control panel support	040-037520-S	1
2	15 Bar pressure gauge	206-020-S	1
3	Contact	127-375-S	1
4	Contact holder	127-376-S	1
5	Electrical harness	224-09238-S	1
6	Control panel	269-423720-S	1
7	2 position switch ON/OFF	249-022-S	1





## PARTS LIST

### Motocompressor – D425 T4F

PARTS LEGENDA: Filters List

Tab. 13

REF	NAME	CODE	QUANTITY
1	Fuel filter	191-0902-S	8
2	Fuel pre-filter	191-0904-S	4
3	Compressor oil filter	099-0095-S	4
4	Engine oil filter	099-0920-S	8
5	Engine air filter 1	162-02600-S	4
6	Engine air filter 2	162-02602-S	4
7	Compressor air filter 1°	162-0080-S	4
8	Compressor air filter 2°	162-0081-S	4
9	Separator filter	157-1462-S	1



# PARTS LIST

## Motocompressor – D400T4F/D425T4F

**LEGENDA: Service Kits**

**Tab. 13**

### 50 HOUR SERVICE KIT FOR D400T4F/D425T4F

Part #	Description	Quantity
<b>519-11-0005</b>	<b>50 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	COMPRESSOR OIL FILTER	1
099-0920-S	ENGINE OIL FILTER	1
191-0904-S	ENGINE FUEL PRE-FILTER	1
191-0905-S	ENGINE FUEL FILTER	1
512-12-0000	COMPRESSOR OIL 2.5 GAL	3
<b>TOTAL:</b>		<b>7</b>

### 250 HOUR SERVICE KIT FOR D400T4F/D425T4F

Part #	Description	Quantity
<b>519-21-0323</b>	<b>250 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	COMPRESSOR OIL FILTER	1
099-0920-S	ENGINE OIL FILTER	1
162-0080-S	PRIMARY AIR FILTER	1
162-0081-S	SECONDARY AIR FILTER	1
162-02600-S	PRIMARY ENGINE AIR	1
162-02602-S	SECONDARY ENGINE AIR	1
191-0904-S	ENGINE FUEL PRE-FILTER	1
191-0905-S	ENGINE FUEL FILTER	1
512-12-0001	COMPRESSOR OIL 5 GAL	1
512-12-0000	COMPRESSOR OIL 2.5 GAL	1
<b>TOTAL:</b>		<b>10</b>

### 500 HOUR SERVICE KIT FOR D400T4F/D425T4F

Part #	Description	Quantity
<b>519-12-0012</b>	<b>500 HOUR SERVICE KIT</b>	<b>1</b>
<b>THE KIT INCLUDES</b>		
099-0095-S	Compressor Oil Filter	1
099-0920-S	Engine Oil Filter	1
157-1462-S	Separator Filter	1
162-0080-S	Primary Air filter	1
162-0081-S	Secondary Air filter	1
162-02600-S	Primary Engine Air	1
162-02602-S	Secondary Engine Air	1
191-0904-S	Engine Fuel Pre-Filter	1
191-0905-S	Engine Fuel Filter	1
512-12-0000	Compressor Oil 2.5 Gal	3
<b>TOTAL:</b>		<b>12</b>



## PARTS LIST

### Motocompressor – D400T4F / D425T4F

**LEGENDA: Options**

**Tab. 14**

#### D400T4F / D425T4F CWP

Part #	Description	Quantity
509-12-0003	Block Heater for D425/D400	1
509-12-0001	Block Heater Cable for D400 /D425	1
507-24-0001	Battery 760 CCA AGM MTX-48/H6 for D90, D185, D400, D425, CWP	2

#### D400T4F / D425T4F AC

Part #	Description	Quantity
044-06250-S	Integrated Aftercooler D400/D425	1