

## OPERATING THE COMPRESSOR

### PREVENT LOW LOADS

Low loads may lead to:

- High oil consumption: prolonged no-load/low load operation of the engine may cause it to blue/grey smoke at low rpm with an associated increase in oil consumption.
- Low combustion temperature: this will result in insufficiently burned fuel, which will cause diluting of the lube oil. Also, unburned fuel and lube oil can enter the exhaust manifold and eventually leak out through joints in the exhaust manifold.
- Risk for fire.

Reduce low load periods to a minimum.

It is recommended that a unit is always used with a load >30% of nominal. Actions should be taken if due to circumstances this minimum load capacity cannot be obtained.



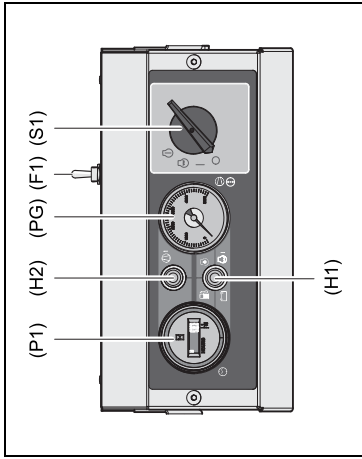
**For more info, please contact your Atlas Copco Service Centre.**

Please note that when a failure occurs and is deemed due to low load operation, repair is not covered by warranty!


## BEFORE STARTING

1. Before initial start-up, prepare battery for operation if not already done. See section **Recharging a battery**.
2. With the compressor standing level, check the level of the engine oil. Add oil, if necessary, up to the upper mark on the dipstick. See section **Engine oil level check**.
3. Check the level of the compressor oil. Add oil if necessary. See section **Compressor oil level check**.
4. Check the coolant level at the level gauge on the radiator. If necessary top up with coolant. See section **Topping up of coolant**.
5. Check that the fuel tank contains sufficient diesel fuel. Top up, if necessary. For priming the engine, the fuel must be electrically pumped up by holding the start switch in the "preheat" position, for max. 20 seconds. If necessary, return to "0" position and repeat. See further starting instructions.
6. Drain leaking fluid from the frame.
7. Check the air filter vacuum indicators (if present). If the yellow piston reaches the red marked service range, have the filter element replaced. After replacing, reset the indicator by pushing the reset button.
8. Press vacuator valves of the air filter to remove dust.
9. Open air outlet valve to allow air flow to the atmosphere.

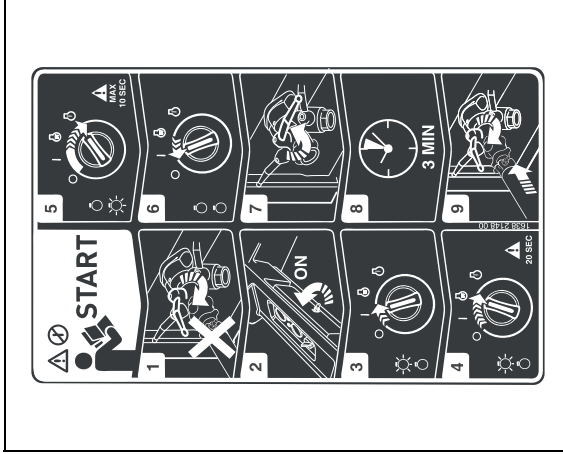
## CONTROL PANEL



Reference	Name
P1	Hour meter
F1	Main switch
PG	Working pressure gauge
H1	General alarm lamp (red)
H2	Temperature alarm lamp (red)
S1	Start switch with pre-heating position


 The main switch is a protection against unintended starting of the compressor.

## STARTING PROCEDURE



Before operating the unit first read the manual.

1. Open air outlet valve, do not connect a hose yet.
2. Open the hood and switch the main switch at the back of the control panel to ON.
3. Turn the start switch S1 clockwise to position 1, lamp H2 (temperature alarm lamp) will go on.
4. To preheat turn the start switch S1 clockwise to position 2 for 20 sec (also to allow the fuel pump priming).
5. Turn start switch S1 further clockwise into position 3. The general alarm lamp H1 will go on. The starter motor will set the engine in motion. The maximum allowed starter time, where the starter motor is running continuously, is 10 seconds. If the engine does not catch, a new attempt can be made after waiting 30 seconds. General alarm lamp H1 will go out as soon as the engine has been started.
6. The start switch automatically springs back to position 1 and both lamps will be off.
7. Close the air outlet valve(s).
8. Let the engine warm up for 3 minutes.
9. After warming up the air hose can be connected and the unit is ready for operation.

 Lamp H2 will only come on when the compressor outlet temperature is too high.

## DURING OPERATION



When the engine is running, the air outlet valves (ball valves) must always be in a fully opened or fully closed position.



The hood must be closed during operation and may be opened for short periods only.

Be aware not to touch hot parts when the hood is open.

- Check that the regulating valve is correctly functioning, i.e. starts decreasing the engine speed when reaching the working pressure.
- Check on abnormal noise.
- Check the alarm lamps.

## AIR OUTLET PRESSURE

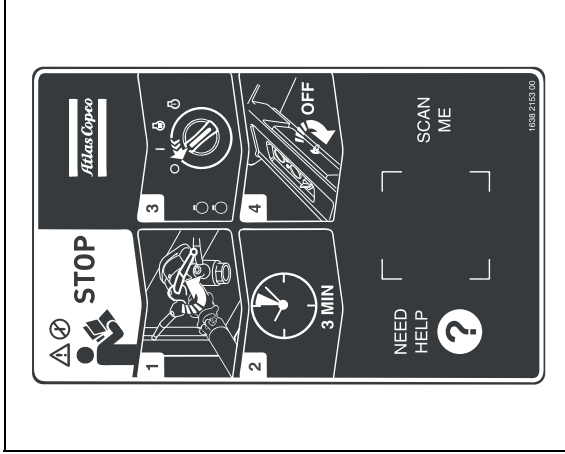
The air outlet pressure is set in the factory.



Modifying the set point above the nominal working pressure can affect the correct working of the unit and result in failure. Only the Atlas Copco customer center or an authorized distributor may work on, or adjust the regulating valve!

Incorrect use/operation of the machine, including modifying the working pressure above the nominal pressure, will void warranty.

## STOPPING PROCEDURE



1. Close the air outlet valves (AOV).
2. Run unloaded for 3 minutes.
3. Turn the start switch S1 counterclockwise (CCW) to position 0.



Be aware not to touch hot parts when the hood is open.

4. Open the hood and switch the main switch at the back of the control panel to "OFF".



Do not open the air outlet valve when machine is shut down. Remaining air inside the vessel will automatically be evacuated via a blow down valve!

If pressure is released from the vessel too quickly, oil will start creating foam. This foam could reach the oil separator element resulting in oil carry over.

Failures caused by incorrectly shutting down the compressor will not be covered by warranty!

## FAULT SITUATIONS AND PROTECTIVE DEVICES

- A fault involving the engine, either oil pressure (too low), coolant temperature (too high), will always and immediately cause the engine to cut out and the alarm lamp H1 will light up.
- When the air outlet temperature is too high the alarm lamp H2 will light up. The alarm lamp will stay on, until the compressor has been restarted (start switch to position 3), or the contact is turned off (start switch to position 0; also when, due to cooling off, the thermocontact has closed again (= memory function)).