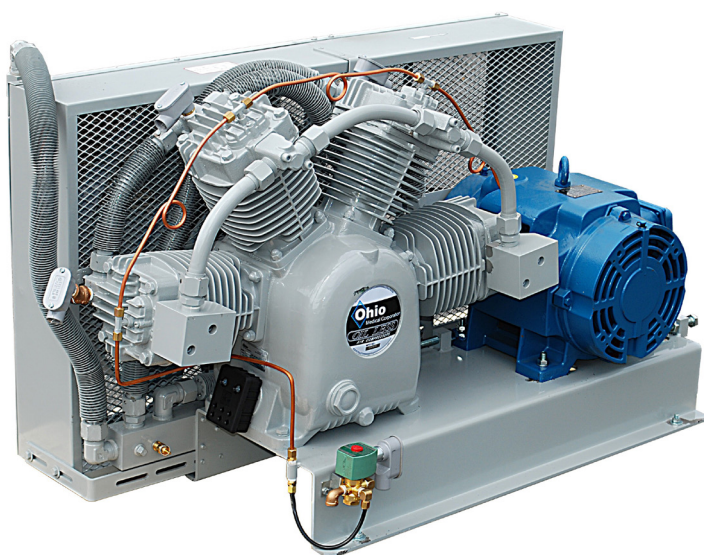


Oil-Less Piston Compressors P3-M / P5-M / P7-M / P10-M / P15-M

Operating Instructions



CONSTRUCTION

Ohio Medical® oil-less piston compressors are designed to compress only atmospheric air. They are typically used in “clean” applications, including medical air and laboratory air, as they are completely free of oil. Neither the pumping chamber nor the lower crankcase contain oil. Oil should never be added by the user. They are not intended for use on gas compression applications. Service should be performed only by qualified personnel.

WARNING

When operating, these compressors generate high levels of heat; therefore, never touch the discharge tubing, cylinder, and cylinder head while the compressor is operating and shortly after compressor shutdown. Severe injury could result from touching these hot surfaces.

The compressors are powered by electrical motors; therefore, there is a danger of injury or death due to electrical shock. Always make sure that the power is turned off and locked out prior to performing service on these compressors.

INSTALLATION

Ohio Medical LLC® (OMC) compressors are air cooled units and must be installed in an area with proper ventilation. The compressor's flywheel also acts as a fan. A minimum of 1 foot around each compressor module and three (3) feet clearance around the system is recommended for proper ventilation. The acceptable ambient temperature range is 40° to 104°F.

The compressor's location should be dry and free of dust or corrosive vapors. Make sure that the compressor is level and securely fastened to a frame or the floor. Improper fastening may result in excessive vibration.

V-BELT ADJUSTMENT

Prior to starting the compressor, check the drive belt from the motor to the compressor's flywheel. Both the motor pulley and compressor flywheel should be clean and free of grease to prevent belt slippage or abrasiveness.

Proper belt tension is important for both performance and long term service. If the belt is too tight, it can result in excessive wear of the motor bearing. If the belt is too loose, it can result in belt slippage, reduced compressor efficiency, or a broken belt.

To check belt tension, press down on the belt at the mid point between the motor and compressor. A deflection of approximately $\frac{1}{2}$ to $\frac{3}{4}$ of an inch is appropriate.

OPERATION

Check the following items prior to starting up the compressor:

- 1. Make sure that the electrical lines and connections comply with local electrical codes. This includes making sure that the proper size wire is used for the selected voltage and amp draw of the compressor’s motor. Make sure that electrical connections are tight. Loose connections can cause injury, create excessive amp draw and premature wear of components.
- 2. Make sure that all mounting bolts are tightened and that the compressor module is properly mounted to its base.
- 3. Check the belt tension as described above to make sure that it is not too loose or too tight.
- 4. Make sure that the compressor is rotating in the proper direction, as indicated by the arrow on the motor. This can be accomplished by temporarily “bumping” the power to the motor and observing the direction of rotation. If the compressor is rotating in the wrong direction, reverse the polarity of any two (2) of the three (3) electrical leads to the motor.

PERIODIC MAINTENANCE

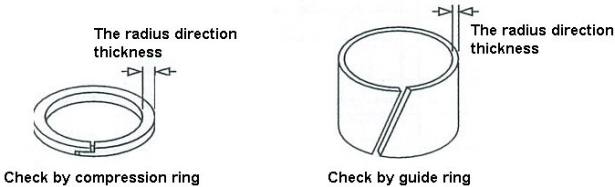
Check Items		HR	250 (1 month)	3000 (12 months)	6000 (24 months)	8000 (30 months)	Instructions
Intake filter, filter elements blocked or dirty			○				Clean or replace element
V-belt loosen			○				Correct and follow instructions in operation manual
Bolt (Nut) loosen			○				Fasten bolts(nuts) with proper tools
Must Do	Valve assembly leaking			○			Inspect and clean spare parts Test for leaks
	Compression ring			○	○	●	Check/Replace
	Guide ring			○	○	●	Check/Replace
	Ball bearing			○	○	●	Check/Replace
	Spin bearing			○	○	●	Check/Replace
	Cylinder			○	○	○	Check/Replace

Remarks: 1. ○ = Check/Maintain
2. ● = Replace

1. Periodic maintenance is essential for proper operation and long term service of your compressed air system. Follow the recommended service intervals as listed in the table below. When performing maintenance on your compressor, it is best to keep a maintenance log sheet to keep a record of service intervals and repairs.

2. Both compression rings and guide rings should be inspected periodically for wear. The attached table provides dimensions for both new rings, as well as the minimum acceptable thicknesses of rings after use. Rings that are deteriorated beyond these dimensions or at recommended service intervals should be replaced. Part numbers for all rings are provided in the parts lists in this manual.

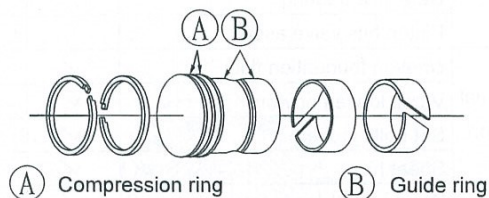
	Ø82		Ø95	
Spare Parts	Compression ring	Guide ring	Compression ring	Guide ring
The radius direction thickness of new pieces (mm)	6.5	2.4	7.5	2.4
The radius direction thickness of friction limit (mm)	4.9	1.7	5.9	1.7



3. When providing service on the compressor, make sure that the power to the unit is turned off and locked out and that the pressure in the system has been released.

4. When removing parts, keep them in a clean working environment, free of dust and dirt. Pay close attention to the order in which the parts were removed.

5. Attention must also be given to the direction of the compression rings and guide rings. If not replaced in the proper positions, performance of the compressor will be less than expected. Please refer to the attached illustration for the correct positioning of the rings.



6. Also inspect the sealed bearings. They are filled from the factory with heat resistant grease. Inspect the seals of the bearings, making sure that they are capable of retaining the grease. Also make sure that the bearing is free to turn . If the seals appear worn and unable to hold grease, or if the bearing is difficult to turn, the bearing should be replaced. Part numbers are provided in the parts list section of this manual.

7. When reassembling the compressor, make sure to tighten all bolts, screws, and nuts.

8. If the compressor has been sitting idle for more than six (6) weeks, it is recommended that the compressor be run in a “no load” condition monthly for at least 30 minutes.

TROUBLESHOOTING

The table below includes common potential problems associated with piston compressors and suggested solutions.

Problem		Possible	Action		
			Check	Repair	Replace
Compressor running, but...	Unloading system leaking	Drain valve leaking		✓	✓
		Valve pressure gauge		✓	✓
		Defective pressure gauge			✓
		Intake filter blocked		✓	✓
		Pipe or air cooler leaking		✓	✓
		Solenoid valve leaking		✓	✓
		Piston ring or cylinder worn		✓	✓
		Safe valve leaking		✓	✓
		V-belt loosen or worn	✓	✓	✓
		Unloading system leaking	✓	✓	✓
	Abnormal pressure	Defective pressure gauge			✓
		Pressure switch worked improperly		✓	✓
		Fault unloading system		✓	✓
		Defective solenoid valve		✓	✓

The next section includes troubleshooting assistance for complete oil-less air systems, such as those found in hospitals and labs.

IF YOUR SYSTEM IS DOING THIS:

1. Experiencing High Dew Point, as indicated by the Dew Point Monitor

WE SUGGEST YOU CHECK THIS:

- A. If your system has refrigerated dryers, check the condensation trap drain and verify that it is functioning properly. The condensation trap drain should be serviced once a year; if the condensation trap is not draining off the condensed vapor, the down stream dew point could begin to rise. Also, if your dryer is equipped with a mechanical drain, you may consider a conversion to an automatic electronic drain.
- B. Check the filter element of the condensation trap. This filter element could be plugged with contaminants or saturated. The filter element could also have a bad seat, allowing moisture past it, causing a high dew point condition. The condensation trap filter should be replaced at least once a year or more, depending on conditions and demand.
- C. The refrigerated dryer could be low on Freon charge. The refrigerated dryer works by cooling the evaporator coil and allowing air to pass over it. If the dryer is low on Freon, it will not cool properly and will reduce the amount of condensation taking place.
- D. The dryer's condenser coils could be clogged, preventing adequate air flow over them. This can be corrected by blowing out the debris and making sure that the coils are clean.
- E. The dryer may be old and beyond economic repair. It may need to be replaced.
- F. In some cases, especially with small compressors on intermittent duty, the load on the dryer may be too low for the dryer to work properly. If that is the case, bleeding air down stream or using a cycling refrigerated dryer may solve the dew point problem.
- G. On multiplex systems, a high dew point condition could be created by operating two dryers at once. Each dryer should be sized to handle 100% system capacity; operating two dryers at once will create a low load condition as described in point F. above. Operating a single dryer with adequate air flow across it could solve the problem.
- H. The sensor in the system's dew point monitor could need to be replaced or the entire dew point monitor may need to be replaced if it is beyond repair.

I. If your system is equipped with desiccant dryers, the desiccant beads may need to be replaced. Over time the beads lose their ability to absorb water vapor and need to be replaced.

IF YOUR SYSTEM IS DOING THIS:

2. Providing Low Performance

WE SUGGEST YOU CHECK THIS:

A. The compressor could have a clogged inlet filter. This is a replacement item that could restrict air flow to the compressor. Less air in means less compressed air out.

B. The system's inlet isolation valve could be partially closed or fully closed. In order to provide adequate air flow, the isolation valve must be completely open. Restricting the flow through the valve will result in poor performance.

C. The system's refrigerated dryer could be frozen, restricting air flow through it. To correct the situation, the dryer will need to be brought back to proper operating temperature and the source of the problem corrected.

D. The compressor itself may have worn compression rings or worn valves. If either components are worn, the compressor will not be able to compress the air to the desired pressure, resulting in unacceptable performance. The compressor will need to be rebuilt or replaced if it is beyond economic repair.

IF YOUR SYSTEM IS DOING THIS:

3. Experiencing frequent starts and stops

WE SUGGEST YOU CHECK THIS:

A. The system may be equipped with a storage tank that is too small for the demand. The tank acts as a "buffer" between the compressor and the point of demand. If the tank is too small, the compressor will start and stop excessively to keep up with demand.

B. The total demand may be more than anticipated for the system design. Similar to point A above, the facility demand may exceed what the compressor and storage tank were designed to provide. This may be corrected by up-sizing existing compressors or adding another compressor and larger storage tank.

C. The system's pressure switches may be set too close together. The wider the pressure switch settings, the longer the compressor will have in the off cycle between starts. With close pressure switch settings, the compressor will frequently start to maintain the desired pressure.

IF YOUR SYSTEM IS DOING THIS:

4. Shutting down due to high temperature

WE SUGGEST YOU CHECK THIS:

A. The compressor may be running continuously for long periods of time. Many compressors are designed for intermittent operation and will overheat if run too long. This could be caused by a defective pressure switch, which is not allowing the compressor to shut off when adequate pressure is attained.

B. The temperature switch itself could be defective. Its job is to protect the compressor from excessive heat by shutting it down. If the switch is providing a false temperature reading, it could be shutting down the compressor prematurely. In such cases, the switch may need to be replaced.

C. The compressor may have worn rings or intake/discharge valves. As mentioned above, if these components are worn, the compressor will not create adequate pressure, resulting in long run times and excessive heat.

IF YOUR SYSTEM IS DOING THIS:

5. Experiencing high amp draw and motor trip out

WE SUGGEST YOU CHECK THIS:

A. Low line voltage. Power consumption is a function of line voltage and amperage draw ($P=I \times E$). If the facility's line voltage dips below required levels, the pump and motor may draw excessive amps, resulting in excessive heat and motor trip out.

B. The motor starter could have a defective contactor. Such a situation would not allow the contactor to handle the proper level of amperage, causing it to interrupt power to the motor prematurely.

C. There could be a loose wire in the main power feed or the circuit to the pump motor. Loose or inadequate wire connections will cause excessive resistance and subsequent high amp draw.

D. A weak motor. If the pump's motor is old, it could become weak due to numerous occasions of heating and cooling. The motor may need to be replaced.

IF YOUR SYSTEM IS DOING THIS:

6. Lag Alarm Going Off (Multiplex Systems)

WE SUGGEST YOU CHECK THIS:

A. One of the system's compressors may be defective and unable to build adequate pressure and flow. This will cause the system to trigger the lag pump to meet demand, setting off the lag alarm.

B. One of the system's compressors or motors may have failed for any reason. This could be due to heat shutdown, a failed motor or other cause. To meet demand, the pressure switch would cause the lag pump to be actuated, resulting in the lag alarm.

C. The pressure switches could be set too close or they could be defective. When multiple pressure switches are used, setting the switches too close together could make the lag compressor come on too quickly, which would trigger the alarm. A faulty switch could also cause the lag compressor to come on with the same result.

D. The system may be undersized for the facility's demand. Many systems are designed with one compressor reserved for backup. However, if the total demand is too high for the system, all compressors could be actuated, resulting in a lag alarm.

IF YOUR SYSTEM IS DOING THIS:

7. Desiccant Dryer Going Into Switching Failure

WE SUGGEST YOU CHECK THIS:

A. The repressurization valve could be malfunctioning. If the repressurization valve is not functioning properly, a transducer in each tower would identify the abnormal pressure condition and put the dryer into a switching failure mode. The repressurization valve would either need to be rebuilt and/or replaced.

B. The purge valve could be malfunctioning. If the purge valve is not functioning properly, a transducer in each tower would identify the abnormal pressure condition and put the dryer into a switching failure mode. The purge valve would either need to be rebuilt and/or replaced.

C. The dryer could have a defective transducer. This would identify a false abnormal pressure condition putting the dryer in a switching failure mode. The transducer would need to be replaced.

TORQUE VALUES FOR COMPRESSOR ASSEMBLY

COMPONENT	SIZE	FT. LB.
CYLINDER HEAD TO CYLINDER	M10 X P1.5	35 +0 -2
CYLINDER HEAD TO VALVE SEAT	M8 X 1.25	20 +0 -2
BEARING CASE TO CRANKCASE	M10 X P1.5	33 +2 -2
FLYWHEEL TO CRANK	M12 X P1.75	28 +2 -2
CYLINDER TO CRANKCASE	M10 X P1.5	28 +2 -2
PISTON TO PISTON PIN	M6 X P1	9.5 +0 -2
OUTLET CUSHION PLATE TO VALVE SEAT	M5 X P.8	3.8 +2 -2
INLET VALVE PLATE TO VALVE SEAT	M5 X P.8	3.8 +2 -2
FAN TO FLYWHEEL OR COUPLING SEAT	M10 X P1.5	30 +0 -2
FILTER ASSEMBLY TO CRANKCASE	M6 X P1	.5 +0 -.03

PARTS AND ACCESSORIES

MODEL: P3-M

COMPRESSOR PARTS

PART #	DESCRIPTION	QUANTITY
230122	VALVE REBUILD KIT	2
230123	RING KIT	2
230112	UNLOADER KIT	4
230124	PISTON PIN KIT	2
230125	GASKET KIT	2
230126	CONNECTING ROD ASSBY.	2
230116	AIR BREATHER KIT	1
230127	PISTON	2
230128	BEARING	1
230129	BEARING	1

MODULE PARTS

230106	BARE COMPRESSOR	1
244269	3 HP MOTOR	1
245759	DRIVE BELT	2
246029	UNLOADER SOLENOID	1
211038	TEMPERATURE SWITCHES	2
233751	INLET FILTER, 1"	1
233915	INLET FILTER ELEMENT	1
247546	CHECK VALVE--1"	1
232260	RELIEF VALVE, 1/4" (125 PSI)	1

MODEL: P5-M

COMPRESSOR PARTS

PART #	DESCRIPTON	QUANTITY
230110	VALVE REBUILD KIT	2
230111	RING KIT	2
230112	UNLOADER KIT	4
230113	PISTON PIN KIT	2
230114	GASKET KIT	2
230115	CONNECTING ROD ASSBY.	2
230116	AIR BREATHER KIT	1
230118	PISTON	2
230119	BEARING	1
230120	BEARING	1

MODULE PARTS

230100	BARE COMPRESSOR	1
244271	5 HP MOTOR	1
245826	DRIVE BELT	2
246029	UNLOADER SOLENOID	1
211038	TEMPERATURE SWITCHES	2
233751	INLET FILTER, 1"	1
233915	INLET FILTER ELEMENT	1
247546	CHECK VALVE--1"	1
232260	RELIEF VALVE, 1/4" (125 PSI)	1

MODEL: P7-M

COMPRESSOR PARTS

PART #	DESCRIPTON	QUANTITY
230110	VALVE REBUILD KIT	3
230111	RING KIT	3
230112	UNLOADER KIT	6
230113	PISTON PIN KIT	3
230114	GASKET KIT	3
230115	CONNECTING ROD ASSBY.	3
230117	AIR BREATHER KIT	1
230118	PISTON	3
230121	BEARING	1
230120	BEARING	1

MODULE PARTS

230102	BARE COMPRESSOR	1
244271	7.5 HP MOTOR	1
245789	DRIVE BELT	3
246029	UNLOADER SOLENOID	1
211038	TEMPERATURE SWITCHES	3
233753	INLET FILTER, 1 1/2"	1
233915	INLET FILTER ELEMENT	1
247546	CHECK VALVE--1"	1
232260	RELIEF VALVE, 1/4" (125 PSI)	1

MODEL: P10-M**COMPRESSOR PARTS**

PART #	DESCRIPTON	QUANTITY
230110	VALVE REBUILD KIT	3
230111	RING KIT	3
230112	UNLOADER KIT	6
230113	PISTON PIN KIT	3
230114	GASKET KIT	3
230115	CONNECTING ROD ASSBY.	3
230117	AIR BREATHER KIT	1
230118	PISTON	3
230121	BEARING	1
230120	BEARING	1

MODULE PARTS

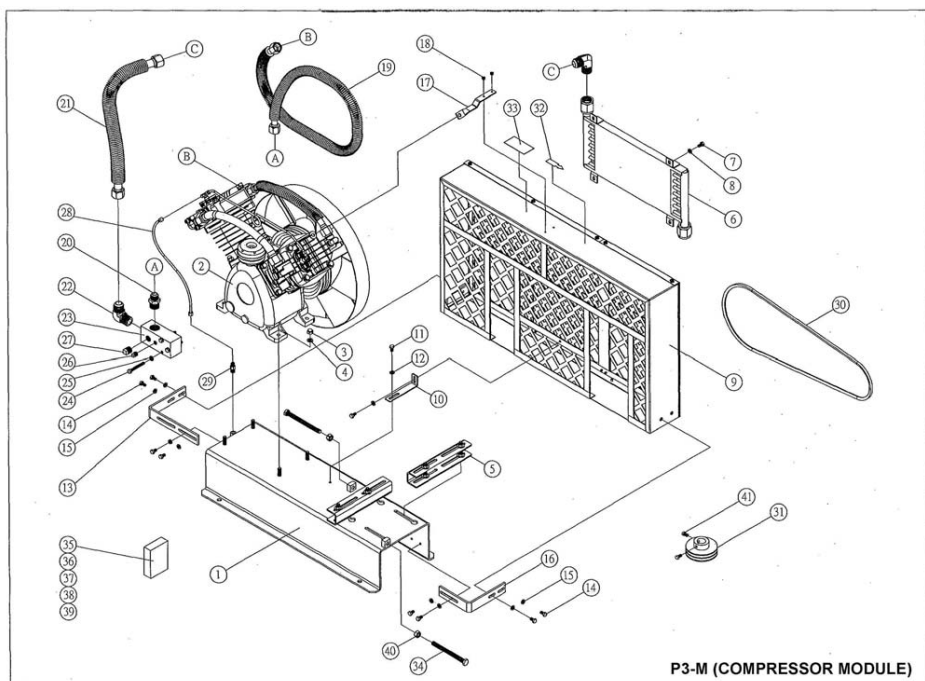
230102	BARE COMPRESSOR	1
244272	10 HP MOTOR	1
245789	DRIVE BELT	3
246029	UNLOADER SOLENOID	1
211038	TEMPERATURE SWITCHES	3
233753	INLET FILTER, 1 1/2"	1
233915	INLET FILTER ELEMENT	1
247546	CHECK VALVE--1"	1
232260	RELIEF VALVE, 1/4" (125 PSI)	1

MODEL: P15-M**COMPRESSOR PARTS**

PART #	DESCRIPTON	QUANTITY
230110	VALVE REBUILD KIT	4
230111	RING KIT	4
230112	UNLOADER KIT	8
230113	PISTON PIN KIT	4
230114	GASKET KIT	4
230115	CONNECTING ROD ASSBY.	4
230117	AIR BREATHER KIT	1
230118	PISTON	4
230121	BEARING	2

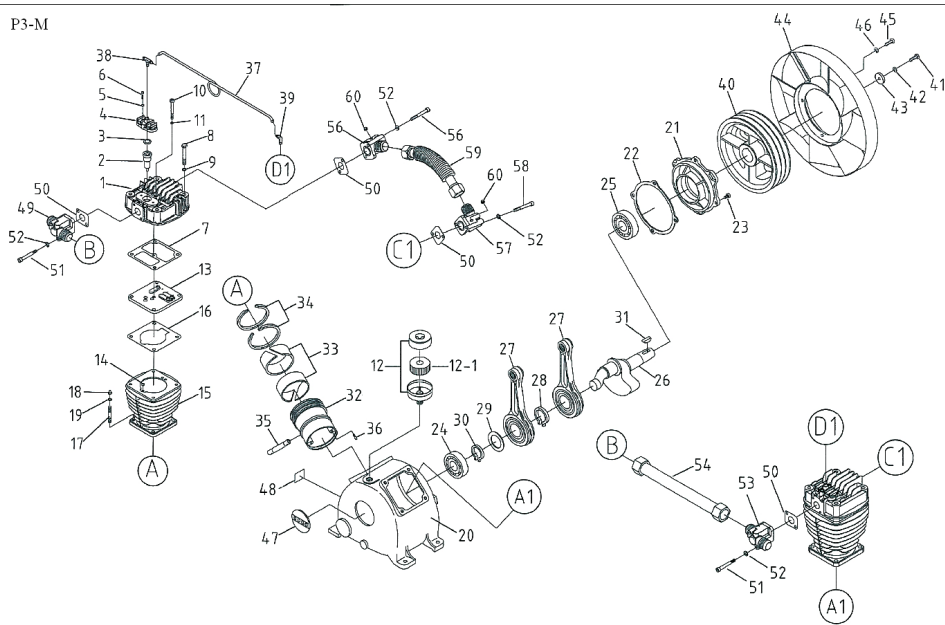
MODULE PARTS

	100-0224	
230101	BARE COMPRESSOR	1
244273	15 HP MOTOR	1
245766	DRIVE BELT	3
246029	UNLOADER SOLENOID	1
211038	TEMPERATURE SWITCHES	4
233870	INLET FILTER, 2"	1
233872	INLET FILTER ELEMENT	1
247546	CHECK VALVE--1"	1
232260	RELIEF VALVE, 1/4" (125 PSI)	1



Compressor Spare Parts List – P3-M

No.	Description	Qty	No.	Description	Qty
1	Seat plate assembly	1	22	Tube fitting	2
2	Compressor body	1	23	Discharge pipe	1
3	Set bolt	4	24	Set bolt	3
4	Spring Washer	4	25	Spring washer	3
5	Motor seat assembly	2	26	Square head plugs	1
6	Cooler combination	1	27	Square head plugs	1
7	Set bolt	4	28	Un loading tube	1
8	Spring washer	4	29	Bell brass fittings	1
9	Safety net portfolio	1	30	Rubber V-belt	3
10	Fixed plate	1	31	Motor pulley	1
11	Set bolt	2	32	Arrow mark sticker	1
12	Spring washer	2	33	Inall sticker	1
13	Safety net fixed false	1	34	Set bolt	2
14	Set bolt	8	35	Operating manual	1
15	Spring washer	8	36	Bare compressor parts diagrams	1
16	Belt cover bracket	1	37	Certificate of compliance	1
17	Belt cover bracket	1	38	PP Adherent bags	1
18	Aluminum rivets	2	39	Cotton yarn string	1
19	Brass combination	1	40	Set nut	2
20	Tube fitting	1	41	Set bolt	2
21	Tube fitting assembly	1			



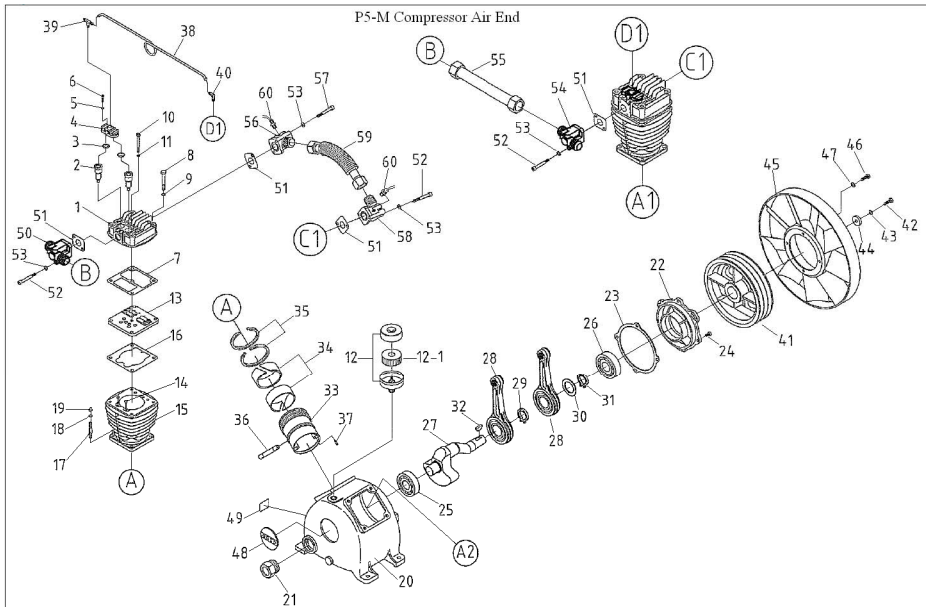
Pos.	Description	Qty.
1	Cylinder head	2
2	Unloading piston assembly	2
3	O-Ring	2
4	Unloading holder	1
5	Spring washer	2
6	Set bolt	2
7	Head packing	2
8	Set bolt	8
9	Spring washer	8
10	Set bolt	2
11	Spring washer	2
12	Filter assembly	1
12-1	Filter element	1
13	Inlet valve assembly	2
14	Cushion plate	2
15	Cylinder	2
16	Packing	2
17	Set bolt	8
18	Spring washer	8
19	Set nut	8
20	Crank case	1

Pos.	Description	Qty.
21	Rear bearing seat	1
22	Packing	1
23	Set bolt	4
24	Bearing	1
25	Bearing	1
26	Crank shaft	1
27	Connecting rod assembly	2
28	Snap ring	1
29	Washer	1
30	Snap ring	1
31	Key	1
32	Piston	2
33	Guide ring	4
34	Compression ring	4
35	Piston pin assembly	2
36	Set bolt	4
37	Unloading copper tube assembly	1
38	Tee joint	1
39	Elbow	1
40	Flywheel	1
41	Set bolt	1

Pos.	Description	Qty.
42	Spring washer	1
43	Washer	1
44	Fan	1
45	Set bolt	4
46	Spring washer	4
47	Front cover	1
48	Block name plate	1
49	Tee joint	1
50	Packing	4
51	Set bolt	4
52	Spring washer	8
53	Tee joint	1
54	Discharge copper tube assembly	1
55	Tee joint	1
56	Set bolt	2
57	Elbow	1
58	Set bolt	2
59	Discharge copper tube assembly	1
60	Plug	2

NOTE: Specification subject to change without notice.

P5-M Compressor Air End



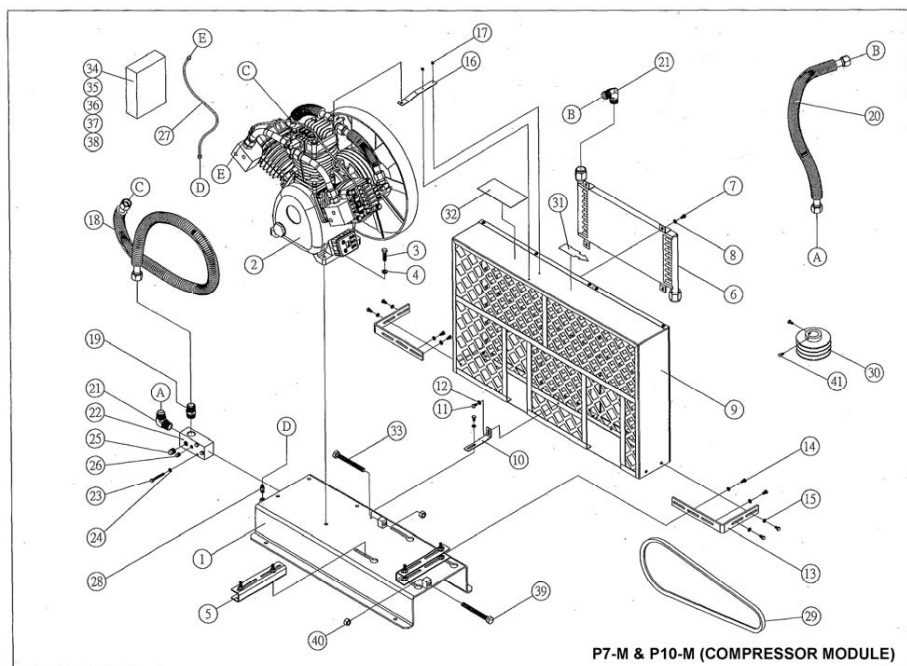
P5-M

Pos.	Description	Qty.
1	Cylinder head	2
2	Unloading piston assembly	4
3	O-Ring	4
4	Unloading holder	2
5	Spring washer	4
6	Set bolt	4
7	Head packing	2
8	Set bolt	8
9	Spring washer	8
10	Set bolt	2
11	Spring washer	2
12	Filter assembly	1
12-1	Filter element	1
13	Inlet valve assembly	2
14	Cushion plate	4
15	Cylinder	2
16	Packing	2
17	Set bolt	8
18	Spring washer	8
19	Set nut	8
20	Crank case	1

Pos.	Description	Qty.
21	Inspection Plug	1
22	Rear bearing seat	1
23	Packing	1
24	Set bolt	4
25	Bearing	1
26	Bearing	1
27	Crank shaft	1
28	Connecting rod assembly	2
29	Snap ring	1
30	Washer	1
31	Snap ring	1
32	Key	1
33	Piston	2
34	Guide ring	4
35	Compression ring	4
36	Piston pin assembly	2
37	Set bolt	4
38	Unloading copper tube assembly	1
39	Tee joint	1
40	Elbow	1

Pos.	Description	Qty.
41	Flywheel	1
42	Set bolt	1
43	Spring washer	1
44	Washer	1
45	Fan	1
46	Set bolt	4
47	Spring washer	4
48	Front cover	1
49	Block name plate	1
50	Tee joint	1
51	Packing	4
52	Set bolt	6
53	Spring washer	8
54	Tee joint	1
55	Discharge copper tube assembly	1
56	Tee joint	1
57	Set bolt	2
58	Elbow	1
59	Discharge copper tube assembly	1
60	Plug	2

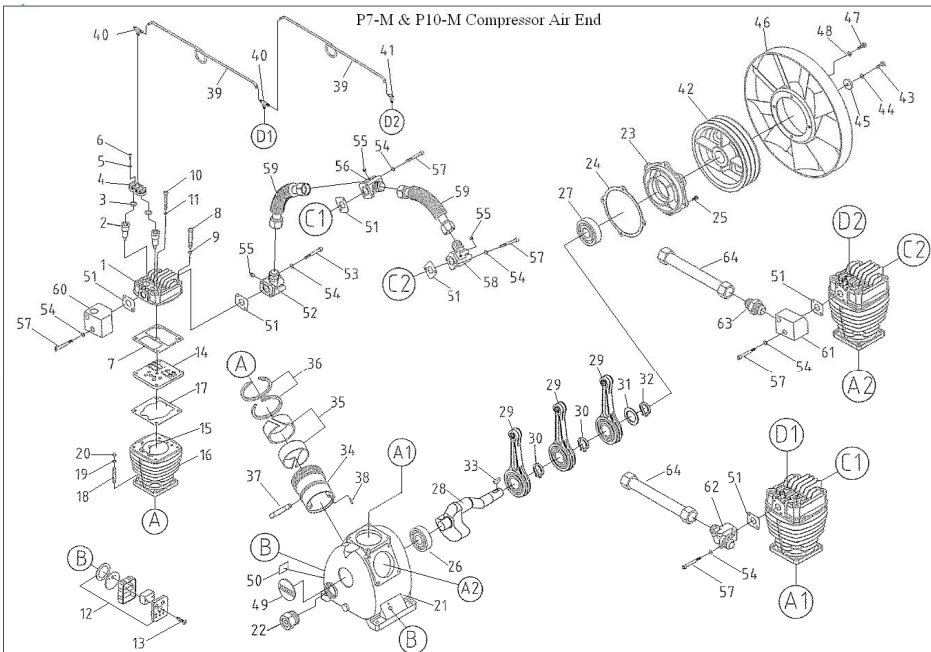
NOTE: Specification subject to change without notice.



Compressor Spare Parts List – P7-M & P10-M

No.	Description	Qty	No.	Description	Qty
1	Seat plate assembly	1	22	Tube fitting	2
2	Compressor body	1	23	Discharge pipe	1
3	Set bolt	4	24	Set bolt	3
4	Spring Washer	4	25	Spring washer	3
5	Motor seat assembly	2	26	Square head plugs	1
6	Cooler combination	1	27	Square head p0lugs	1
7	Set bolt	4	28	Unloading tube	1
8	Spring washer	4	29	Bell brass fittings	1
9	Safety net portfolio	1	30	Rubber V-belt	2
10	Fixed plate	1	31	Motor Pulley	1
11	Set bolt	2	32	Arrow mark sticker	1
12	Spring washer	2	33	Inall sticker	1
13	Safety net fixed false	2	34	Set bolt	2
14	Set bolt	8	35	Operating manual	1
15	Spring washer	8	36	Bare compressor parts diagrams	1
16	Belt cover bracket	1	37	Certificate of compliance	1
17	Aluminum rivets	2	38	PP adherent bags	1
18	Brass combination	1	39	Cotton yearm string	1
19	Tube fitting	1	40	Set nut	2
20	Tube fitting assembly	1	41	Set bolt	2
21	Tube fitting	2			

P7-M & P10-M Compressor Air End



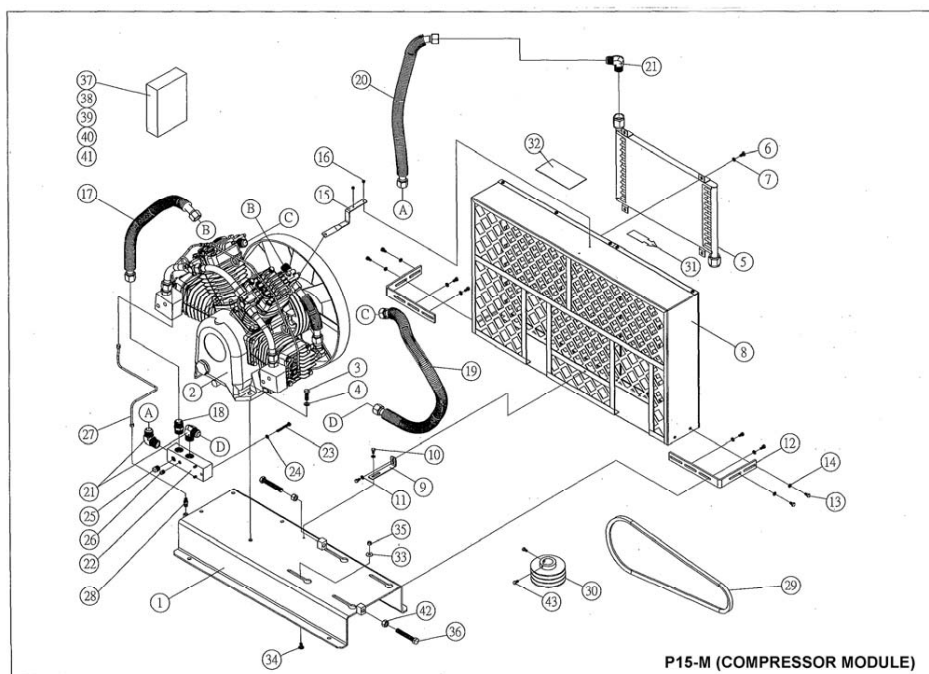
P7-M & P10-M

Pos.	Description	Qty.
1	Cylinder head	3
2	Unloading piston assembly	6
3	O-Ring	6
4	Unloading holder	3
5	Spring washer	6
6	Set bolt	6
7	Head packing	3
8	Set bolt	12
9	Spring washer	12
10	Set bolt	3
11	Spring washer	3
12	Filter assembly	2
13	Set bolt	4
14	Inlet valve assembly	3
15	Cushion plate	6
16	Cylinder	3
17	Packing	3
18	Set bolt	12
19	Spring washer	12
20	Set nut	12
21	Crank case	1
22	Inspection Plug	1

Pos.	Description	Qty.
23	Rear bearing seat	1
24	Packing	1
25	Set bolt	4
26	Bearing	1
27	Bearing	1
28	Crank shaft	1
29	Connecting rod assembly	3
30	Snap ring	2
31	Washer	1
32	Snap ring	1
33	Key	1
34	Piston	3
35	Guide ring	6
36	Compression ring	6
37	Piston pin assembly	3
38	Set bolt	6
39	Unloading copper tube assembly	2
40	Tee joint	2
41	Elbow	1
42	Flywheel	1
43	Set bolt	1
44	Spring washer	1

Pos.	Description	Qty.
45	Washer	1
46	Fan	1
47	Set bolt	4
48	Spring washer	4
49	Front cover	1
50	Block name plate	1
51	Inlet connector (1)	1
52	Inlet connector (2)	1
53	Inlet connector (3)	1
54	Packing	6
55	Set bolt	6
56	Packing	12
57	Piping sponge	2
58	Plastic hose clip	4
59	Tee joint (short)	1
60	Set bolt	2
61	Tee joint (long)	1
62	Set bolt	4
63	Tee joint (long)	1
64	Discharge copper tube assembly	2

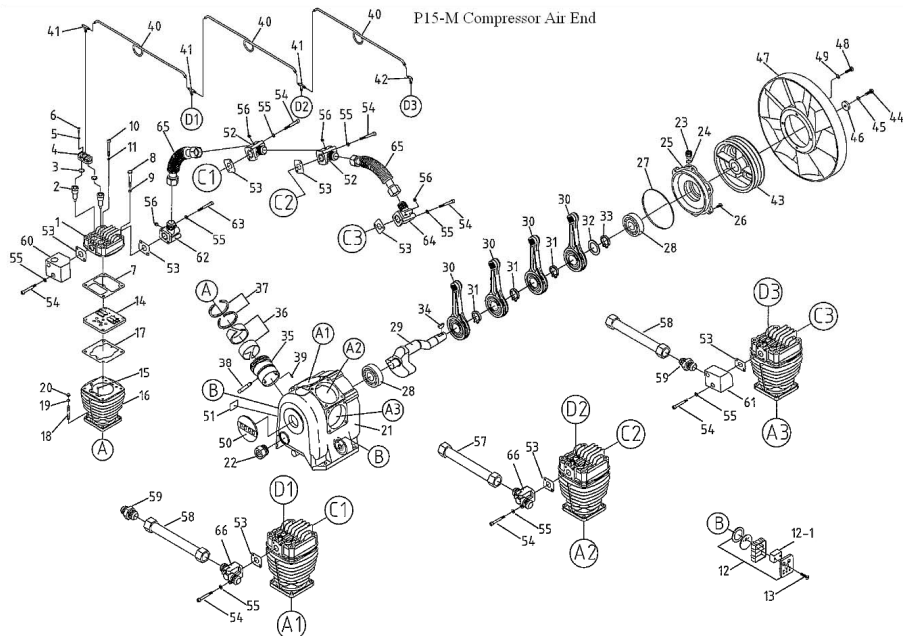
NOTE: Specification subject to change without notice.



Compressor Spare Parts List – P15-M

No.	Description	Qty	No.	Description	Qty
1	Seat plate assembly	1	23	Set bolt	3
2	Compressor body	1	24	Spring washer	3
3	Set bolt	4	25	Square head plugs	1
4	Spring washer	4	26	Square head plugs	1
5	Cooler combination	1	27	Unloading tube	1
6	Set bolt	4	28	Bell brass fittings	1
7	Spring washer	4	29	Rubber V-belt	3
8	Safety net portfolio	1	30	Motor pulley	1
9	Fixed plate	1	31	Arrow mark sticker	1
10	Set bolt	2	32	Inall sticker	1
11	Spring washer	2	33	Spring washer	4
12	Safety net fixed false	2	34	Set bolt	4
13	Set bolt	8	35	Set bolt	4
14	Spring washer	8	36	Set bolt	2
15	Safety net fixed false	1	37	Operating manual	1
16	Aluminum rivets	2	38	Bare compressor parts diagrams	1
17	Brass combination	1	39	Certificate of compliance	1
18	Tube fitting	1	40	PP adherent bags	1
19	Tube fitting assembly	1	41	Cotton yarn string	1
20	Tube fitting assembly	1	42	Set nut	2
21	Tube fitting	3	43	Set bolt	2
22	Discharge pipe	1			

P15-M Compressor Air End



P15-M

Pos.	Description	Qty.
1	Cylinder head	4
2	Unloading piston assembly	8
3	O-Ring	8
4	Unloading holder	4
5	Spring washer	8
6	Set bolt	8
7	Head packing	4
8	Set bolt	16
9	Spring washer	16
10	Set bolt	4
11	Spring washer	4
12	Filter assembly	2
13	Set bolt	2
14	Inlet valve assembly	4
15	Cushion plate	4
16	Cylinder	8
17	Packing	4
18	Set bolt	4
19	Spring washer	16
20	Set nut	16
21	Crank case	1
22	Inspection Plug	1

Pos.	Description	Qty.
23	Breathing cap assembly	1
24	O-Ring	1
25	Rear bearing seat	1
26	Set bolt	6
27	O-Ring	1
28	Bearing	2
29	Crank shaft	1
30	Connecting rod assembly	4
31	Snap ring	3
32	Washer	1
33	Snap ring	1
34	Key	1
35	Piston	4
36	Guide ring	8
37	Compression ring	8
38	Piston pin assembly	4
39	Set bolt	8
40	Unloading copper tube assembly	3
41	Tee joint	3
42	Elbow	1
43	Flywheel	1
44	Set bolt	1

Pos.	Description	Qty.
45	Spring washer	1
46	Washer	1
47	Fan	1
48	Set bolt	4
49	Spring washer	4
50	Front cover	1
51	Block name plate	1
52	Tee joint	2
53	Packing	8
54	Set bolt	14
55	Spring washer	16
56	Plug	4
57	Discharge copper tube assembly	1
58	Discharge copper tube assembly	2
59	Tube fitting	2
60	Tee joint	1
61	Tee joint	1
62	Elbow	1
63	Set bolt	2
64	Elbow	1
65	Discharge copper tube assembly	2
66	Tee joint	2

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