



Two-Stage Reciprocating Air Compressors

Models 2340, TS8, 2475, 2545, 7100, 15T & 3000

Owner's Manual

- EN Owner's Manual
- ES Manual del usuario
- FR Manuel de l'utilisateur



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PRODUCT REGISTRATION

To register your product with an Extended Warranty Kit, go to www.IRrecip.com/registration in your Web browser. Otherwise, you must contact your local full service air solutions provider.

To locate your nearest provider:

1. Go to ingersollrandproducts.com in your Web browser.
2. Select Americas Region from main page.
3. Click "Customer Service".
4. Click "Contact Us".
5. Click "Compressed Air Solutions".
6. If you are located in the United States, enter your 5-digit zip code in the field to find your local full service air solutions provider and then press "Search on Zip Code". If you are located outside of the United States, select your country from the "International Locations" list and then press "Submit".

GENERAL INFORMATION

INTRODUCTION

This manual provides safe and reliable instructions for the installation, operation and maintenance of your **Ingersoll Rand** air compressor. Carefully read this manual before attempting to operate or perform any maintenance. If you are uncertain about any of the instructions or procedures provided in this manual, contact **Ingersoll Rand**. We recommend you retain this manual, and all publications provided with your air compressor, in a location which is accessible to all personnel who operate and service your compressed air equipment.

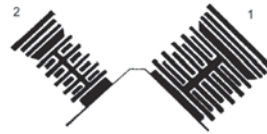
APPLICATION

Ingersoll Rand's standard two-stage lubricated air compressors are single-acting, air-cooled machines. Typical compressors are furnished as compact, self-contained, air receiver tank mounted units that are automatically regulated and driven by an electric motor, gasoline engine, or diesel engine.. An air-cooled aftercooler, low oil level shutdown switch and automatic drain valve are among the optional accessories that can be furnished. Bare compressor pumps and baseplate-mounted units are also available.

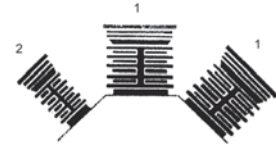
These compressors may be used for a variety of compressed air application up to 250 PSIG (17.5 kg/cm²). Application of these compressors as either a primary or supplementary source of air is virtually unlimited in industrial plants, service stations and auto repair shops. Supplementary service includes such uses as furnishing air at pressure not carried in regular shop lines, air at isolated locations, and standby service for air when larger compressors are shut down.

TWO-STAGE OPERATION

Typical Two-Stage, Two-Cylinder Unit



Typical Two-Stage, Three-Cylinder Unit



The basic principle of operation is as follows: On the suction stroke of the first-stage piston(s), air at atmospheric pressure enters the cylinders through the inlet filter(s) and then the inlet valves located in the head. On the compression stroke of the first-stage piston(s), the air is compressed to an intermediate pressure and discharged through the discharge valves(s) into common manifold(s). From the manifold(s) the air passes through the intercooler tubes, where the heat of first-stage compression is removed. On the suction stroke of the second-stage piston this cooled air enters the second-stage cylinder through the inlet valve. The compression stroke of the second-stage piston compresses the air to the final discharge pressure and forces it out through the discharge valve into the receiver tank or system. If cooling of the discharge air is required, an air-cooled aftercooler should be installed between the compressor discharge and the receiver tank or system. For maintaining the receiver tank or system air pressure within predetermined limits, the compressor may be operated with automatic start & stop control or constant speed control regulation. The type of regulation used depends upon the application.

ADDITIONAL REFERENCES

Unless otherwise stated, dimensions, weights and measurements are provided in standard U. S. measure followed in parentheses by the metric conversion. Any torque values given are stated in inch or foot pounds followed by the Newton-meter equivalent in parentheses.

Electrical characteristics are given in voltage-phase-hertz.

EXPLANATION OF SAFETY SIGNAL WORDS

DANGER

Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury or property damage.

NOTICE

Indicates information or a company policy that relates directly or indirectly to the safety of personnel or protection of property.

RECEIPT & INSPECTION

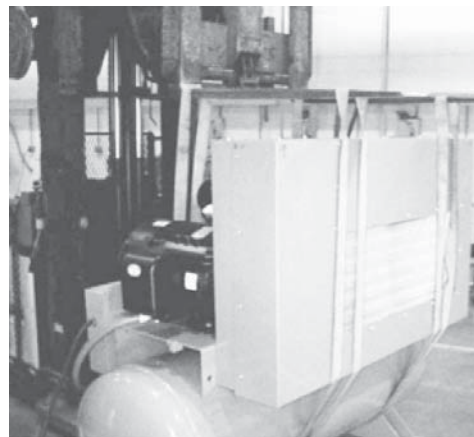
Ensure adequate lifting equipment is available for unloading and moving the compressor to the installation site.

WARNING

- Lifting equipment must be properly rated for the weight of the compressor. Weight information is printed on a label attached to the shipping container.
- Lift the compressor by the shipping skid only.
- Do not use the motor/engine lifting eye to lift the entire compressor. The motor/engine lifting eye is for removing the motor/engine from the compressor only.
- Do not work on or walk under the compressor while it is suspended.

Use suitable lifting equipment (i.e. forklift) to lift and transport the compressor to the installation site. Ensure the lifting equipment, straps, etc. are capable of supporting the weight of the compressor.

Lifting Equipment and Straps



Before signing the delivery receipt, inspect for damage and missing parts. If damage or missing parts are apparent, make the appropriate notation on the delivery receipt, then sign the receipt. Immediately contact the carrier for an inspection.

All material must be held in the receiving location for the carrier's inspection.

Delivery receipts that have been signed without a notation of damage or missing parts are considered to be delivered "clear." Subsequent claims are then considered to be concealed damage claims. Settle damage claims directly with the transportation company.

If you discover damage after receiving the compressor (concealed damage), the carrier must be notified within 15 days of receipt and an inspection must be requested by telephone with confirmation in writing. On concealed damage claims, the burden of establishing that the compressor was damaged in transit reverts back to the claimant.

Read the compressor nameplate to verify it is the model ordered, and read the motor nameplate to verify it is compatible with your electrical conditions.

Make sure electrical enclosures and components are appropriate for the installation environment.

Do not use a triple voltage three-phase motor for 200-208 voltage three phase application. Use a 200 volt motor only.

GENERAL SAFETY RULES

DANGER

INHALATION HAZARD. Will cause serious injury or death.

- Can contain carbon monoxide or other contaminants. Ingersoll Rand air compressors are not designed, intended, or approved for breathing air applications. Ingersoll Rand does not approve specialized equipment for breathing air application and assumes no responsibility or liability for compressors used for breathing air services.
- Do not directly inhale compressed air.
- Follow precautions on container labels before spraying materials such as paint, insecticide and weed killer.
- Wear a respirator when spraying.

WARNING

FLAMMABLE VAPORS. Can cause a fire or explosion and result in serious injury or death.

- Do not operate electric motor driven compressors where flammable or explosive liquids or vapors such as gasoline, natural gas and solvents are present.
- Do not operate gasoline or diesel engine driven compressors near an open flame.

HAZARDOUS VOLTAGE. Can cause serious injury or death.

- Disconnect power and relieve pressure from tank before servicing.
- Compressor must be connected to properly grounded circuit by a qualified electrician following applicable electrical codes. Refer to the ELECTRICAL CONNECTIONS section of this manual.
- Do not operate compressor in wet conditions. Store indoors.

MOVING PARTS. Can cause serious injury.

- Do not operate with guards or shields removed, damaged or broken.
- Machine may start automatically. Disconnect power before servicing.
- **HOT SURFACES.** Can cause serious injury. Burns may occur.
- Do not touch the compressor pump, motor or discharge tubing during or shortly after operation. These parts become hot. Allow to cool before touching.

HIGH PRESSURE AIR. Can cause serious injury.

- Do not remove, adjust, bypass, change, modify or make substitutions for safety/relief valves or other pressure control related devices.
- Rusted tanks can cause explosion and severe injury or death.
- Drain tank daily or after each use. Drain valve located at bottom of tank.
- Do not over-pressurize the receiver tank or similar vessels beyond design limits. Refer to compressor nameplate for this information.
- Do not use a receiver tank or similar vessels that fail to meet the design requirements of the compressor. Contact your distributor for assistance.
- Do not drill into, weld or otherwise alter the receiver tank or similar vessels.
- Do not use air tools or attachments without first determining the maximum pressure recommended for that equipment.
- Do not point air nozzles or sprayers toward anyone.

RISK OF BURSTING. Can cause serious injury.

- Use only suitable air handling parts acceptable for pressure of not less than the maximum allowable working pressure of the machine. Refer to compressor nameplate for this information.

FLYING DEBRIS. Can cause serious injury to eyes.

- Wear eye protection at all times.

NOISE HAZARD. Can cause serious injury to ears.

- Wear ear protection at all times.

NOTICE

Do not remove, paint over or deface decals. Replace any missing decals.

SELECTING A LOCATION

ELECTRIC MOTOR COMPRESSORS

For most electric motor compressors, select a relatively clean and dry well lighted indoor area with plenty of space for proper ventilation, cooling air flow and accessibility. Provide 1,000 cubic feet of fresh air per minute per 5 horsepower. Ventilation by gravity or mechanical means is approved. Locate the compressor at least 12 inches (30 cm) from walls, and make sure the main power supply is clearly identified and accessible.

Unless the electrical components of the compressor are specially protected for outdoor use, do not install an electric motor compressor outdoors or in an area that will expose the electrical components to rain, snow or sources of appreciable moisture.

WARNING

FOR COMPRESSORS EQUIPPED WITH ELECTRIC DRAIN VALVES

The electric drain valve incorporates arcing or sparking parts, such as snap switches, receptacles and the like that tend to produce arcs or sparks and, therefore, when located in a garage, the compressor should be in a room or enclosure provided for the purpose, or the electric drain valve should be 18 inches (45 cm) or more above the floor. To relocate the valve, contact your local Ingersoll Rand dealer to obtain an electric drain valve relocation kit.

GASOLINE / DIESEL ENGINE COMPRESSORS

For gasoline or diesel engine compressors, keep the engine at least 3 feet (1 m) away from building walls and other equipment. Install the compressor in a location with plenty of space for proper ventilation, cooling air flow and accessibility. Do not install or operate a gasoline or diesel engine compressor in a confined area. Please consult the engine operators manual for any inclination limits recommended by the engine manufacturer.

AMBIENT TEMPERATURE CONSIDERATIONS

Ideal operating temperatures are between 32°F and 100°F (0°C and 37.8°C). If temperatures consistently drop below 32°F (0°C), install the compressor in a heated area. If this is not possible, you must protect safety/relief valves and drain valves from freezing. If temperatures are consistently below 40°F (4.4°C), consider installing an external crankcase heater kit, especially if the compressor has difficulty starting.

CAUTION

Never operate the compressor in temperatures below -15°F (-26.1°C) or above 125°F (51.0°C).

HUMID AREAS

In frequently humid areas, moisture may form in the pump and produce sludge in the lubricant, causing running parts to wear out prematurely. Excessive moisture is especially likely to occur if the compressor is located in an unheated area that is subject to large temperature changes.

Two signs of excessive humidity are external condensation on the pump when it cools down and a "milky" appearance in petroleum lubricant.

You may be able to prevent moisture from forming in the pump by increasing ventilation, operating for longer intervals or installing an external crankcase heater kit.

NOISE CONSIDERATIONS

Consult local officials for information regarding acceptable noise levels in your area. To reduce excessive noise, use vibration isolator pads or intake silencers, relocate the compressor or construct total enclosures or baffle walls.

MOUNTING

WARNING

Remove the compressor from the skid before mounting. Refer to the RECEIPT & INSPECTION section of this manual for information on lifting and handling the compressor.

NOTICE

- Local codes may mandate specific mounting requirements including, but not limited to, the use of vibration isolation mounts or pads. Mounting kits including vibration isolation mounts or pads may be ordered through your Ingersoll Rand dealer if not included with the compressor. Consult your local Ingersoll Rand dealer for more information.
- Secure the compressor to a solid, flat and level mounting surface.
- If vibration isolation mounts or pads are included with your compressor, they must be properly installed. Failure to install the compressor using the vibration isolation mounts or pads provided with the compressor and in accordance with the installation instructions may result in mechanical failure to the compressor and cancellation of warranty coverage.
- Do not install the compressor on I-beams, open-grid flooring systems, or non-solid surfaces.
- Ingersoll Rand shall bear no responsibility for equipment installed on non-approved vibration isolation mounts or pads or non-solid surfaces.

CONCRETE FLOORS (ELECTRIC MOTOR OR GASOLINE / DIESEL ENGINE POWERED COMPRESSORS)

NOTICE

The following hardware kits are available for mounting compressors to concrete floors:

46822243 - For 3-footed vertical tank electric motor driven compressors

46821641 - For 4-footed horizontal tank gas engine and Yanmar diesel engine driven compressors

47732397001 - For 4-footed horizontal tank Kohler diesel engine driven compressors

To mount the compressor to a concrete surface, use the following procedure:

- 1) Mark the location of the mounting holes.
- 2) Drill 2-1/4" deep holes using a concrete drill bit sized per the following table.

Tank Size (Gal.)	Drill Bit Size (In.)
≤ 120	1/2
≥ 240	5/8

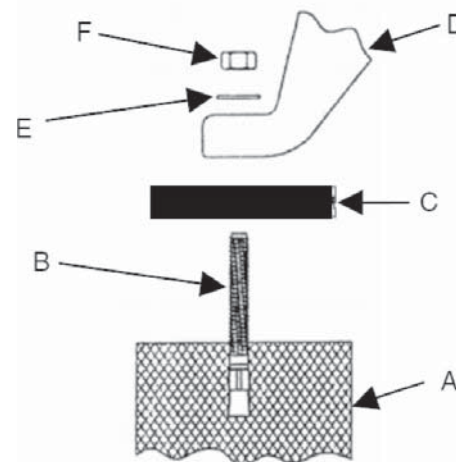
NOTICE

It may be helpful to use a piece of tape on the drill bit to mark the proper depth.

- 3) Drill a hole through the center of each isolation pad (if supplied or mandated by local codes).
- 4) Drive the anchors into the mounting holes with the threaded portion up.
- 5) Place the isolation pads over the anchors as shown in the illustration below.
- 6) Position the compressor over the drilled holes and slowly lower the compressor feet over the holes.
- 7) Install the foundation bolts.
- 8) Install the nuts and torque each in a criss-cross pattern to 10 ft. lb.*

* For gas or diesel engine compressors, use the torque specification indicated in the mounting hardware kit installation instructions.

Typical Mounting



A = Mounting surface

B = Foundation bolt / anchor

C = Isolation pad (if supplied or required by local codes)

D = Compressor mounting foot

E = Washer

F = Nut

After all mounting nuts are installed, check for receiver stress by loosening each nut individually to check for upward movement of the foot. Upward movement indicates the requirement for an appropriately sized metal shim to fill in the open elevation under the foot. After all required shims have been inserted, re-tighten the nuts to 10 ft. lb.*

Do not secure uneven feet tightly, as this will cause excessive stress on the receiver tank.

*For gas or diesel engine compressors, use the torque specification indicated in the mounting hardware kit installation instructions.

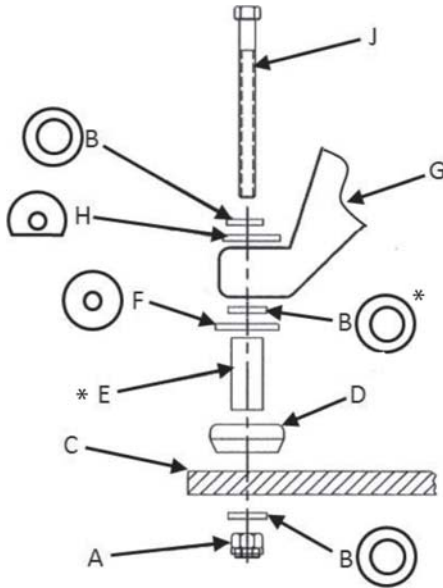
TRUCK BEDS (GASOLINE / DIESEL ENGINE POWERED COMPRESSORS ONLY)

NOTICE

Mounting hardware kit 46821641 or 47732397001 is available for mounting gasoline/diesel engine compressors to truck beds.

Gasoline or diesel engine compressors mounted on truck beds must be fastened securely without applying excessive stress on the receiver tank. Follow the general instructions for concrete floor installation in this section using appropriate mounting hardware.

Truck Bed Mounting



*These parts not used in kit 47732397001

- A = Nut
- B = Washer (Qty 3 in 46821641 & Qty 2 in 47732397001)
- C = Mounting surface (truck bed)
- D = Isolation mount
- E = Spacer
- F = Washer
- G = Compressor mounting foot
- H = Washer
- J = Bolt

AIR INLET CONNECTIONS

CAUTION

Do not operate the compressor without air inlet filtration.

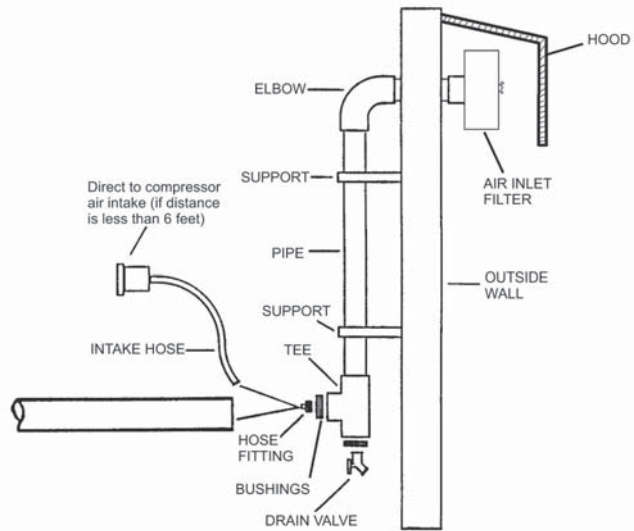
If the air around the compressor is relatively free of dirt, install the air inlet filter(s) at the inlet connection(s) at the compressor. If the air is dirty, pipe the filter(s) to a source of clean air. If remote air inlet filtration is required, Use PVC plastic tubes for remote inlet piping. Do not use black pipe or galvanized pipe, as these promote sweating and rust. Consider installing an in-line type filter for ease of cleaning and replacement. Make the line as short and direct as possible and as large, or larger, than the diameter of the inlet connection on the pump. Do not install piping with a diameter lower than that of the pump intake.

Increase the pipe diameter one size for every 10 feet (3 m) of length or every 90° bend. Make sure the piping is adequately braced.

If you pipe the filter outdoors, cover it with a hood to prevent the entrance of rain or snow.

Heavy duty filter elements and filtration equipment are available for fine airborne dust, such as cement and rock dust.

Typical Remote Air Inlet Piping.



AIR DISCHARGE CONNECTIONS

WARNING

Do not use plastic pipe, soldered copper fittings, rubber hose, or lead-tin soldered joints anywhere in the compressed air system. All hoses, piping, fittings, air receiver tanks, etc. must be certified safe for at least the maximum working pressure and temperature of the compressor.

DO NOT USE PVC PLASTIC IN THE COMPRESSED AIR DISCHARGE LINE.

CAUTION

If you will be using synthetic compressor lubricant, all downstream piping material and system components must be compatible. Refer to the following material compatibility list. If there are incompatible materials present in your system, or if there are materials not included in the list, contact Ingersoll Rand for recommendations.

SYNTHETIC COMPRESSOR LUBRICANT MATERIAL COMPATIBILITY LIST

SUITABLE

FKM (Fluoroelastomer), PTFE, Epoxy (Glass Filled), Oil Resistant Alkyd, Fluorosilicone, Fluorocarbon, Polysulfide, 2-Component Urethane, Nylon, POM (Polyoxymethylene/Polyacetel), High Nitrile Rubber (Buna N. NBR more than 36% Acrylonitrile), Polyurethane, Polyethylene, Epichlorohydrin, Polyacrylate, Melamine, Polypropylene, Baked Phenolics, Epoxy, Modified Alkyds.

NOT RECOMMENDED

Neoprene, Natural Rubber, SBR Rubber, Acrylic Paint, Lacquer, Varnish, Polystyrene, PVC, ABS, Polycarbonate, Cellulose Acetate, Low Nitrile Rubber (Buna N. NBR less than 36% Acrylonitrile), EPDM, Ethylene Vinyl Acetate, Latex, EPR, Acrylics, Phenoxy, Polysulfones, Styrene Acrylonitrile (San), Butyl

NOTICE

All compressed air systems generate condensate which accumulates in any drain point (e.g. tanks, filters, drip legs, aftercoolers, dryers). This condensate contains lubricating oil and/or substances which may be regulated and must be disposed of in accordance with local, state, and federal laws and regulations.

GENERAL REQUIREMENTS

- Use flexible piping at the compressor's discharge connection.
- Use hard-welded or threaded steel or copper pipes and cast iron fittings along the remaining air discharge line.
- Slope the piping downward in the direction of airflow to permit condensate to drain properly.
- Use pipe thread sealant on all threads, and secure joints tightly to prevent air leaks.

CONDENSATE DISCHARGE PIPING.

If installing a condensate discharge line, the piping must be at least one size larger than the connection, as short and direct as possible, secured tightly and routed to a suitable drain point or waste container. Condensate must be disposed of in accordance with local, state, and federal laws and regulations.

WARNING

If an aftercooler, check valve, block valve, or any other restriction is added to the compressor discharge, install a properly-sized ASME approved safety/relief valve between the compressor discharge and the restriction

ELECTRICAL CONNECTIONS**PERMANENTLY CONNECTED ELECTRIC COMPRESSORS****WARNING**

Electrical installation and service must be performed by a qualified electrician who is familiar with all applicable electrical codes.

GENERAL. The motor rating, as shown on the motor nameplate, and the power supply must have compatible voltage, phase and hertz characteristics.

WIRE SIZE. The electrical wiring between the power supply and electric motor varies according to motor horsepower and other factors. Install adequately sized power leads to protect against excessive voltage drop during start-up. Refer to the applicable electric codes in your area for information on selecting the proper wire size and securing electrical connections. If you connect additional electrical equipment to the same circuit, consider the total electrical load when selecting the proper wire size. **DO NOT USE UNDERSIZE WIRE.**

MAGNETIC STARTER. If the motor installed on your compressor has a motor reset button, it does not require a magnetic starter. If the motor does not have this button and the compressor does not have a factory-installed starter, install a magnetic starter with thermal overload protection. Follow the manufacturer's instructions for installation. **Ingersoll Rand** cannot accept responsibility for damages arising from failure to provide adequate motor protection.

FUSES. Refer to applicable local codes to determine the proper fuse or circuit breaker rating required. When selecting fuses, remember the momentary starting current of an electric motor is greater than its full load current. Time delay or "slow-blow" fuses are recommended.

GROUNDING. In the event of an electrical short circuit, grounding reduces the risk of electric shock by providing an escape wire for the electric current. Ground terminals are identified with a ground symbol and/or the letters "G", "GR" or "PE" (Potential Earth).

Ground Symbol

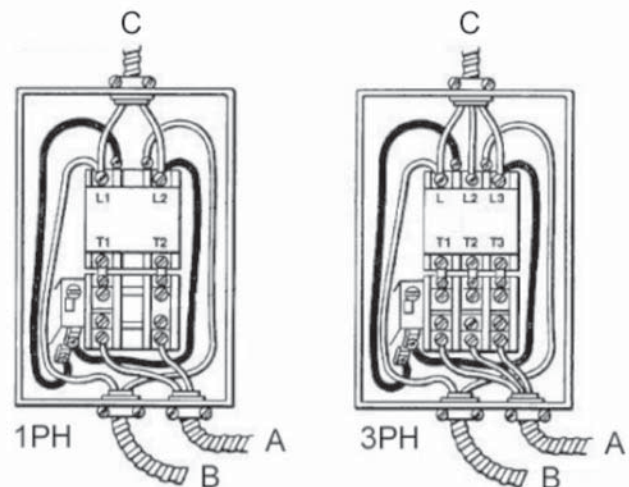
Compressors equipped with motor starters include a ground terminal inside the starter enclosure. For compressors with single-phase motors having thermal overload protection and no motor starter, the ground terminal is located inside the pressure switch. Ground must be established with a grounding wire sized according to the voltage and minimum branch circuit requirements printed on the compressor specifications decal. Ensure good bare metal contact at all grounding connection points, and ensure all connections are clean and tight.

WARNING

Improper grounding can result in electrical shock and can cause severe injury or death. This product must be connected to a grounded, metallic, permanent wiring system or an equipment-grounding terminal or lead. All grounding must be performed by a qualified electrician and comply with applicable electric codes.

NOTICE

Verify grounding connections after initial installation and periodically thereafter to ensure good contact and continuity has been maintained. Consult with a qualified electrician or service technician if the grounding instructions are not completely understood, or if in doubt as to whether the product is properly grounded.

Starter wiring

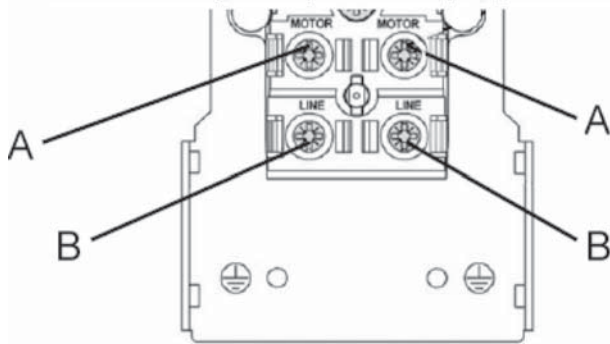
A – To/from motor (factory connection)

B – To/from pressure switch (factory connection)

C – To/from power supply (customer connection)

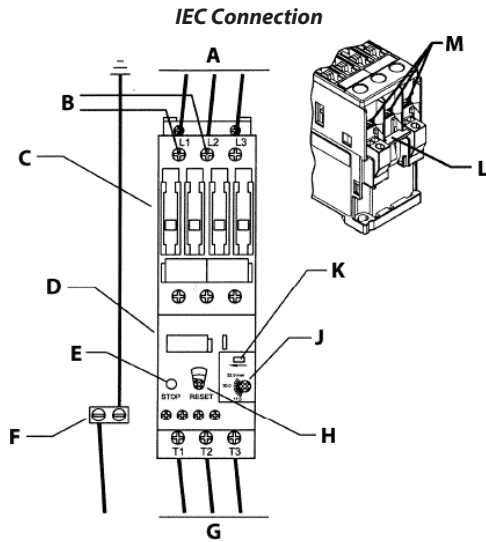
Ground wires not shown for clarity. Equipment must be properly grounded.

Pressure Switch Wiring (For Compressors Not Requiring a Starter)



A – To/from motor (factory connection)
 B – To/from power supply (customer connection)
 Ground wires not shown for clarity. Equipment must be properly grounded.

IEC POWER CONNECTION AND OVERLOAD ADJUSTMENT



- A = Incoming power leads
- B = Existing control circuit wires
- C = Contactor
- D = Thermal overload
- E = Stop/test button
- F = Incoming grounding lug (see note 2)
- G = Motor leads
- H = Reset button & selector switch (set for manual reset)
- J = Motor current setting (see note 5)
- K = Switch position indicator
- L = Coil voltage (see note 1)
- M = Incoming power connection (see notes 3 & 4)

1. Confirm that the supply voltage matches the voltage rating of the starter/contacter.
2. Connect the power supply to a properly grounded electrical circuit with specified voltage and fuse protection.
3. When connecting the incoming power wires to the contactor, ensure that the existing control circuit wires remain under the terminal pressure plates and are secure after tightening the screw terminals.

4. Refer to the torque values listed on side of the contactor when tightening the wire terminal screws.
 5. The overload current setting formula is as follows:

$$\text{Motor Nameplate Amps} \times \text{Motor Service Factor} = \text{Overload Setting}$$
- Example: 10.0 (Motor Amps) x 1.15 (Service Factor) = 11.50 Overload Setting

GASOLINE / DIESEL ENGINE COMPRESSORS

NOTICE

If you will be making connections to a remote battery, the engine on the compressor must be equipped with an alternator. It is highly recommended to install a battery for diesel driven units.

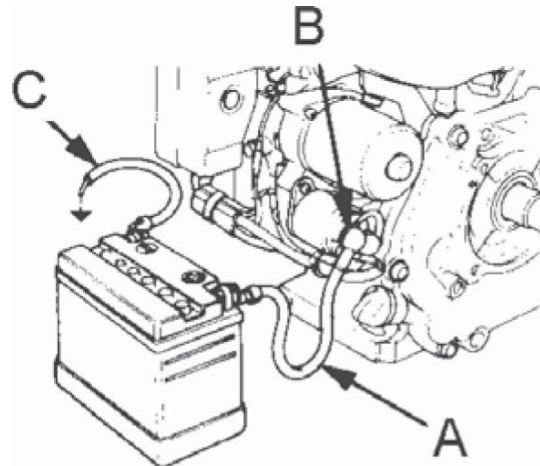
BATTERY. A 12 volt battery with a minimum current rating of 350 CCA (cold cranking amps) and minimum ampere-hour rating of 24 Ah should be sufficient for cranking most electric start engines. Consult the engine operators manual to confirm specific battery requirements for your engine.

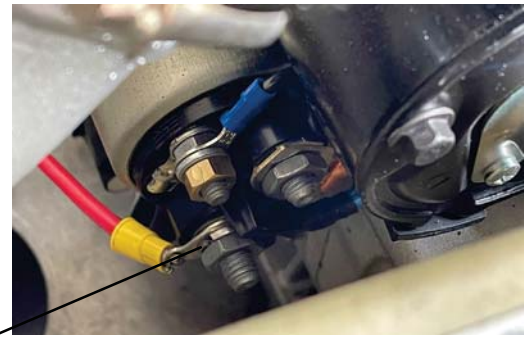
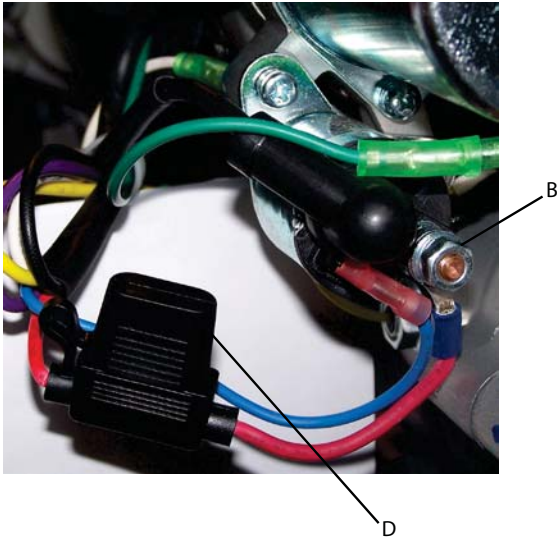
BATTERY CABLES. Refer to the following table for size and length recommendations. Consult the engine operators manual for more specific battery cable recommendations for your engine.

Cable Size (GA)	Maximum Length
6	5' (1.5 m.)
4	7'-2.5" (2.1 m.)
2	12' (3.6 m.)

CONNECTION PROCEDURES:

- 1) Connect the battery positive (+) cable (A) to the starter solenoid terminal (B).



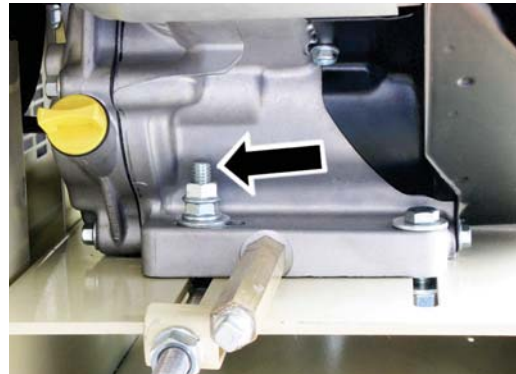
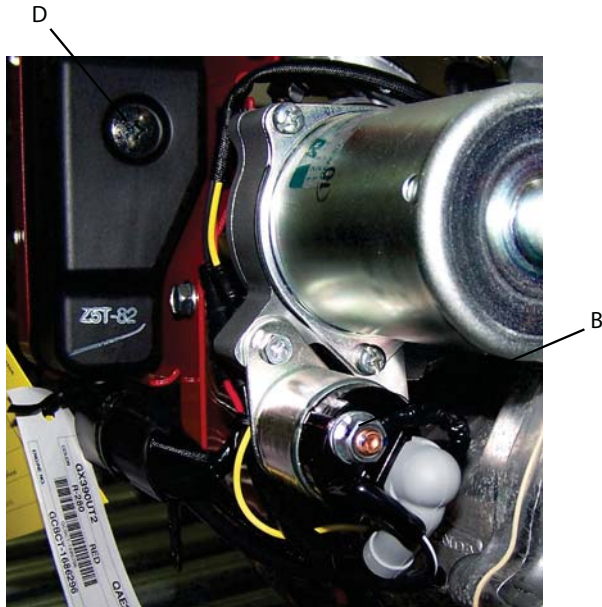


Kohler Diesel (+) Positive cable connection point

NOTE: Circuit Fuse location at (D). Electric Start will not work if Fuse is blown. Unit can be rope started, however will not charge battery if Fuse is blown

Kohler Gasoline Engine Battery (+) Positive cable connection point

- 2) Connect the battery negative (-) cable (C) to the bolt shown in the following illustration. Secure the wire in place by screwing a suitably-sized nut onto the bolt and down onto the terminal.



Honda Gasoline Engine Battery (+) Positive cable connection point.

- 3) Connect the battery positive (+) cable (A) to the battery positive (+) terminal.
- 4) Connect the battery negative (-) cable (C) to the battery negative (-) terminal.
- 5) Coat the terminals and cable ends with corrosion-preventive grease.

⚠ WARNING

Remove the cable from the negative (-) side of the battery before servicing.

Refer to the engine manufacturer's instructions for more information.



Yanmar Diesel Engine Battery (+) Positive cable connection point.

COMPRESSOR LUBRICATION

CAUTION

Do not operate without lubricant or with inadequate lubricant. Ingersoll Rand is not responsible for compressor failure caused by inadequate lubrication.

RECOMMENDED LUBRICANT

Ingersoll Rand recommends All Season Select® synthetic lubricant from startup.

ALTERNATE LUBRICANTS.

You may use XL-300 or a comparable petroleum-based lubricant that is premium quality, does not contain detergents, contains only anti-rust, anti-oxidation, and anti-foam agents as additives, has a flashpoint of 440°F (227°C) or higher, and has an auto-ignition point of 650°F (343°C) or higher

See the petroleum lubricant viscosity table below. The table is intended as a general guide only. Heavy duty operating conditions require heavier viscosities. Refer specific operating conditions to Ingersoll Rand for recommendations.

TEMPERATURE AROUND COMPRESSOR		VISCOSITY @ 100°F (37.8°C)		VISCOSITY GRADE	
°F	°C	SUS	CENTI STOKES	ISO	SAE
< 40	< 4.4	150	32	32	10
40-80	4.4-26.7	500	110	100	30
80-125	26.7-51.0	750	165	150	40

If you use a petroleum-based compressor lubricant at start-up and decide to convert to All Season Select later on, the pump must be decarbonized and flushed before conversion. Contact Ingersoll Rand for more information

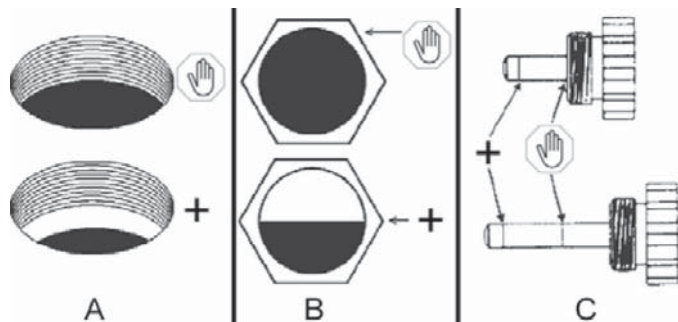
FILLING PROCEDURES

- 1) Unscrew and remove the oil fill plug.
- 2) Fill the crankcase with lubricant.
- 3) Replace the oil fill plug HAND TIGHT ONLY.

CAUTION

Do not remove the oil fill plug while the compressor is running.

Use one of the following methods illustrated to determine when the crankcase is full.



A = Oil fill opening, B = Sight glass, C = Dipstick
Refer to the following table for crankcase capacity.

MODEL	CRANKCASE CAPACITY
2340	28 oz. (827 ml.)
2475	41 oz. (1212 ml.)
2545	73 oz. (2158 ml.)
7100	80 oz. (2365 ml.)
15T, 3000	144 oz. (4258 ml.)

LOW OIL LEVEL SWITCH

A float activated low oil level switch may be installed to protect your unit against damage due to insufficient compressor oil level. Low oil level in the compressor crankcase causes the switch contacts to open, thus shutting the unit down until the proper oil level has been restored.

Proper protection against low oil level depends on proper adjustment of the low oil level switch. During the initial run, stop the unit and drain one quart of oil from the compressor crankcase into a suitable clean container. Listen for the switch to click or check the switch with a continuity tester.

The float sometimes gets cocked or stuck during shipping. If the float is cocked or stuck, open the disconnect switch, drain the remaining oil, remove the crankcase cover and then free the float. Reassemble and then reuse the same oil.

NOTICE

If the float is cocked in the low position, the unit cannot start

OPERATION

DAILY PRE-OPERATION CHECKS

MAINTENANCE / MANTENIMIENTO / ENTRETIEN

- Drain air tank daily.
Drenar el tanque de aire una vez al día.
Purgez le réservoir d'air tous les jours.
- Check oil level weekly.
Verificar el nivel de aceite una vez por semana.
Contrôlez le niveau d'huile chaque semaine.
○ = ADD - AGREGAR - AJOUTER
● = FULL - LLENO - PLEIN
- Clean air filter monthly.
Verificar el estado del filtro de aire una ves por mes.
Nettoyez le filtre à air chaque mois.
- Consult instruction manual for more detail.
Ver el manual de instrucciones para mas detalles.
Pour de plus amples informations, consulter le manuel d'instruction.

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- Drain condensate from air tank
- Check oil level(s) of compressor and engine (if applicable)
- Check cleanliness of air filter(s)

START-UP (ELECTRIC MOTOR DRIVEN COMPRESSORS)

- 1) Close the service valve.
- 2) Apply power to the compressor. If the pressure switch is equipped with an "ON/AUTO-OFF" lever, flip the switch to the "ON/AUTO" position. If the compressor is equipped with a control panel "ON/OFF" switch, move the switch to the "ON" position.
- 3) Slowly open the service valve.

CAUTION

Unusual noise or vibration indicates a problem. Do not continue to operate until you identify and correct the source of the problem.

NOTICE

Ensure the direction of rotation is correct per the arrow on the motor or on the beltguard above the motor. If the rotation is incorrect on three phase compressors, disconnect the main power and contact a qualified electrician to interchange any two of the three leads per the ELECTRICAL CONNECTIONS section of this manual.

COMPRESSOR CONTROLS (ELECTRIC MOTOR COMPRESSORS)

AUTOMATIC START & STOP CONTROL.

NOTICE

Automatic Start & Stop Control is intended for use when the motor will start no more than 6 times per hour.

When the receiver tank pressure reaches the factory preset maximum pressure, the pressure switch stops the compressor. When the receiver tank pressure drops below the factory preset minimum, the pressure switch resets and restarts the compressor.

DUAL CONTROL. Select either automatic start and stop control or constant speed control by adjusting the knob on the auxiliary valve. For automatic start and stop control, turn the knob on the auxiliary valve fully clockwise to disable the auxiliary valve. The pressure switch will then start and stop the compressor.

Auxillary Valve

**NOTICE**

For dual control compressors, automatic start and stop is preferred.

Select constant speed control if the compressor restarts in less than 10 minute intervals or runs more than 40 minutes per hour. Turn the knob fully counterclockwise to run the compressor continually.

NOTICE

The auxiliary valve is factory preset at 5 PSIG lower than the factory pressure switch setting.

CAUTION

Running unloaded for more than 20 minutes per hour or more than 15 minutes continually with the use of constant speed control will cause oil pumping and should be avoided.

PRESSURE SWITCH ADJUSTMENT

WARNING

High voltage is present at the pressure switch contacts when the power supply is connected. Disconnect, lock and tag main power supply before making adjustments.

CAUTION

Do not adjust the pressure switch to exceed the maximum discharge pressure of the unit.

NOTICE

Adjust the pressure switch only if adjustments are absolutely necessary.

CUT-IN & CUT-OUT.

The cut-out (compressor shut-down) is the pressure at which the switch contacts open, and the cut-in (compressor restart) is the pressure at which the switch contacts close. See COMPRESSOR CONTROLS.

STANDARD PRESSURE SWITCH. The Standard NEMA-1 Pressure Switch is Pre-set at the required pressures and the range and differential settings ARE NOT adjustable. These Pressure Switches should not be tampered with in any way and no attempt should be made to adjust the pressure settings as this could damage the Switch to the point of failure and/or void any warranty for the Pressure Switches.

NOTICE

Some pressure switches are equipped with an on-off lever used to open and close the electrical contacts inside the switch. THIS LEVER IS NOT A DIFFERENTIAL ADJUSTMENT CONTROL. The pressure switches with the on-off lever do not have a differential adjustment control.

ADJUSTMENT PROCEDURES (ADJUSTABLE SWITCHES):

1. Remove the pressure switch cover.
2. Set the cut-in pressure with the range adjustment nut. Turn the nut clockwise (in) to increase the pressure or counter-clockwise (out) to decrease the pressure.

NOTICE

One full turn changes the setting approximately 2 PSIG.

3. Set the cut-out pressure with the differential adjustment. Turn the differential adjustment nut clockwise (in) to increase the pressure or counter-clockwise (out) to decrease the pressure.

NOTICE

One full turn changes the setting approximately 2 PSIG.

4. Replace the cover, reconnect the power supply and start the unit.
5. Note the pressure gauge reading at which the unit cuts out.
6. Repeat the adjustment procedure if necessary.

The minimum possible differential is approximately 20% of cutout pressure. It is advisable to have as wide a differential as possible to avoid frequent starting and stopping of the unit. Note the pressure gauge reading at which the unit cuts-out and re-establish this point if necessary.

Note the interaction between the range and differential adjustments, i.e., if the cut-out is increased, the differential will also increase, or if the differential is narrowed, the cut-out will be reduced, etc. These factors must be considered when adjusting the switch and compensated for accordingly.

STARTING UNLOADING SYSTEM

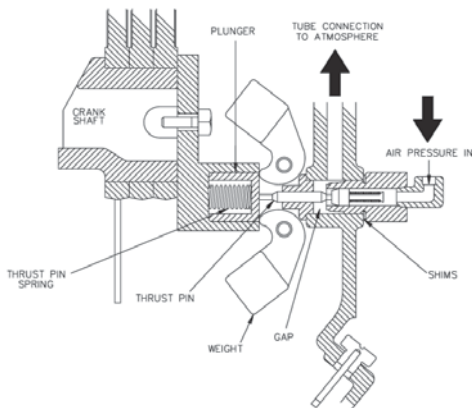
The starting unloading feature exists on certain models. The purpose of the system is to relieve cylinder pressure when the unit stops, permitting it to start against a light load. A light load increases the life of the driver and belts and also reduces the possibility of tripping the overload relay. The system operates in the following manner:

The centrifugal unloader is attached to the end of the crankshaft as shown in the following illustrations.

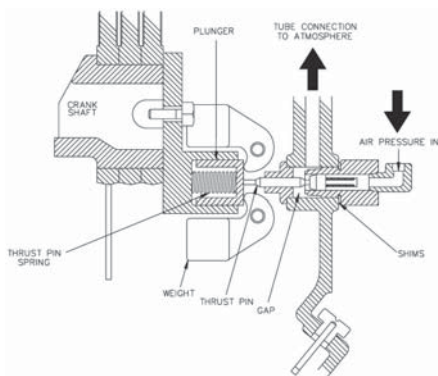
When the unit starts, centrifugal force acts upon the unloader weights and they swing outward. This permits the plunger and thrust pin to move inward and the pilot valve to close. The escape path to atmosphere for the cylinder pressure is now closed and the compressor pumps air in a normal manner.

When the unit stops, the weights retract, permitting the thrust pin spring to move the plunger and thrust pin outward. The thrust pin opens the pilot valve and the trapped air pressure escapes from the cylinder and intercooler through a passage in the frame end cover, through the unloader tube and to atmosphere through the inlet filter/silencer.

Position of weight and thrust pin when unit is operating.



Position of weight and thrust pin when unit is stopped.



PILOT VALVE ADJUSTMENT

If the pilot valve tube line is excessively hot, it is a good indication that the pilot valve is leaking and adjustment is required.

To adjust the pilot valve, proceed as follows:

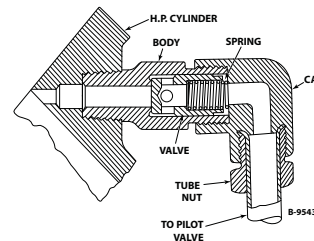
1. Stop the unit and disconnect and tag the electrical supply main switch to prevent accidental start-up.
2. Remove the pilot valve tube and the tube fittings.
3. Remove the pilot valve body and all existing shims.
4. Screw the pilot valve body back into the frame end cover (without any shims) until contact with the thrust pin is felt. Advance the pilot valve body 1/4 to 1/2 turn more.

If contact with the thrust pin cannot be felt, the following steps may be necessary to locate the contact point:

1. Insert a small instrument (punch, rod, nail, etc.) into the end of the pilot valve until it contacts the valve stem.
2. While still inserted in the pilot valve, make a mark on the instrument even with the outside edge of the pilot valve body.
3. Keeping the instrument pressed lightly against the valve stem, screw the pilot valve body into the frame end cover. When the mark on the instrument starts moving out away from the edge of the pilot valve body, contact has been made with the thrust pin.
4. Advance the pilot valve body 1/4 to 1/2 turn more and proceed with step five.
5. Measure the gap between the pilot valve body and the frame end cover.
6. Remove the pilot valve body and add enough shims to fill the gap measured in step five.
7. Screw the pilot valve body back into the frame end cover until the body is tight on the shims.
8. Reconnect the pilot valve tube and tube fittings.

Cylinder Relief Valve:

The cylinder relief valve, located in the cylinder(s), acts as a check valve to prevent air from surging in and out of the pilot valve tube line; thereby maintaining a high volumetric efficiency. This valve is not adjustable. If it leaks and a thorough cleaning does not correct the problem, replace the internal valve parts.



BREATHER/UNLOADER BY-PASS

The breather/unloader by-pass tube lines eliminates air pressure build-up in the compressor frame by providing a passage for the air to escape through the inlet unloader (if opened) or (if closed) through the check valve, therefore, by-passing the inlet unloader and escaping to atmosphere through the inlet filter/silencer.

OIL CONSUMPTION CHECK

A rule of thumb in determining a "passing grade" for oil consumption is to consider consumption at or above 50 horsepower-hours per ounce to be acceptable.

The formula is as follows:

$$\frac{\text{Horsepower X Hours of Operation}}{\text{Ounces of Oil Used}} = \text{Horsepower Hours per Ounce}$$

To apply this formula, consider the size of the machine. In the following example, a 5 horsepower compressor uses 2 ounces of oil every 20 hours of operation.

$$\frac{5 \text{ Horsepower X } 20 \text{ Hours of Operation}}{2 \text{ Ounces of Oil Used}} = 50 \text{ Horsepower Hours per Ounce}$$

The compressor in the example passes the oil consumption test.

NOTICE

New or rebuilt compressor pumps will discharge higher than normal amounts of oil until the piston rings are seated (approximately 100 operating hours).

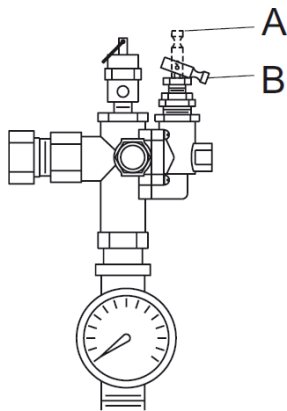
START-UP (GASOLINE / DIESEL ENGINE COMPRESSORS)

WARNING

Do not operate gasoline or diesel engine compressors in an enclosed area.

- 1) Release any residual tank pressure by slowly opening the manual drain valve. This is not needed for diesel units with automatic unloader valves.
- 2) Turn on the engine fuel supply.
- 3) Put the choke in the "on" position (Gas engines only).
- 4) Close the service valve and put the unloader lever in the "unload" (A) position. This is not needed for diesel units with automatic unloader valves.

Unloader



- 5) Start the engine, release the choke, and allow the engine to warm up for two to three minutes.
- 6) Return the unloader lever to the "load" (B) position. This is not needed for diesel units with automatic unloader valves.

NOTICE

Some engine driven compressors require 5-8 break-in hours of operation before reaching full capacity and speed.

WHEN TRANSPORTING THE COMPRESSOR - FOR GASOLINE / DIESEL ENGINE UNITS

CAUTION

- When transporting the compressor, shut off the Engine and turn the fuel shut off valve to the off position. See Figure below.
- If the compressor is permanently mounted on a vehicle, shut off the Engine and turn the fuel shut off valve to the off position when the unit is not in use. See Figure below.

Gasoline Shut Off Valve (Shown in off position)



Yanmar diesel engine shut off valve (Shown in off position)



Kohler diesel engine fuel solenoid valve (Shown in transport position)



COMPRESSOR CONTROLS (GASOLINE / DIESEL ENGINE COMPRESSORS)

CONSTANT SPEED CONTROL. This type of control applies to gasoline and diesel engine compressors.

When the receiver tank pressure reaches the factory preset maximum pressure, the unloader slows down the engine and the compressor stops pumping. When the receiver tank pressure drops to the factory preset minimum, the unloader resets, the engine returns to full speed, and the compressor resumes pumping.

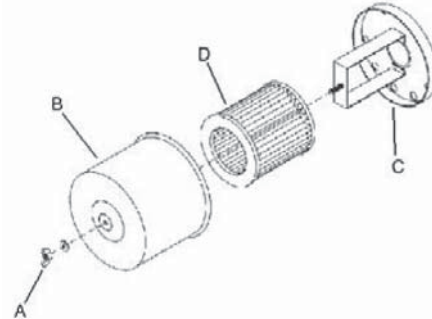
MAINTENANCE

MAINTENANCE SCHEDULE	
Daily or Before Each Operation	<ul style="list-style-type: none"> • Check for oil leaks. • Check lubricant level. Fill as needed. • Drain receiver tank condensate (if automatic draining device is not provided). Open manual drain valve and collect and dispose of condensate accordingly. • Check for unusual noise and vibration. • Ensure beltguards and covers are securely in place. • Ensure engine (if supplied) is filled with fuel and lubricant according to the manufacturer's recommendations. • Ensure area around compressor is free from rags, tools, debris, and flammable or explosive materials. • Check system oil pressure on pressure lubricated models while compressor is hot.
Weekly	<ul style="list-style-type: none"> • Observe operation of safety/relief valves while the compressor is running. Replace safety/relief valves that do not operate freely. • Inspect air filter element(s). Clean if necessary.
Monthly	<ul style="list-style-type: none"> • Inspect for air leaks. Squirt soapy water around joints during compressor operation and watch for bubbles. • Check tightness of screws and bolts. Tighten as needed. • Inspect drive belts. Adjust if necessary. • Clean exterior.
3/500 *	<ul style="list-style-type: none"> • Change petroleum lubricant while crankcase is warm. • Drain compressor oil and clean oil sight glass
6/1000 *	<ul style="list-style-type: none"> • Replace oil filter and change lubricant (if necessary) on pressure lubricated models.
12/2000 *	<ul style="list-style-type: none"> • Install maintenance pak — or — • Change synthetic lubricant while crankcase is warm. • Replace filter element.

* indicates months/operating hours, whichever occurs first.

FILTER INSPECTION & CLEANING

1. Unscrew and remove the wing nut (A) securing the filter housing (B) to its base (C).
2. Remove the filter housing and withdraw the old filter element (D). Clean the element with a jet of air or vacuum.
3. Replace the filter element and housing, securing it in place with the wing nut previously removed.



OIL CHANGE

1. Remove the oil drain plug (A) and allow the lubricant to drain into a suitable container.
2. Replace the oil drain plug.
3. Follow the filling procedures in OPERATION section.

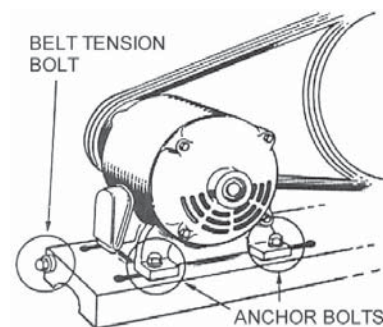
BELT ADJUSTMENT

CHECKING BELT TENSION.

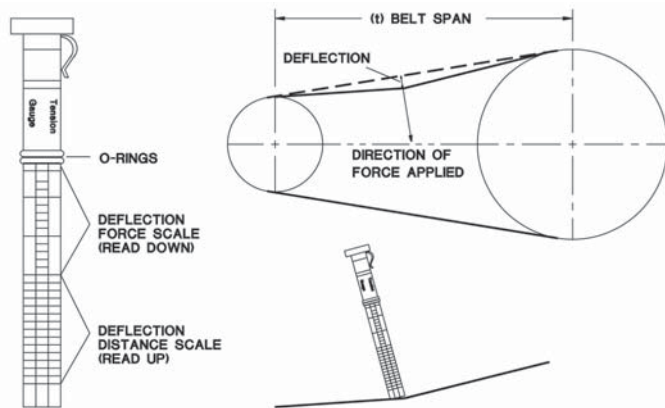
Check belt tension should be occasionally, especially if looseness is suspected. New belts must also be properly tensioned upon installation.

TENSIONING BELTS.

Belt tensioning can be achieved by loosening the motor or engine anchor screws, pushing the motor or engine away from the pump, and retightening the motor or engine anchor screws. Some units are equipped with a belt tensioning bolt that, when turned, pulls the motor or engine away from the pump. Otherwise, the motor can be easily moved by placing a prying tool beneath it. A commercially available spreader or other belt tensioning device can also be helpful.



Follow the procedures outlined below to correctly set and measure belt tension on electric motor and engine driven models including 2340, 2475, and 2545 (with "A" belt type only). Refer to the following illustration for a visual representation.



1. Lay a straight edge across the top outer surface of the belt drive from pulley to sheave.
2. At the center of the span, perpendicular to the belt, apply pressure to the outer surface of the belt with a tension gauge. Force the belt to the deflection indicated in the BELT TENSION TABLE in the DIAGRAMS & TABLES section. Compare the reading on the tension gauge to the table.

Follow the procedures outlined below to correctly set and measure tension on 7.5 through 30 horsepower models 2545, 7100, 15T and 3000 with "B" and "C" belt types.

1. Measure the span length (t) of the drive.
 2. Determine the amount of deflection (in inches) required to measure deflection force (in pounds) by multiplying the span length (t) by 1/64. For example, a 32" span length multiplied by 1/64 equals 1/2" of deflection required to measure deflection force.
 3. Lay a straight edge across the top outer surface of the belt drive from pulley to sheave.
 4. At the center of the span, perpendicular to the belt, apply pressure to the outer surface of the belt with a tension gauge. Force the belt to the predetermined deflection
- calculated in step 2. Compare the reading on the tension gauge to the BELT TENSION TABLE in the DIAGRAMS & TABLES section.

Ensure the pulley and sheave are properly aligned and the motor anchor screws are adequately retightened prior to restarting the compressor.

CAUTION

Improper pulley/sheave alignment and belt tension can result in motor overload, excessive vibration, and premature belt and/or bearing failure.

To prevent these problems from occurring, ensure the pulley and sheave are aligned and belt tension is satisfactory after installing new belts or tensioning existing belts.

DIESEL ENGINE REPLACEMENT

If a diesel engine must be replaced, the following speed adjustments must be made from the factory settings. These settings should be made with the belt installed and 0 psi in the receiver tank.

For Yanmar diesel engines:

Adjust the stop screw to set the high engine speed to 3450 RPM (+/- 25 RPM). No adjustment is required to the low speed setting.

For Kohler diesel engines:

Adjust the stop screw to set the low engine speed to 1625 RPM (+/- 25 RPM). No adjustment shall be made to the high speed setting.

ELECTRIC DRAIN MAINTENANCE

NOTICE

The following maintenance schedule has been developed for typical applications. Maintenance intervals should be shortened in harsher environments.

DRAIN VALVE MAINTENANCE SCHEDULE	
DAILY	Test the valve for Proper operation. Clean the filter screen if needed.
MONTHLY (EVERY 30 DAYS)	Clean the filter screen.

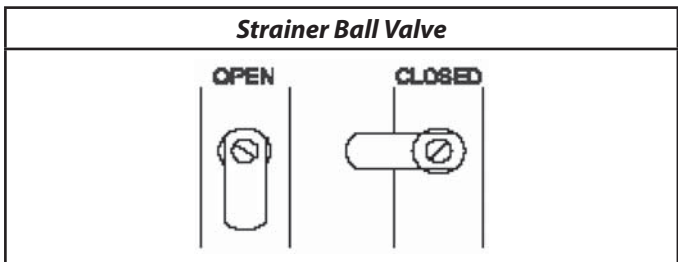
To clean the filter screen, perform the following steps:

1. Close the strainer ball valve completely to isolate it from the air receiver tank.
2. Press the TEST button on the timer to vent the pressure remaining in the valve. Repeat until all pressure is removed.

CAUTION

High pressure air can cause injury from flying debris. Ensure the strainer ball valve is completely closed and pressure is released from the valve prior to cleaning.

3. Remove the plug from the strainer with a suitable wrench. If you hear air escaping from the cleaning port, STOP IMMEDIATELY and repeat steps 1 and 2.
4. Remove the stainless steel filter screen and clean it. Remove any debris that may be in the strainer body before replacing the filter screen.
5. Replace plug and tighten with wrench.



6. When putting the EDV-2000 back into service, press the TEST button to confirm proper function.

TANK INSPECTION

The life of an air receiver tank is dependent upon several factors including, but not limited to, operating conditions, ambient environments, and the level of maintenance. The exact effect of these factors on tank life is difficult to predict; therefore, **Ingersoll Rand** recommends that you schedule a certified tank inspection within the first five years of compressor service. To arrange a tank inspection, contact **Ingersoll Rand**.

If the tank has not been inspected within the first 10 years of compressor service, the receiver must be taken out of service until it has passed inspection. Tanks that fail to meet requirements must be replaced.

WARNING

Failure to replace a rusted air receiver tank could result in air receiver tank rupture or explosion, which could cause substantial property damage, severe personal injury, or death. Never modify or repair tank. Obtain replacement from service center.

TROUBLESHOOTING

PROBLEM	CHECK POINT
Abnormal piston, ring or cylinder wear	4, 8, 9, 19, 28, 35
Air delivery drops off	1, 6, 15, 16, 18, 19, 29
Automatic drain valve leaks or does not drain automatically	16
Auxiliary valve chatters or leaks around stem	23, 24
Broken intercooler or aftercooler tubes	36
Compressor does not come up to speed	2, 6, 12, 15, 21
Compressor is slow to come up to speed	26, 27, 33, 34
Compressor runs excessively hot	3, 14, 15, 22
Compressor will not unload cycle	23, 24, 26
Compressor will not unload when stopped	26, 33
Excessive noise during operation	2, 6, 15, 16, 21, 27, 32
Excessive starting and stopping	5, 16, 32, 40
Knocks or rattles	2, 15, 17, 19, 20, 21
Lights flicker or dim when running	12, 13
Moisture in crankcase or "milky" appearance in petroleum lubricant or rusting in cylinders	9, 10
Motor overload trips or draws excessive current	5, 6, 12, 13, 14, 15, 16, 19, 20, 21, 34
Oil in discharge air (oil pumping)	4, 7, 9, 18, 19, 25, 35
Oil leaking from shaft seal	25
Safety/relief valve "pops"	1, 5, 29, 30
High interstage pressure	30
Low interstage pressure	31
Engine cranks slowly or will not start	6, 14, 37, 38
Motor will not start	12
Engine will not start	39
Oil Leaks	41

ELECTRIC DRAIN TROUBLESHOOTING

TROUBLE	CAUSE	ACTION
Valve will not close.	<ol style="list-style-type: none"> 1. Debris in solenoid valve prevents diaphragm from seating. 2. Short in electrical component. 	<ol style="list-style-type: none"> 1. Remove solenoid valve, disassemble, clean and reassemble. 2. Check and replace power cord or timer as needed.
Timer will not activate.	<ol style="list-style-type: none"> 1. No electrical supply. 2. Timer malfunction 3. Clogged port. 4. Solenoid valve malfunction. 5. Clogged strainer. 	<ol style="list-style-type: none"> 1. Apply power. 2. Replace timer. 3. Clean valve. 4. Replace solenoid valve. 5. Clean strainer.

CHECK POINT	POSSIBLE CAUSE	POSSIBLE SOLUTION
1	Clogged or dirty inlet and/or discharge line filter.	Clean or replace.
2	Loose beltwheel or motor pulley, excessive end play in motor shaft or loose drive belts.	Check beltwheel, motor pulley, crankshaft, drive belt tension and alignment. Repair or replace as required.
3	Inadequate ventilation around beltwheel.	Relocate compressor for better air flow.
4	Lubricant viscosity too low.	Drain existing lubricant and refill with proper lubricant.
5	Air leaks in air discharge piping.	Check tubing and connections. Tighten joints or replace as required.
6	Lubricant viscosity too high.	Drain existing lubricant and refill with proper lubricant.
7	Lubricant level too high.	Drain excess lubricant.
8	Lubricant level too low.	Add lubricant to crankcase to proper level.
9	Detergent type lubricant being used.	Drain existing lubricant and refill with proper lubricant.
10	Extremely light duty cycles. Compressor located in damp or humid location.	Run compressor for longer duty cycles. Relocate compressor or install crankcase heater kit.
12	Improper line voltage. Wiring or electric service panel too small. Poor contact on motor terminals or starter connections. Improper starter overload heaters.	Check line voltage and upgrade lines as required. Contact electrician. Install properly sized wire or service box. Contact electrician. Ensure good contact on motor terminals or starter connections. Install proper starter overload heaters. Contact electrician.
13	Poor power regulation (unbalanced line).	Contact power company.
14	Drive belts too tight or misaligned.	Adjust belts to proper tension and alignment.
15	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install Valve/ gasket Step Saver Kit.
16	Automatic drain valve clogged, leaking or defective.	Inspect valve and clean, repair or replace as required.
17	Carbon build-up on top of piston(s).	Clean piston(s). Repair or replace as required.
18	Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance. Piston rings not seated, are stuck in grooves or end gaps not staggered.	Install Ring/Gasket Step Saver Kit. Adjust piston rings.
19	Cylinder(s) or piston(s) scratched, worn or scored.	Repair or replace as required.
20	Connecting rod, piston pin or crankpin bearings worn or scored. Loose bearing spacer on crankshaft.	Inspect all. Repair or replace as required. Install Bearing/Connecting Rod Step Saver Kit.
21	Defective ball bearings on crankshaft or motor shaft.	Inspect bearings and replace if required. Install Bearing/Connecting Rod Step Saver Kit.
22	Wrong beltwheel direction of rotation.	Check motor wiring for proper connections. Reverse two leads on three-phase motors.
23	Leaking, broken or worn inlet unloader parts.	Inspect parts and replace as required.
24	Auxiliary valve dirty or seats worn.	Inspect parts. Clean, adjust or replace as required.
25	Crankshaft seal worn or crankshaft scored.	Replace seal. Install shaft sleeve if required. Install Bearing/Connecting Rod Step Saver Kit.
26	Leaking or maladjusted centrifugal pilot valve.	Replace pilot valve o-ring. Adjust pilot valve.
27	Leaking check valve or check valve seat blown out.	Replace check valve.
28	Extremely dusty atmosphere.	Install remote air inlet piping and route to source of cleaner air. Install more effective filtration.
29	Defective safety/relief valve.	Replace.
30	High pressure inlet valve leaking.	Inspect, clean or repair as required.
31	Low pressure discharge valve leaking.	Inspect, clean or repair as required.
32	Automatic start and stop mode is not suitable for air demand.	Adjust auxiliary valve for constant speed operation.
33	Pressure switch unloader leaks or does not work.	Realign stem or replace.
34	Ambient temperature too low.	Install crankcase heater kit. Convert to All Season Select lubricant. Relocate compressor to warmer environment.
35	Worn cylinder finish.	Deglaze cylinder with 180 grit flex-hone.
36	Beltwheel out of balance, tubes not braced or secured, wrong pulley speed.	Check vibration level, change pulley or beltwheel if required, tighten tube clamps.
37	Engine not grounded properly.	Ground battery to engine as recommended.

**CHECK POSSIBLE CAUSE
POINT****POSSIBLE SOLUTION**

38	Fuel exceeds storage time or contains water.	Replace fuel and add fuel stabilizer. Evaluate local temperature ranges for proper stabilization.
39	No fuel in tank. Fuel valve closed. Low oil pressure.	See manufacturer's instructions for refueling. Open fuel valve. See manufacturer's instructions.
40	Excessive condensate in receiver tank.	Drain receiver tank with manual drain valve or install automatic drain valve.
41	Loose fittings/elbows/connectors	Re-torque fittings per specified torque requirements

DIAGRAMS & TABLES**FASTENER TORQUE TABLE**

	2340	2475	2545	7100	15T	3000
High Pressure Head Bolts	75	75	75	75	75	75
Low Pressure Head Bolts	75	75	75	75	75	75
Cylinder Flange Bolts	30	50	50	50	50	50
Frame Cover Bolts	17	17	17	20	20	20
Shaft Cover Bolts	17	17	17	20	20	20
Crankpin Cap Screws	5.5	11	11	12-15	12--15	12-15
Unloader Cover Screws	-	-	11	11	20	11
High Pressure Inlet Valve Screws	11-15 LB-IN	11-15 LB-IN	11-15 LB-IN	5.5	-	5.5
Low Pressure Inlet Valve Screws	11-15 LB-IN	25-30 LB-IN	25-30 LB-IN	5.5	-	5.5
High Pressure Outlet Valve Screws	11-15 LB-IN	11-15 LB-IN	11-15 LB-IN	26	50	26
Low Pressure Outlet Valve Screws	25-30 LB-IN	25-30 LB-IN	25-30 LB-IN	26	90	26
Beltwheel Bolt	33	60	60	113	213	213
High Pressure Head Center Bolts	-	-	10	-	-	-
Low Pressure Head Center Bolts	-	-	14-16	-	-	-

NOTICE

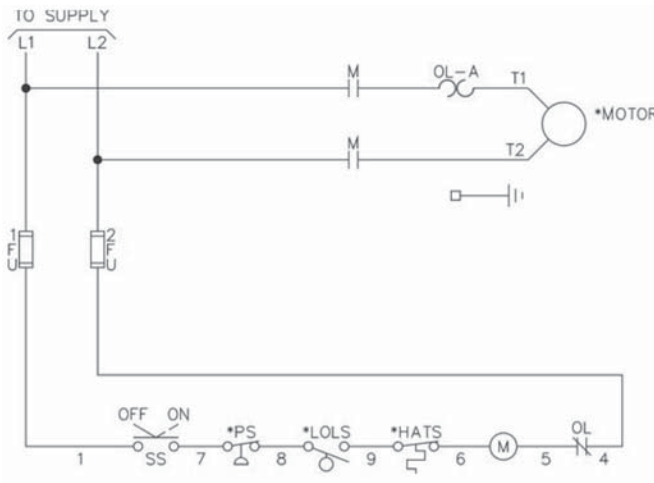
Tighten all fasteners evenly using a cross pattern in two stages.

BELT TENSION TABLE

MODEL	DEFLECTION (IN.)	TENSION (LB.)	OTHER MODELS		
			BELT TYPE	HORSEPOWER	TENSION AT 1/64" DEFLECTION PER INCH OF SPAN
2340 (14" Span)	0.25	4.9 -7.1			
2340 (19" Span)	0.29	4.9 -7.1	B	7.5	7.0 -10.0
2475 (14" Span)	0.25	4.9 -7.1		10-15	8.0 -12.0
2475 (19" Span)	0.29	4.9 -7.1	C	20	12.0 -18.0
2475F10DY/K (22" Span)	0.330	4.9-7.1			
2475F/X13GH	0.36	5.5 -8.0		25-30	14.0 -21.0
2475F/X14G	0.36	5.5-8.0			
2475N5 (14.5" Span, Cogged belt)	0.23	4.5 -6.5			
2545 (A Groove)	0.29	4.9 -7.1			

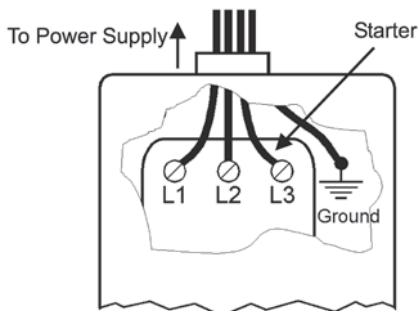
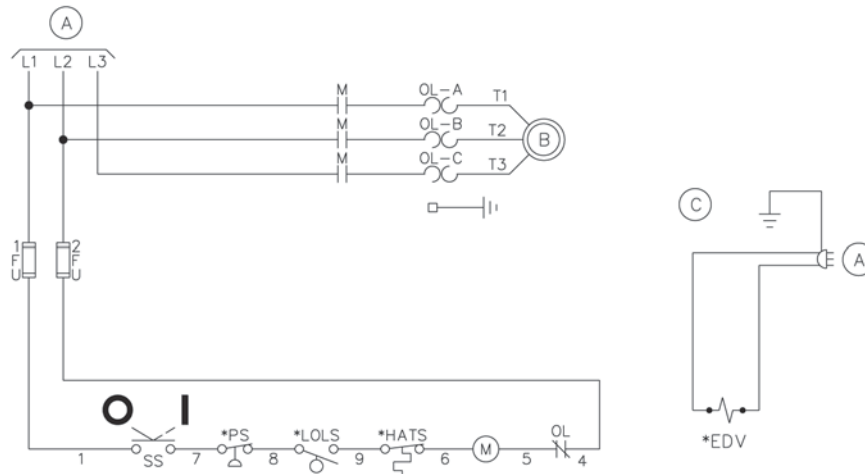
ELECTRICAL WIRING DIAGRAMS

SINGLE PHASE WIRING



A	To supply
C	Wiring for optional electric drain valve
EDV	Electric drain valve
T	Supply Line Terminal
L	Load Terminal
FU	Control Circuit Fuse
HATS	High Air Temperature Switch (#)
LOLS	Low Oil Level Switch (#)
M	Motor Starter Coil
OL	Motor Starter Overload
PS	Pressure Switch
SS	Selector Switch (#)
*	Alternate wiring for converting 3 phase starter to 1 phase application
(#)	= if provided

THREE PHASE WIRING

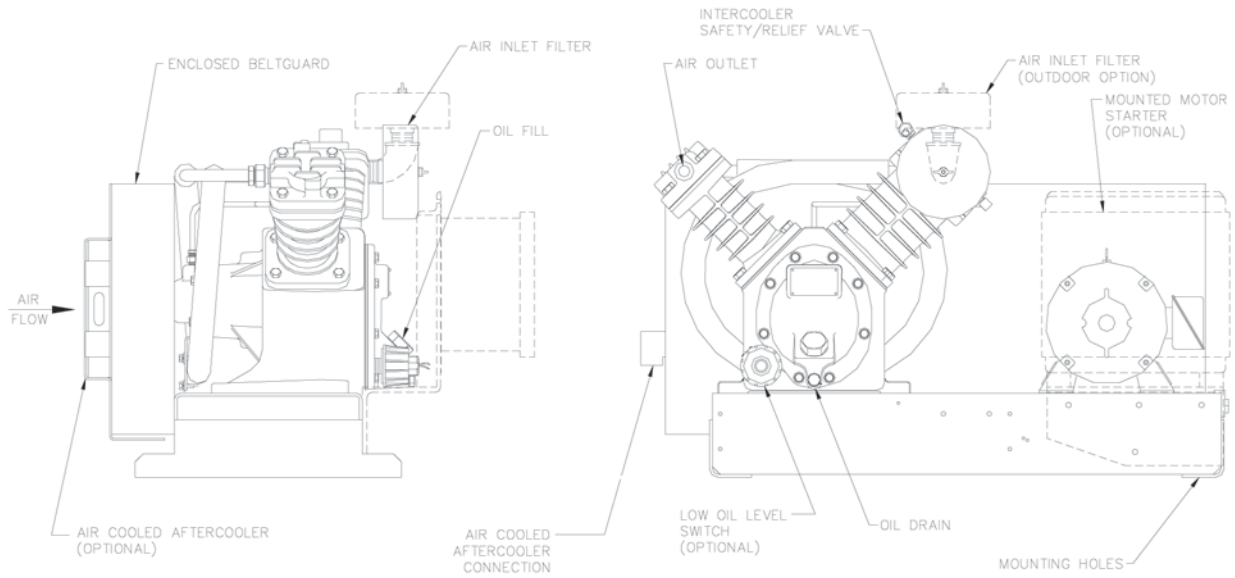


NOTICE

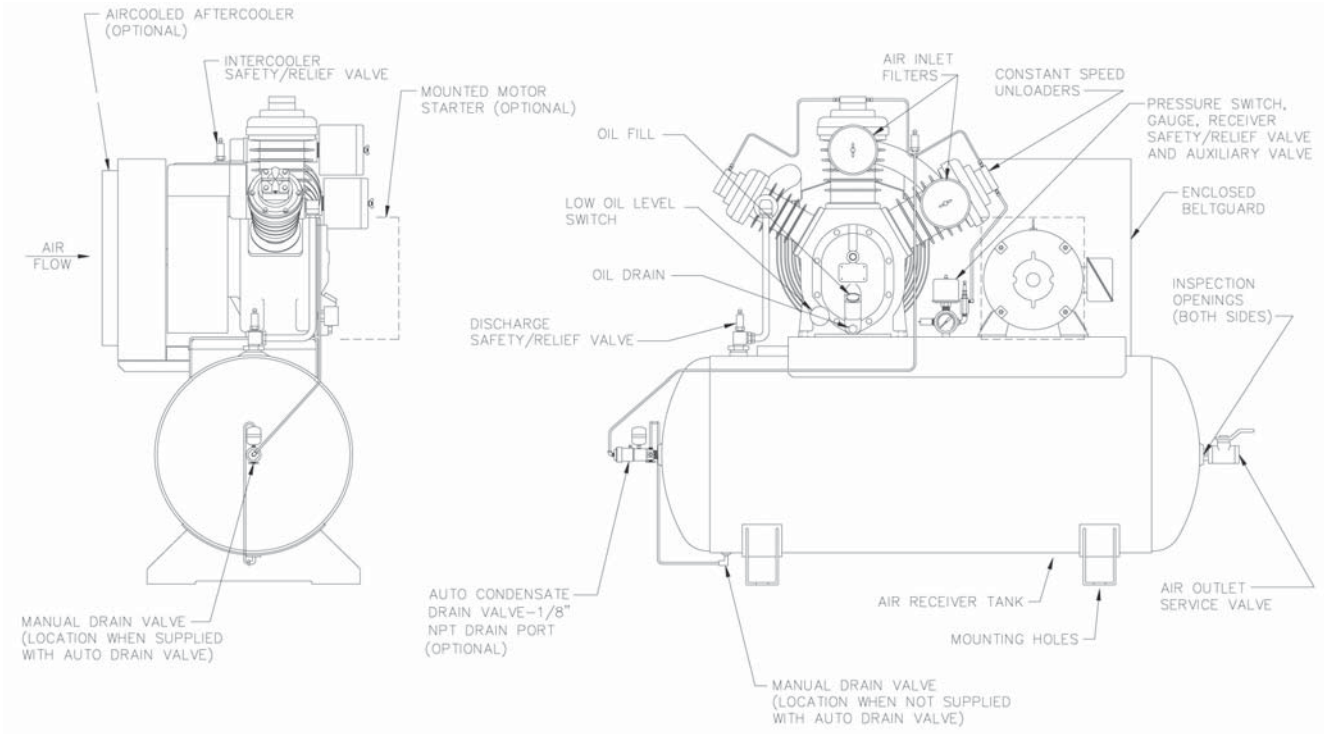
On units requiring a starter, connect line power to the starter. Do not connect line power to the pressure switch.

- Connect ground wire to ground lug
- L3 used for 3-phase motors & starters only

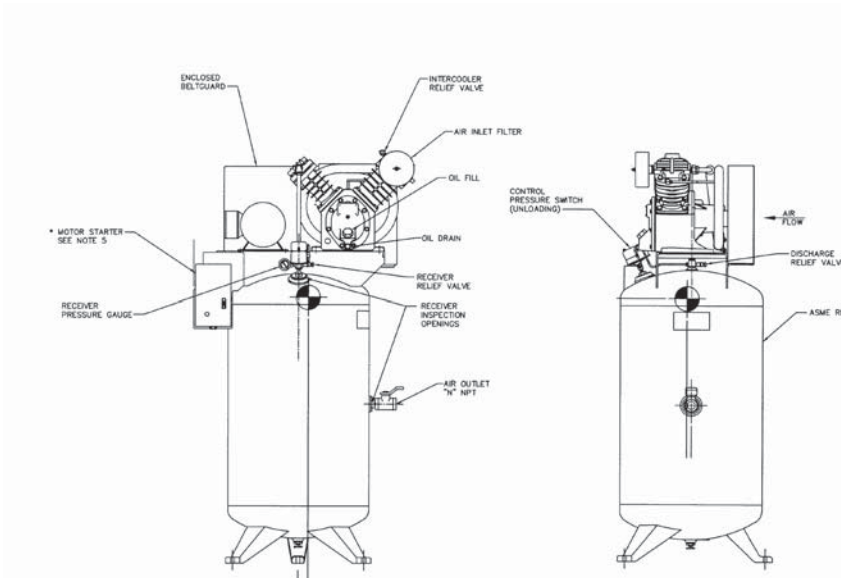
TYPICAL BASEPLATE UNIT



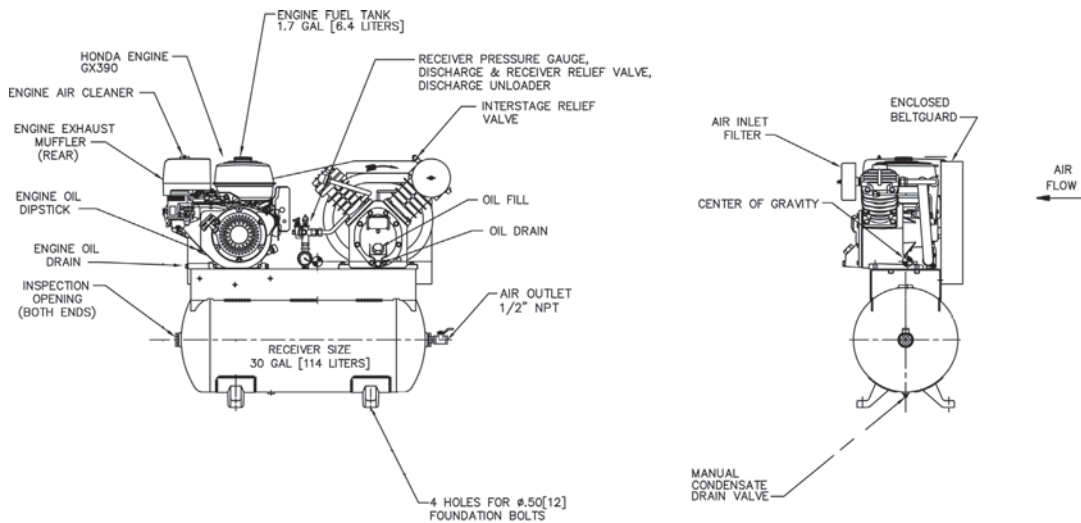
TYPICAL HORIZONTAL SIMPLEX UNIT



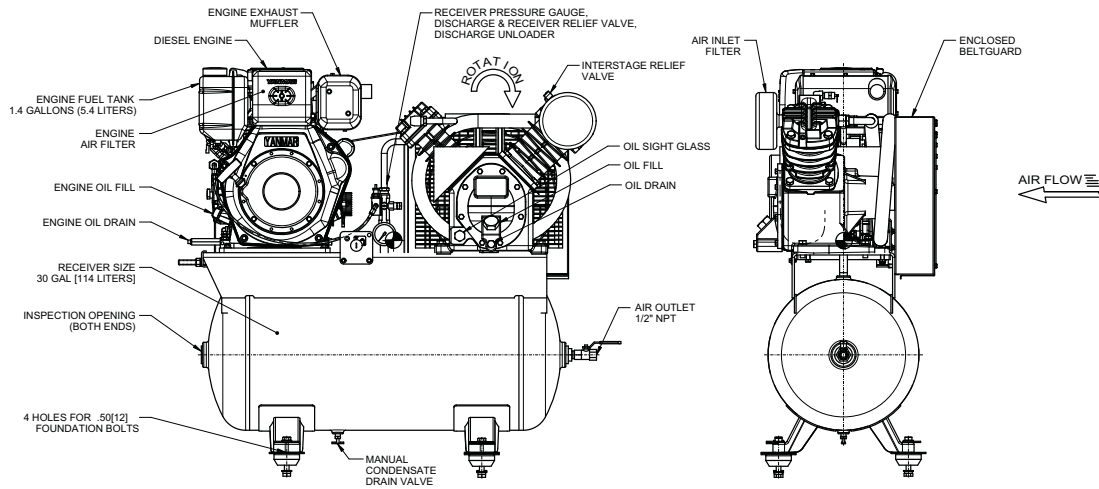
TYPICAL VERTICAL SIMPLEX UNIT



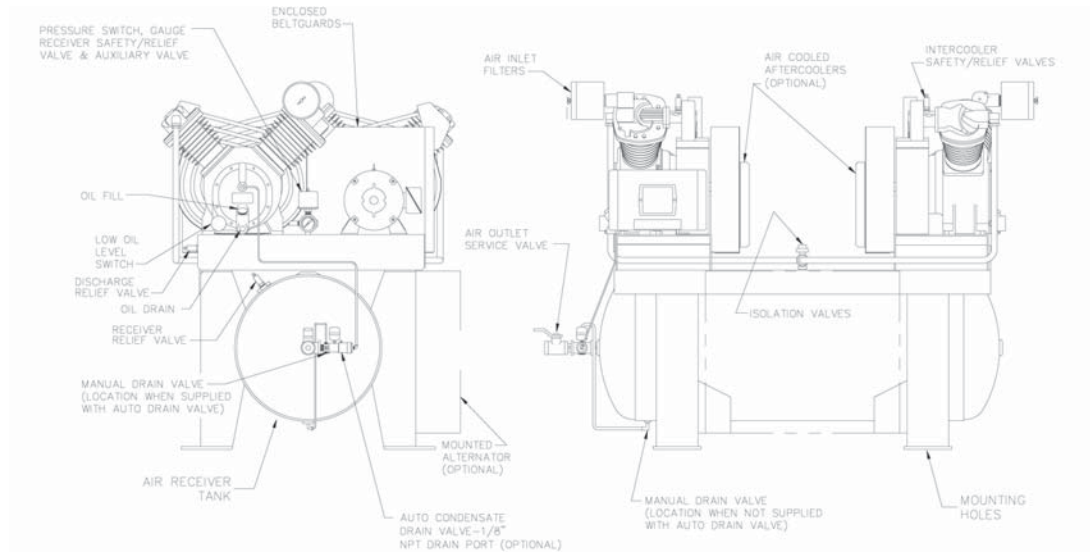
TYPICAL GASOLINE ENGINE UNIT



TYPICAL DIESEL ENGINE UNIT



TYPICAL DUPLEX UNIT



WARRANTY AND LIMITATION OF LIABILITY

WARRANTY

Ingersoll Rand company warrants that the equipment manufactured by it and delivered hereunder shall be free of defects in material and workmanship for a period of twelve (12) months from the date of placing the equipment in operation or eighteen (18) months from the date of shipment, whichever shall occur first. The foregoing warranty period shall apply to all equipment, except the following:

- 1) Compressors purchased with an accompanying Start Up Kit that are operated solely on the included **Ingersoll Rand** synthetic lubricant will have their bare compressor warranted for the earlier of twenty-four (24) months from the date of initial operation or thirty (30) months from the date of shipment.
- 2) Compressors purchased with an accompanying Extended Warranty Kit that are operated solely on the included **Ingersoll Rand** synthetic lubricant and installed with the included pads and bolts will be warranted for the earlier of twenty-four (24) months from the date of initial operation or thirty (30) months from the date of shipment, and will have their tanks and bare compressors warranted for the earlier of sixty (60) months from the date of initial operation or sixty-six (66) months from the date of shipment.
- 3) Replacement parts will be warranted for six (6) months from the date of shipment.

Should any failure to confirm this warranty be reported in writing to the company within said period, the company shall, at its option, correct such non-conformity by suitable repair to such equipment, or furnish a replacement part F.O.B point of shipment, provided the purchaser has installed, maintained and operated such equipment in accordance with good industry practiced and has complied with specific recommendations of the company. Accessories or equipment furnished by the company, but manufactured by others, shall carry whatever warranty the manufacturer conveyed to **Ingersoll Rand** Company and which can be passed on to the purchaser. The company shall not be liable for any repairs, replacements, or adjustments to the equipment or any costs of labour performed by the purchaser without company's prior written approval.

The company makes no performance warranty unless specifically stated within its proposal and the effects of corrosion, erosion and normal wear and tear are specifically excluded from the company's warranty. In the event performance warranties are expressly included, the company's obligation shall be to correct in the manner and for the period of time provided above.

THE COMPANY MAKES NO OTHER WARRANTY OF REPRESENTATION OF ANY KIND WHATSOEVER, EXPRESSED OR IMPLIED, EXPECT THAT OF TITLE, AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, AND HEREBY DISCLAIMED.

Correction by the company of non-conformities, whether patent or latent, in the manner and for the period of time provided above, shall constitute fulfillment of all liabilities of the company and its distributors for such non-conformities with respect to or arising out of such equipment.

LIMITATION OF LIABILITY

THE REMEDIES OF THE PURCHASER SET FORTH HEREIN ARE EXCLUSIVE, AND THE TOTAL LIABILITY OF THE COMPANY, ITS DISTRIBUTORS AND SUPPLIERS WITH RESPECT TO CONTRACT OR THE EQUIPMENT AND SERVICES FURNISHED, IN CONNECTION WITH THE PERFORMANCE OR BRANCH THEREOF, OR FROM THE MANUFACTURE, SALE, DELIVERY, INSTALLATION, REPAIR OR TECHNICAL DIRECTION COVERED BY OR FURNISHED UNDER CONTRACT, WHETHER BASED ON CONTRACT, WARRANTY, NEGLIGENCE, INDEMNITY, STRICT LIABILITY OR OTHERWISE SHALL NOT EXCEED THE PURCHASE PRICE OF THE UNIT OF EQUIPMENT UPON WHICH SUCH LIABILITY IS BASED.

THE COMPANY, ITS DISTRIBUTORS AND ITS SUPPLIERS SHALL IN NO EVENT BE LIABLE TO THE PURCHASER, ANY SUCCESSORS IN INTEREST OR ANY BENEFICIARY OR ASSIGNEE OF THE CONTRACT FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, SPECIAL OR PUNITIVE DAMAGES ARISING OUT OF THIS CONTRACT OR ANY BREACH THEREOF, OR ANY DEFECT IN, OR FAILURE OF, OR MALFUNCTION OF THE EQUIPMENT, WHETHER OR NOT BASED UPON LOSS OF USE, LOSS PROFITS OR REVENUE, INTEREST, LOST GOODWILL, WORK STOPPAGE, IMPAIRMENT OF THE OTHER GOODS, LOSS BY REASON OF SHUTDOWN OR NON-OPERATION, INCREASED FOR SERVICE INTERRUPTION WHETHER OR NOT SUCH LOSS OR DAMAGE IS BASED ON CONTRACT, WARRANTY, NEGLIGENCE, INDEMNITY, STRICT LIABILITY OR OTHERWISE.

