MOBILE ENERGY AUSTRALIA
Specialists in vehicle mounted compressor & generator systems

SMARTPACK 40H
Owners & Operators Manual

SERVICE MAINTENANCE AIR COMPRESSOR – HYDRAULIC DRIVEN

Revision: 2
Reviewed: 10/02/2020

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MEA
MOBILE ENERGY AUSTRALIA
Specialists in vehicle mounted compressor & generator systems

MEA Product Warranty Registration Form

THIS FORM MUST BE COMPLETED AND RETURNED WITHIN 30 DAYS OF INSTALLATION OR WARRANTY WILL BE VOID

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MEA Product Warranty Registration Form

This form must be completed and returned to MEA at the time of Installation. Warranty will be void if this form is not received by MEA within 30 days of installation.

MEA Dealer Information

Company Name: _____

City: _____ State: _____ Country: _____

MEA Installer Information

Company Name: _____

City: _____ State: _____ Country: _____

Installation Date: _____ / _____ / _____
Day Month Year

Owner Information

Company Name: _____

Address: _____

City: _____ State: _____ Country: _____

Postcode: _____ Phone #: _____

Product Information

MEA Serial Number: _____

Model Number: _____

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TABLE OF CONTENTS

Both the MEA Product Warranty Registration form (located at the FRONT of this Manual) and the Kohler Engine Warranty Registration form (located at the back of this manual) are to be returned to MEA.

FAILURE TO RETURN EITHER FORM MAY RESULT IN THE PRODUCT WARRANTY BEING VOID.

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1. PRODUCT SAFETY

(COMPRESSOR / COMPRESSED AIR)

MEA DISCLAIMS ALL LIABILITIES FOR DAMAGE OR LOSS OF EQUIPMENT AND PROPERTY, PERSONAL INJURIES (INCLUDING DEATH), AND CONSEQUENTIAL DAMAGES ARISING OUT OF ANY MEA SYSTEM NOT USED IN ACCORDANCE WITH THE OPERATOR'S MANUAL.

ALL UNITS ARE SHIPPED WITH A DETAILED OPERATOR'S MANUAL. THIS MANUAL CONTAINS VITAL INFORMATION FOR THE SAFE USE AND EFFICIENT OPERATION OF THE UNIT. READ THE OPERATOR'S MANUAL BEFORE STARTING THE UNIT. FAILURE TO ADHERE TO THE INSTRUCTIONS COULD RESULT IN SERIOUS BODILY HARM OR PROPERTY DAMAGE.

Care is required when working with an air compressor or compressed air. Compressed air is one of the many ways energy can be stored. Releasing the stored energy in an uncontrolled manner can result in catastrophic consequences. Death and permanent disability are possibilities that can occur due to misusage. The following are suggested as minimum precautions to be used when operating the SMARTPACK Air Compressor. It is important that each work site shall perform a risk analysis and produce a procedure to eliminate or control the hazardous condition to minimise the risk to personnel and equipment. Health and Safety Regulations necessitate that this is a compulsory process to be carried out on each site. These, together with site specific safety procedures will help to minimize the risk to accidents, personnel injury and loss of life. It is the responsibility of the employer to ensure that the work site is safe for all employees and that the safety procedures are followed by all employees.

SAFETY WHEN OPERATING AN AIR COMPRESSOR

- Do not bypass or disable the oil temperature and pressure sensors – unless planning on running to failure (MEA does not recommend the practice).
- Do not expose the tank or compressor to extreme heat.
- Do not perform any service or repairs until the system has been completely relieved of air pressure.
- Maintenance and repairs on the system should only be done by qualified personnel.
- Do not operate the compressor while driving (vehicle mounted systems).
- Do not tamper with the pressure relief valve.
- Follow safe work practice, wear the appropriate personal protective equipment (PPE) when operating air-powered equipment, particularly eye and hearing protection.
- Avoid contact with rotating components, ensure all safety guards are in place.
- Avoid all contact with pressurized air. If it penetrates the skin, it can enter blood stream and cause death.
- Vaporized oil propelled by high pressure is an explosive mixture. To prevent compressor explosion or fire, make sure that the air entering the compressor is free of flammable vapors.
- Do not breathe the compressor air, vaporized oil is a respiratory hazard.
- Stay clear of all moving parts when the system is operating.
- Follow safety procedures for service operations as set by the authority.
- Run the system at idle speed and under no load conditions for 2 to 3 minutes before turning the system off to allow system cooling and lubrication to occur.

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HYDRAULIC SAFETY

ALL HYDRAULIC EQUIPMENT MUST BE TREATED WITH EXTREME RESPECT AND CARE. AS THE WORKING FLUID IS UNDER EXTREME PRESSURE, UP TO 5000PSI, WITH HIGH FLOW RATES GENERATING HIGH HEAT, ALL APPROPRIATE SAFETY PRECAUTIONS MUST BE TAKEN IN TO ACCOUNT AND SAFETY EQUIPMENT MUST BE WORN IF IN CONTACT WITH THE EQUIPMENT UNDER OPERATION. ALL LEAKS, NO MATTER HOW MINOR, MUST BE RECTIFIED IMMEDIATELY AND ANY WEAR IN THE HOSES MUST BE ADDRESSED AND EQUIPMENT REPLACED. HYDRAULIC INJECTION IS DANGEROUS AND LIFE THREATENING AND EVEN A PINHOLE LEAK WILL BLANKET AN ENTIRE ENCLOSED SPACE VERY QUICKLY WITH HAZARDOUS VAPORIZED HYDRAULIC OIL MIST.

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2. INTRODUCTION

This MEA vehicle mounted air compressor system utilizes the available hydraulic power for the running of the installed compressor to supply compressed air at the specified flow rate and pressure.

Only those who have been properly trained and delegated to do so, and who have read and understand the operation and installation procedures should install MEA compressor systems.

This Manual contains vital information of the compressor system and its integration into the existing hydraulic system to ensure that it is operated in a safe and efficient manner.

The air is drawn via the intake filter, and then through the intake valve into the compression Chamber. In the compression chamber, the air is compressed, and oil is injected for lubrication and cooling. The oil-air mixture then enters the separating tank in which most of the oil is separated from the air. The air travels to the compressed air outlet via the air-oil separating element and the minimum pressure valve and ready to be utilized.

In the air-oil separating element, the oil is filtered out down to a residual content of < 3 mg/m3 and is then conveyed back into the compressor housing via a nozzle and the non-return valve.
When the compressor module is switched off, the minimum pressure valve with a non-return function prevents backflow of the compressed air out of the system into the compression chamber.
During start up a faster pressure build-up is also ensured, which is required for optimum lubrication and oil separation.

The heat resulting during compression is dissipated via the oil-air mixture. The oil circulation also results from the pressure difference between the outlet and inlet pressure. The optimum operating temperature for the oil is adjusted by the integrated oil thermostat Depending on the oil temperature, the oil thermostat valve routes the oil flow via the oil cooler or directly to the oil filter. The oil then flows via the oil filter to the various injection points in the compressor block.

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3. SPECIFICATIONS

Compressor Model:	NK31
Compressor Type:	Oil flooded rotary screw compressor
Hydraulic Motor Type:	11cc Gear Motor
Control:	24V/12V Electronic Control
Maximum Air Delivery:	40cfm @ 150psi, 1133 LPM @10 Bar
Oil Flow requirements:	40 LPM
Oil Pressure (Nominal):	210 Bar
Drive coupling speed:	3600 rpm
Pressure Regulation:	Mechanical Inlet control valve modulates flow in response to demand
Safety Features:	200 PSI relief valve in compressor sump Temperature safety sensor in compressor Rapid blow-down valve to discharge system pressure on shutdown
Lubrication:	MEA Certified and Approved Oil
Filters:	Paper-type replaceable air filter Spin-on type oil filter Coalescing separator element

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4. OPERATING PROCEDURE

WARNING

CAREFULLY READ THE OPERATING INSTRUCTIONS BELOW. FAILURE TO ADHERE TO THE FOLLOWING COMPRESSOR OPERATING INSTRUCTION COULD RESULT IN SERIOUS INJURY.

1. Check Oil Level (Refer to Page 53).
2. Check Hoses and fittings for leaks. Make sure the hoses are not loosened nor damaged.
3. Check and make sure hydraulic supply/return/drain (optional) are installed correctly (Refer to Page 11).
4. Check Air Filter for Blockage.
5. Check the Safety circuit switch operation (Reset Switch).
6. Switch on the vehicle and activate the vehicle flow control (turn PTO on; for vehicle mounted system). In other systems, start the hydraulic system by starting the hydraulic pump.
7. Turn on the compressor either at the control box (or in the cab) and ensure it is in the unloaded state (check load/unload switch).
8. Turn on the unload/load switch to load and see if the compressor builds pressure to the regulated setting.
9. Plug an air tool into the air outlet and operate. Ensure that the compressor works as required.
10. When the work is finished, switch the compressor to unload.
11. Switch off at either the control box or in Cab and switch off the vehicle.
12. It is good practice to check for any visible signs of hydraulic fluid leakage and or compressor fluid leakage after each use.

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5. INSTALLATION

The SMARTPACK 40H is designed as an integrated compressor system for connection to an existing hydraulic system. The SMARTPACK 40H only requires connection of a pressure line in and a return line out (optional: a motor drain line) connections to the tank line and a method for controlling flow such as solenoid valve and flow orifice.

WARNING(!) When setting the compressor unit up, ensure there is a safety mechanism in place to prevent any excessive flow or pressure into the compressor hydraulic circuit. MEA will not warrant any damage caused and will void warranty due to inadequate safety protection of the existing hydraulic system.

IMPORTANT: COMPRESSOR MUST ROTATE IN THE COUNTER-CLOCKWISE DIRECTION WHEN LOOKING AT THE COMPRESSOR SHAFT END.

1. Install SMARTPACK 40H into position on the vehicle using 6 x M12 x 1.75 Grade 8.8 Fasteners and rubber isolators between the vehicle and compressor. Rubber isolator can be supplied if required (MEA P/N 7251-P0032).

2. Install the hydraulic lines including any flow control (such as unloader valve), i.e., pressure in, return out, and drain line to tank.

3. If frameless version is purchased; install the cooler and connect the compressor cooler lines to both the cooler and the compressor, see Appendix-A, Page 28 for port identification.

4. Connect the electrical harness to the vehicle, see page 17-20.
    a. If purchasing the electrical control box; be sure to place an in-line weatherproof fuse (30A – 12V and 15A – 24V) within 300mm of the vehicle battery.
    b. If purchasing the basic electrical control (Murphy) ensure the voltage supplied is compatible with your vehicle's voltage rating.

5. Connect the pressure gauge line from the control box to the compressor, black nylon tubing, ensure when you connect that the tube is inserted correctly.

6. Check the level of oil in the compressor, fill if required to the level indicated in Figure 7.1 Page 55.
    a. If a remote/frameless version is purchased and the oil cooler is positioned above the compressor, an in-line non-return valve must be placed at the compressor oil outlet to prevent oil flowing from the cooler back into the compressor oil outlet, see appendix-A, Page 45 for port identification.

7. Start the vehicle and turn on PTO to stat hydraulic pump.

8. Turn on the compressor either at the control box or in cab and test the hydraulic solenoid for operation.

9. Turn the unload/load switch to load and check the compressor builds pressure to the regulated pressure setting.

10. Plug an air tool into the air outlet and operate, checking that the compressor works as required, run for 10mins. Whilst it is running check for oil leaks and air leaks in any of the hosing and nylon tubing.

11. Unload the compressor, switch off the control box, switch off the vehicle and check for any visible signs of hydraulic fluid leakage. When cool (safe to touch), and switched off, re-check compressor oil level

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6. SCHEDULE MAINTENANCE

Maintenance schedules are given as per components' manufacturer standards under normal operating. If the operating conditions deviate from standard (such as severe environmental conditions), it is necessary to take steps for the affected areas to be maintained at shorter intervals.

PLEASE DISREGARD ANY CHAPTER REFERENCE IN BELOW TABLES

Maintenance intervals (Bh = operating hours)	Maintenance work	See chapter
Before commissioning	Check oil level in separator tank	7.2
Once after 50 Bh	Check oil level in separator tank Tighten all screw pipe fittings and electrical screw terminal fittings; check all other connections for firm seating	7.2
Every 100 Bh	Check oil level in separator tank, top up in case of oil shortage Check maintenance indicator	7.2
Every 1,000 - 6,000 Bh depending on application Recommendation: every 12 months	Replace fine separator cartridge Carry out oil change Replace oil filter Replace filter element in intake air filter Check system for leaks System inspection.	7.5.2 7.3 7.4.2 7.6.2

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7. TROUBLESHOOTING

Fault	Possible cause	Remedy	See chapter
Incorrect direction of rotation	Phases reversed	Reconnect 2 supply lines	
System does not start	No electricity	Check	
	Combistat switches off due to excessively high temperature	Check oil level, cooling, thermo-bypass	
System difficult to start	Motor output insufficient	Check	
	Drive gear ratio „too fast"	Check	
	Star-delta switchover incorrect	Set	
	Compressor is flooded with oil	Check	
	System has not been discharged yet	Check	
	Oil filling too viscous	Check viscosity	8.1.1
Differential pressure	Pressure in separator cartridge too high with clogged or full separator cartridge	Replace separator cartridge	7.5.2
Combistat switches off due to excessively high temperature	Oil shortage	Check oil level in oil reservoir and top up if necessary	7.2
	Oil filter soiled	Replace oil filter cartridge	7.4.2
	Thermostat defective	Replace thermostat	3.10.2
	Oil cooler soiled	Clean oil cooler on air side, clean on oil side if necessary	
	Incorrect installation a) Room ventilation b) Exhaust air blocked c) Thermal short circuit	Observe recommendation on installing system	5.3
	Combistat faulty or incorrectly adjusted	Adjust combistat or replace	
	Fan has failed	Check	

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Fault	Possible cause	Remedy	See chapter
Safety valve blows off	Safety valve defective	Replace safety valve	
	Fine separator cartridge soiled	Replace cartridge	7.5.2
	System does not relieve Continuous operation		
	System does not switch off automatically (drop-out mode)		
Oil in compressed air	Oil extraction line with nozzle in oil sight glass soiled	Clean oil extraction system	
	Fine separator cartridge defective	Check cartridge and replace if necessary	7.5.2
	Oil level in oil reservoir too high; possibly excessive condensate	Observe oil level marking; drain and replace if necessary	7.2
System is not discharged during continuous operation, system does not switch off automatically in case of intermittent operation, i.e. safety valve blows off	Upper switching point of network pressure monitor set too high	Readjust network pressure monitor	
	Solenoid valve defective Relief valve defective	Replace solenoid valve/ relief valve	
	Minimum pressure valve jammed	Check minimum pressure valve for smooth movement; ensure smooth movement if necessary	
System continually discharges, low feed quantity	Solenoid valve defective Relief valve defective	Replace solenoid valve/ relief valve	
	Break in electric supply line to solenoid valve	Eliminate break	
No or insufficient feed quantity	Intake filter soiled	Replace filter insert	7.6.2
	Oil shortage	Check oil level and top up if necessary	7.2
	Intake control valve does not open	Check control valve	
	Leaks in system	Check, seal off	

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Fault	Possible cause	Remedy	See chapter
Control valve does not close	Pressure switch, or control valve	Check setting	
Oil exits through intake control valve during stopr	Sealing surface on intake control valve damaged, spring in intake control valve broken	Check parts and replace if necessary	
System does not relieve	Solenoid valve/electrical system	Check	
	Impulse-pressure relief valve	Check and replace parts if necessary	
Control valve constantly discharges	Solenoid valve/electrical system	Check	
Oil escapes during discharging (oil foam in fine separator cartridge)	Oil type incorrect	Oil change	7.3
	Oil foam forms during stop	Install discharge delay valve, replace with different nozzle diameter	
	Oil level too high	Drain off oil	7.2

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8. SPARE PARTS

Part Number	Description
10008-P0019	AIR FILTER ELEMENT
10008-P0021	SPIN ON COALESCER
10008-P0016	OIL FILTER
10019-K0005	5 LITRE SEMI SYNTHETIC COMPRESSOR OIL
10012-P0084	UNLOADER VALVE 24V
10012-P0083	UNLOADER VALVE 12V
20012-P0004	RELAY 12V
20012-P0005	RELAY 24V
TO BE REQUESTED	COUPLING SET
TO BE REQUESTED	COUPLING (SPIDER)
TO BE REQUESTED	SHAFT SEAL

PLEASE CONTACT MEA SALES-SPARE PARTS FOR FURTHER INFORMATION ON ANY MAINTENANCE PARTS REQUIRED.

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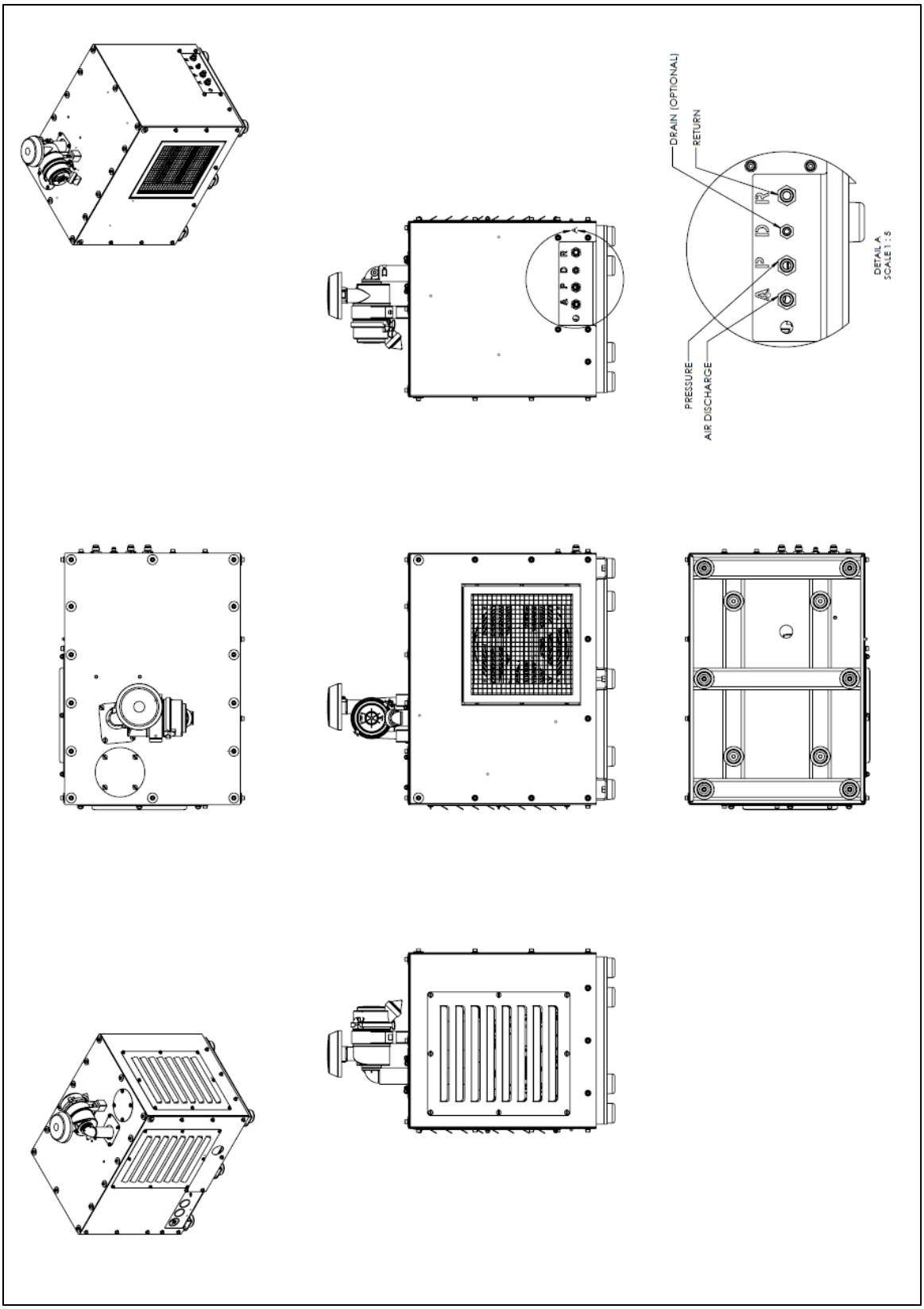
9. DRAWINGS & ILLUSTRATIONS

GENERAL ARRANGEMENT DRAWING (FRAMED)



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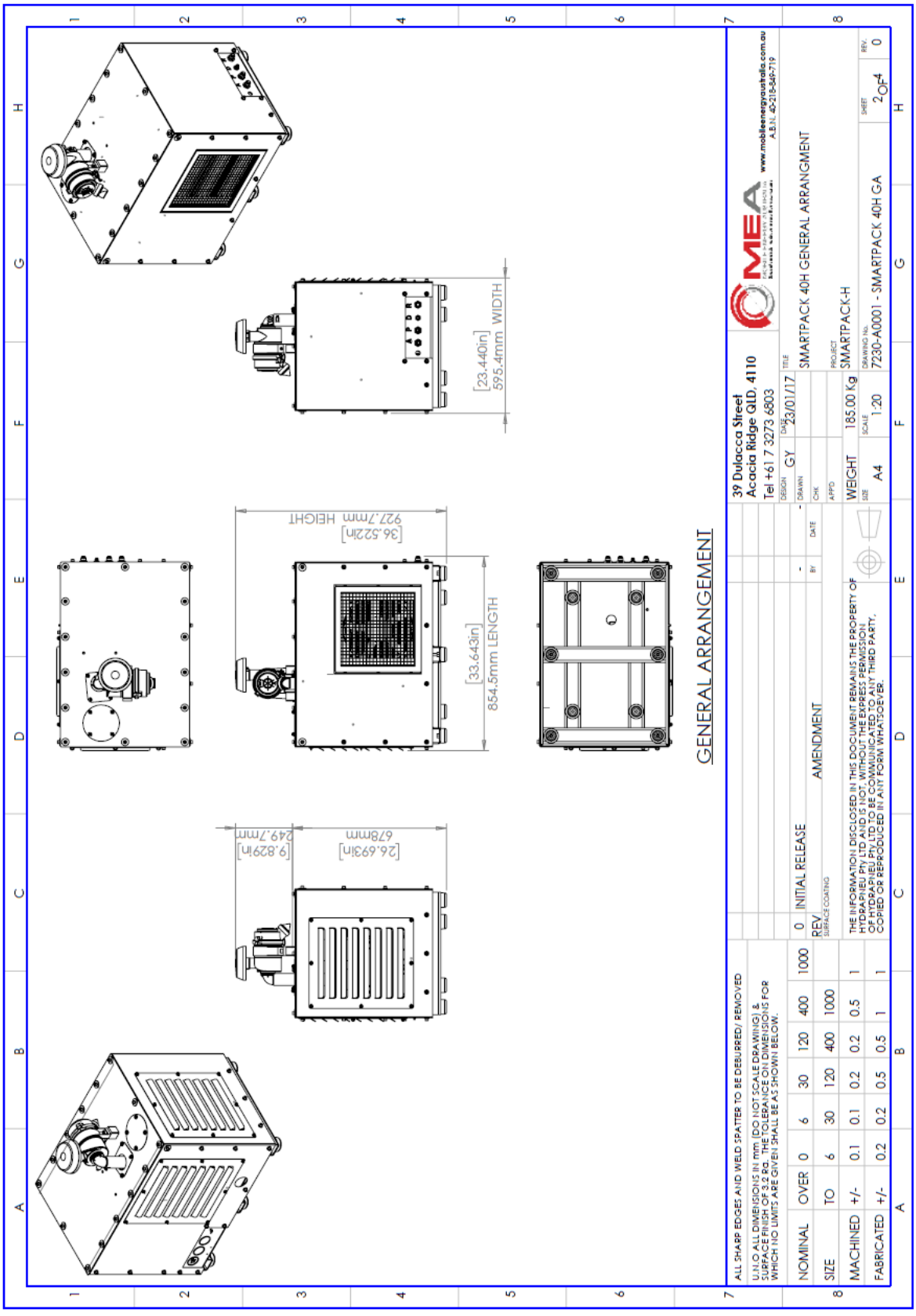

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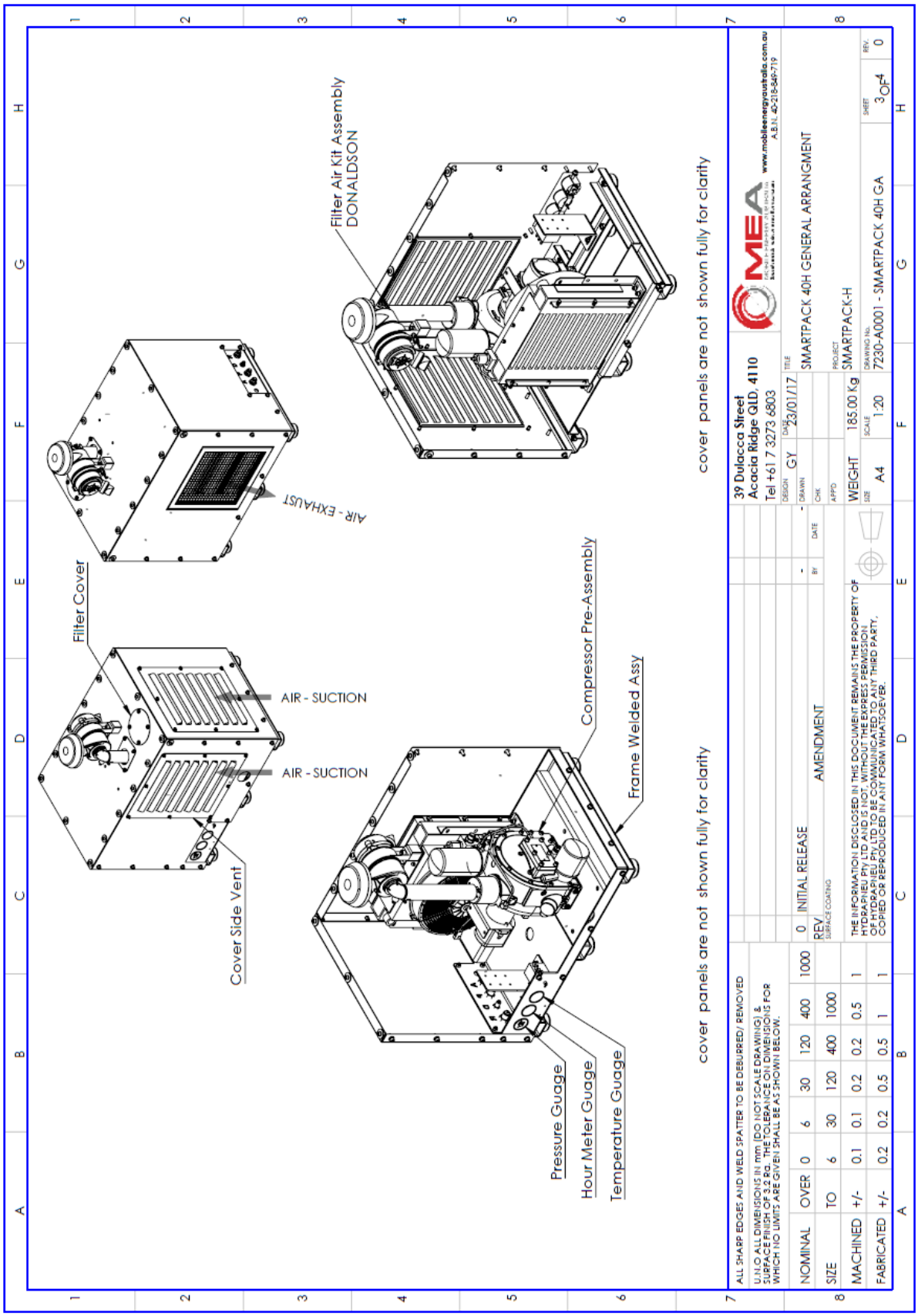

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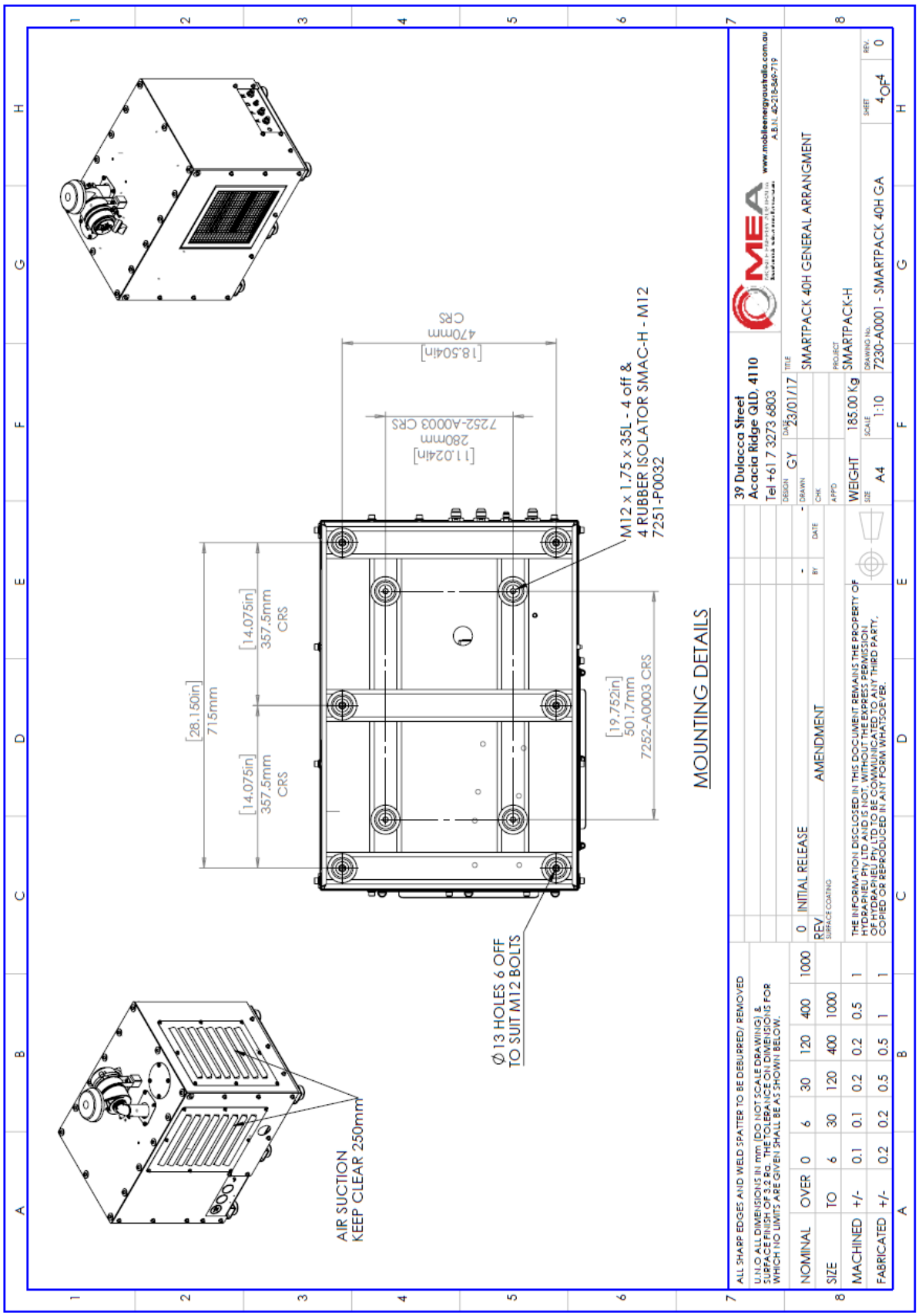

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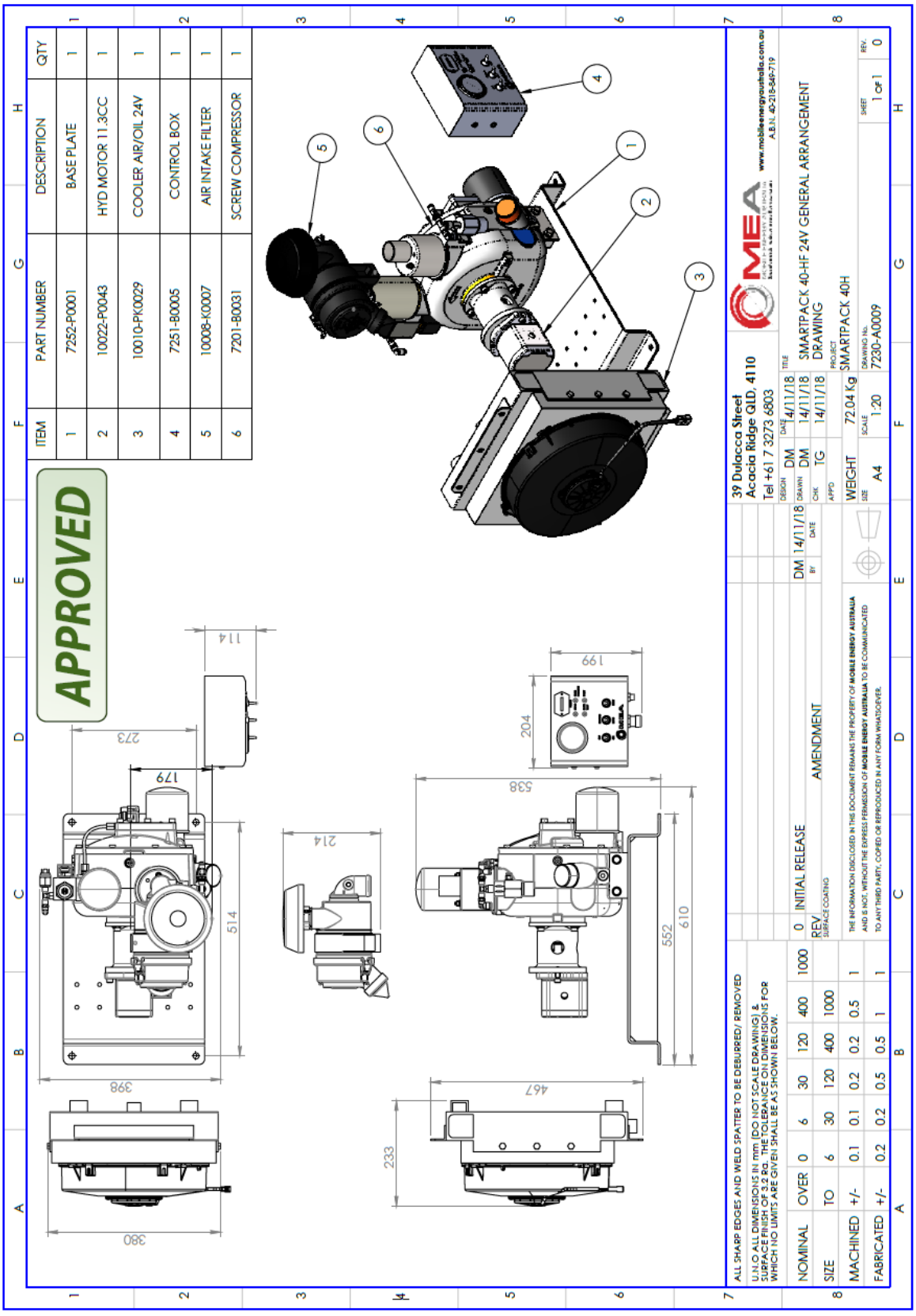
GENERAL ARRANGEMENT DRAWING (FRAMELESS)



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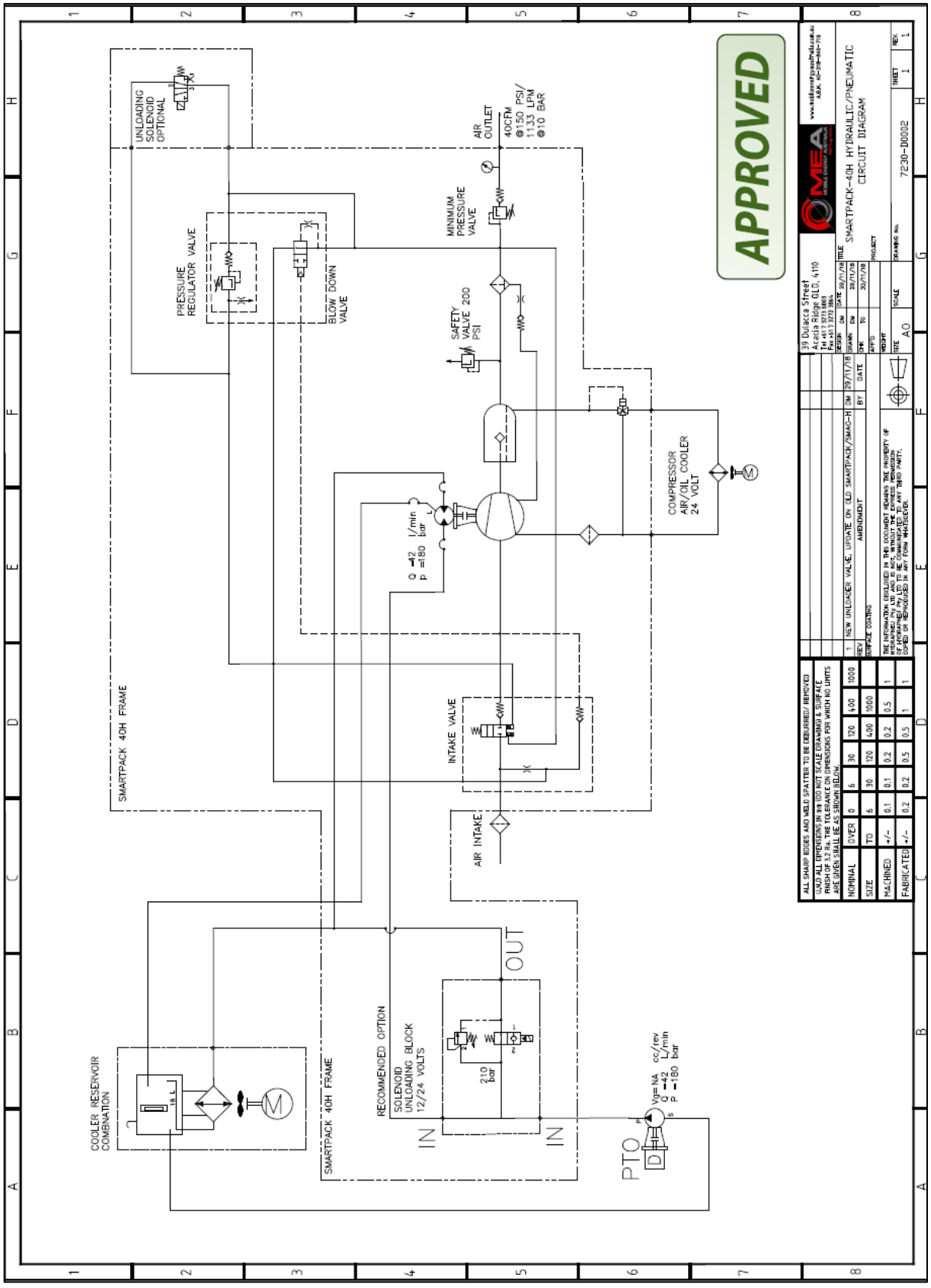
HYDRAULIC/PNEUMATIC CIRCUIT DIAGRAM OPEN CENTRE



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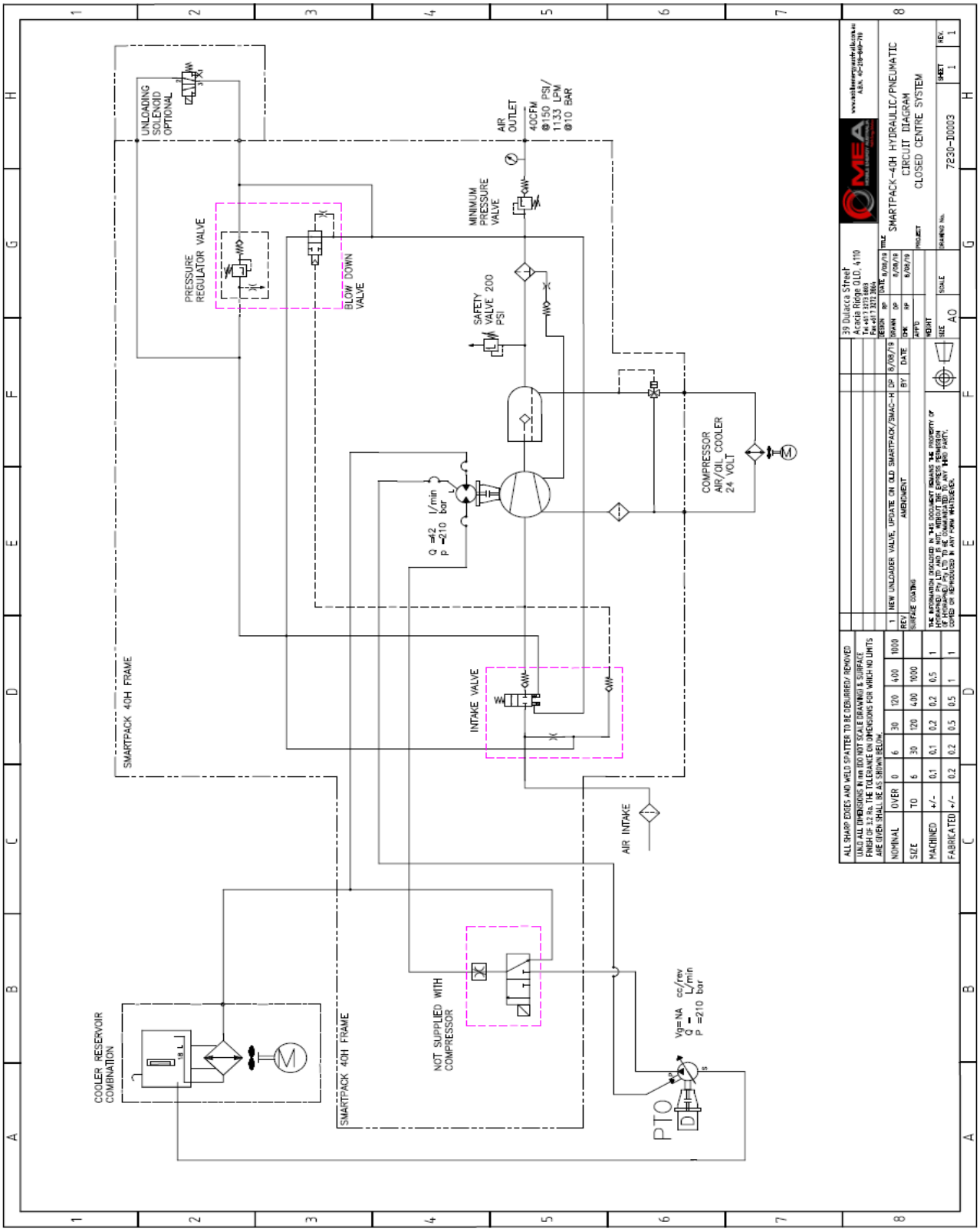
HYDRAULIC/PNEUMATIC CIRCUIT DIAGRAM CLOSED CENTRE



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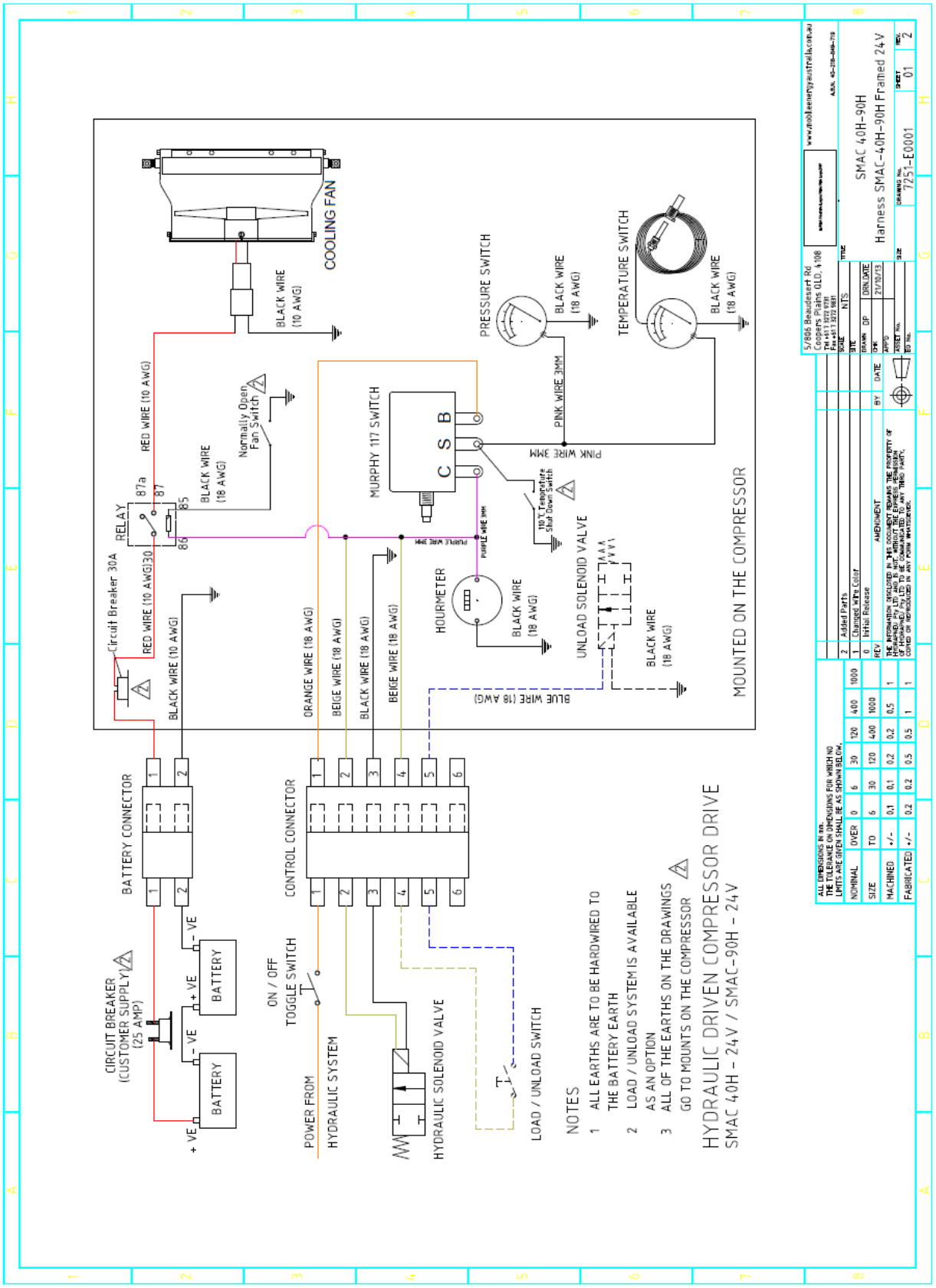
ELECTRICAL DIAGRAM (FRAMED)



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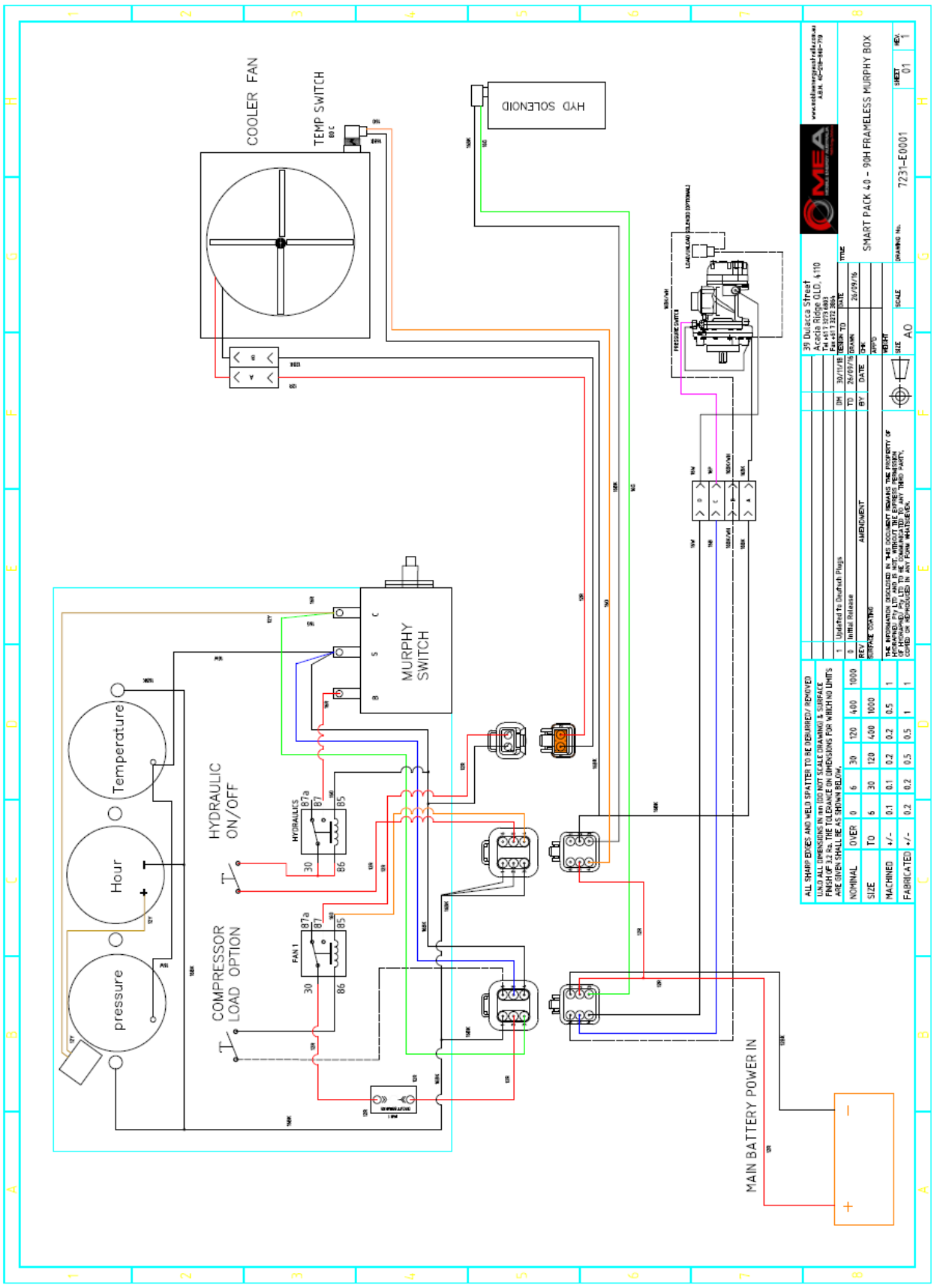
ELECTRICAL DIAGRAM (MURPHY CONTROL BOX - FRAMELESS)



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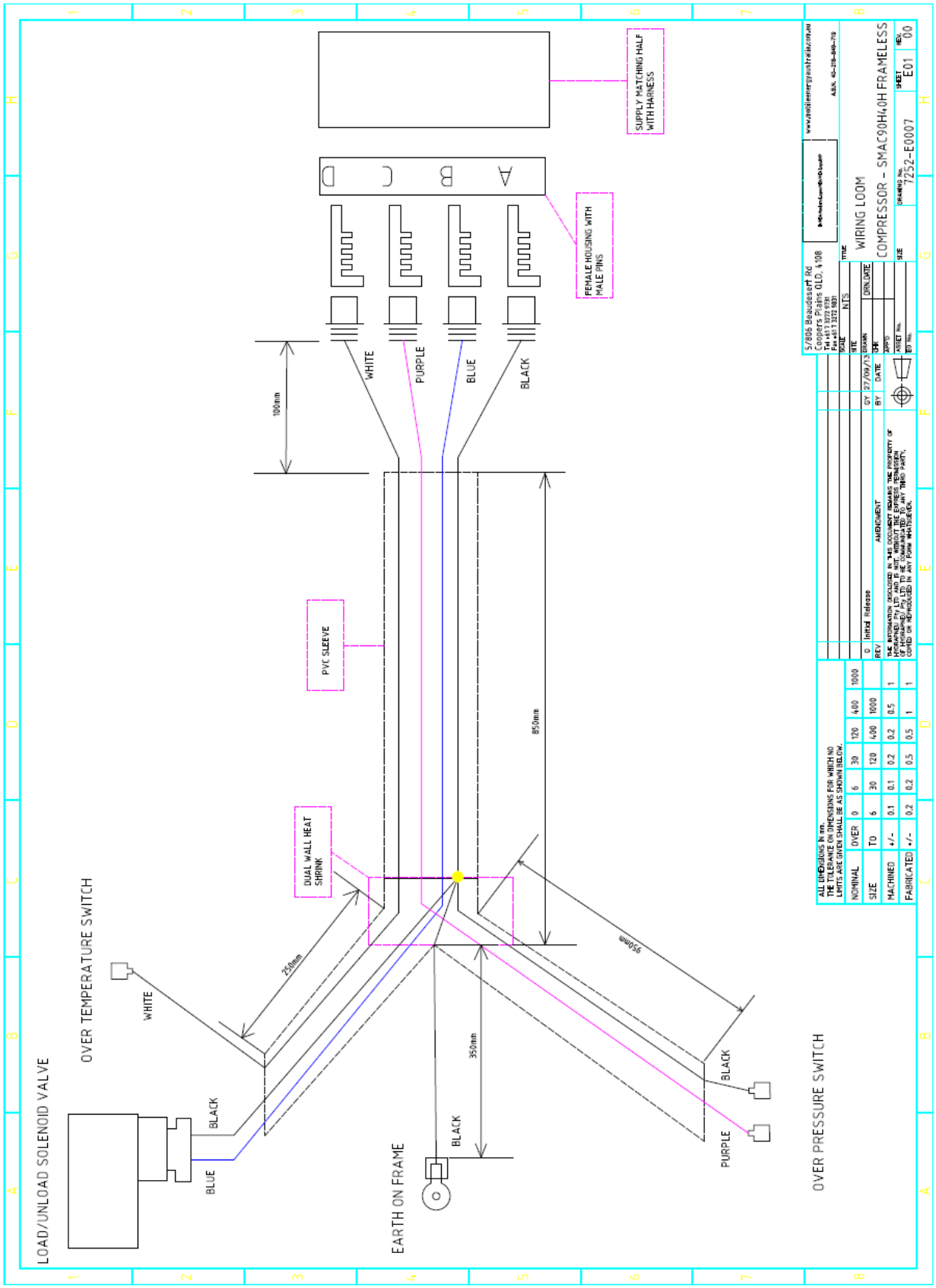
ELECTRICAL DIAGRAM (COMPRESSOR HARNESS - FRAMELESS)



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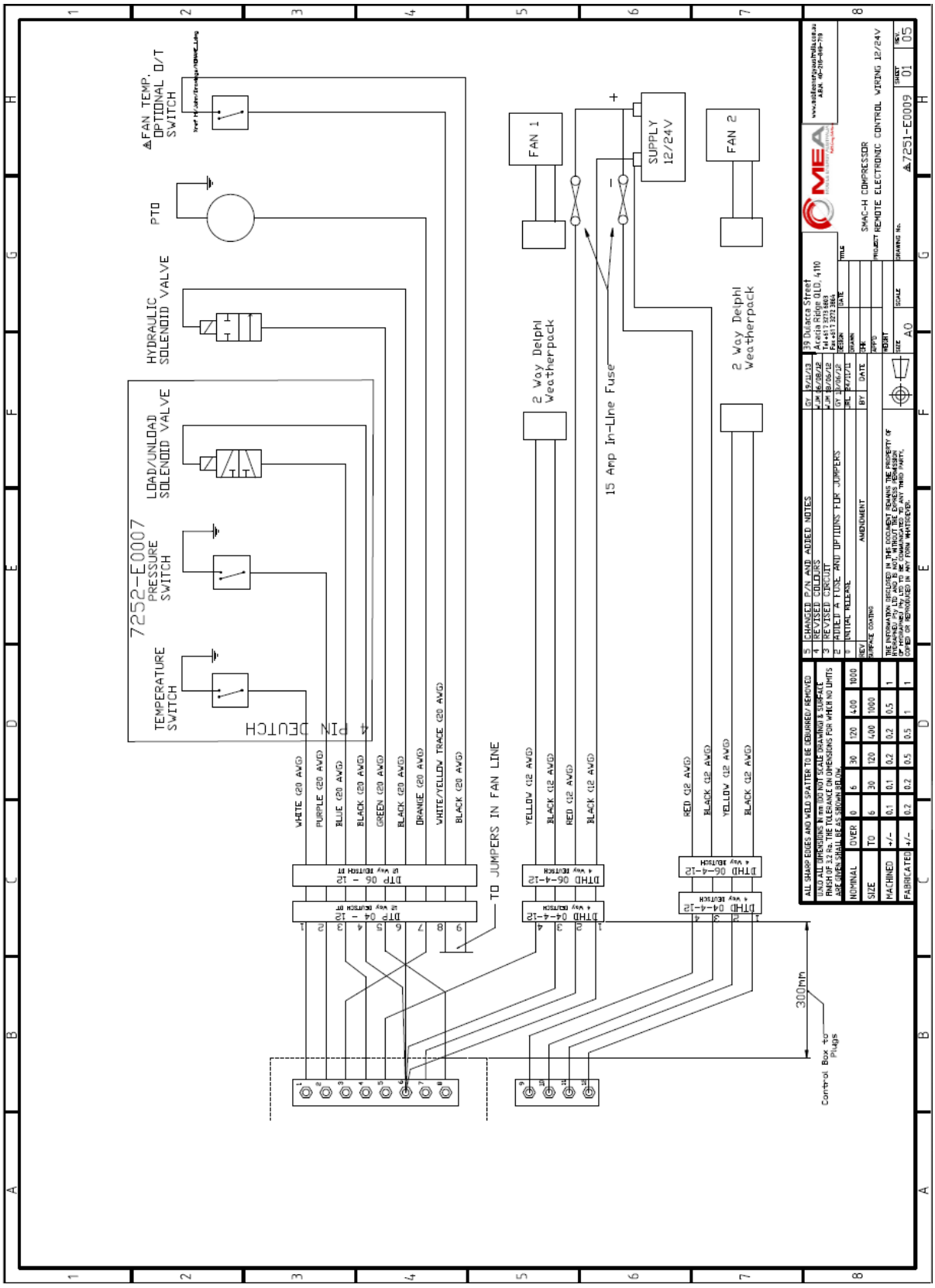
REMOTE ELECTRONIC CONTROL WIRING



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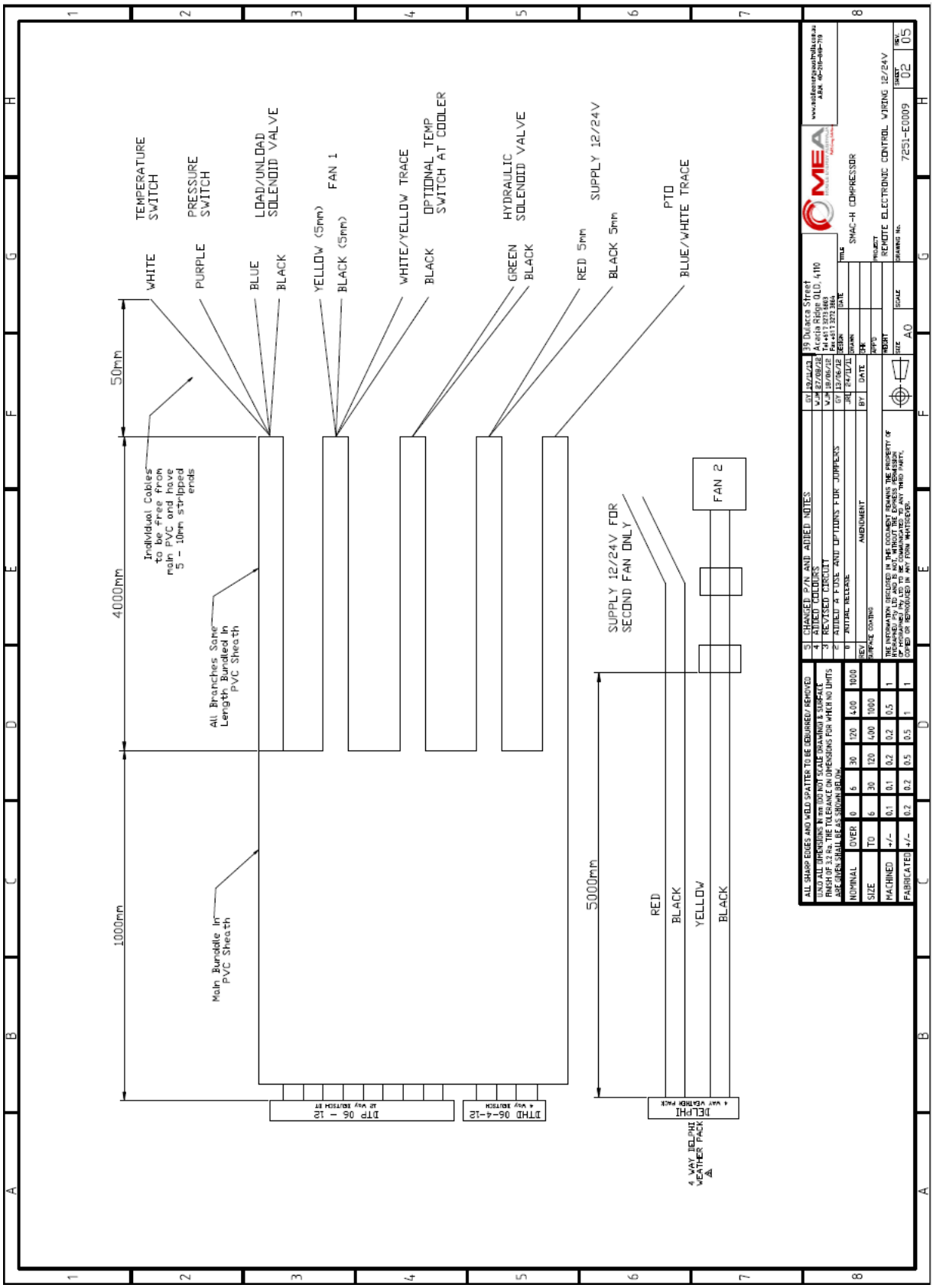
REMOTE ELECTRONIC CONTROL WIRING - *continued*



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10. WARRANTY

1 GENERAL PROVISIONS AND LIMITATIONS

1.1 Mobile Energy Australia (hereafter “MEA”) warrants to each original retail purchaser (hereafter “Buyer”) that such product(s) are, at the time of delivery to the buyer, free of manufacture ring defects in material and workmanship.

2 NO WARRANTY IS MADE WITH RESPECT TO

2.1 Any product(s) which in the judgment of MEA has been subject to negligence, accident, improper storage, improper installation, improper application, improper operation or maintenance or has been repaired or altered by others without the written authority of MEA..

2.2 Components or accessories manufactured, warranted, and serviced by others.

2.3 Damages caused by the lack of normal maintenance, service, and repairs such as the replacement and service of filters and seals.

2.4 Damages caused by the lack of normal minimum action, such as adjustments and inspections, replacement of items, such as service filters, seals and service kits.

2.5 Consequential damages caused by product(s) failure.

2.6 Any product(s) if other than MEA’s genuine components are used in the product(s).

2.7 Normal wear and tear of product(s).

3 WARRANTY PERIOD

3.1 The warranty period will commence upon installation of the product(s). The returned registration form marks the date of installation. If the registration form is not received, the warranty period will be deemed to commence 30 days from date of shipment from MEA.

3.2 The Product(s) is warranted against manufacturer defects in materials and workmanship for a period of 12 months.

3.3 The compressor air end is warranted to be free from defects in material and workmanship for a period of two (2) years from the date of installation.

3.4 Components supplied under warranty shall be warranted for the remainder of the original warranty period.

3.5 MEA factory rebuilt components shall be warranted for a period of 6 months from date of shipment.

4 MEA OBLIGATIONS

4.1 The obligation of MEA is limited to repairing or replacing parts, during normal business hours, at an authorized service facility, any component, that in the judgment of MEA are defective.

4.2 The obligation of MEA is limited to replacement of faulty parts. No liability is accepted for any freight costs, consequential damages, injuries or expenses directly or indirectly related to the Product(s) failure.

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5 BUYER OBLIGATIONS

5.1 Buyer shall notify MEA of the alleged defect within 10 days of initial discovery and return the allegedly defective component(s) within 30 days of initial discovery.

5.2 The Buyer must prepay all costs associated with the warranty.

5.3 The Buyer must return components claimed under this warranty to a facility designated by MEA for evaluation, to establish a claim under this warranty.

5.4 Buyer shall maintain and service MEA Product(s) in accordance with the MEA Product(s) Owner's

6 WARRANTY REGISTRATION VALIDATION

6.1 A registration form is provided to the Buyer with the product(s). The form must be fully completed by the Buyer and returned to MEA upon completion of the installation of the product(s) to validate the warranty. No warranty claims will be processed unless MEA has received a fully completed warranty registration form.

7 DISCLAIMER AND WARRANTY SERVICE

7.1 Any labor costs claimed more than MEA's set rate and/or times are not provided by this warranty. If applicable, any labor costs more than MEA rate schedules caused by, but not limited to, location or inaccessibility of the equipment, travel time or labor provided by unauthorized service personnel are not provided by this warranty.

7.2 This warranty is in lieu of all other warranties or obligations expressed or implied. MEA expressly disclaims all implied warranties of merchantability or fitness for a particular purpose.

7.3 Warranty claims must be pre-authorized by MEA, and the components returned via prepaid freight using the designated "Returned Merchandise Authorization" number and form.

PLEASE NOTE:

Both the MEA Product Registration Form and the Kubota Engine Warranty Registration Form MUST be returned to MEA in the stamped, self-addressed envelope.

WARNING!!!

Failure to return PRODUCT WARRANTY REGISTRATION FORMS detailed above may result in the delayed processing of warranty claims.

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11. MOBILE ENERGY AUSTRALIA - CONTACTS

Sales

Email: sales@mobileenergyaustralia.com.au

Office: 07 3273 6803

Spare Parts

BH Office: 07 3273 6803

Email: sales@mobileenergyaustralia.com.au

Service

Email: workshop@mobileenergyaustralia.com.au

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