



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

SMARTPACK 70P

Owners & Operators Manual



70CFM Compact Petrol Driven Air Compressor

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MEA Product Registration Form

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



MEGA Product Registration Form

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

MEGA Dealer Information

Company Name: _____

City: _____ State: _____ Country : _____

MEGA Installer Information

Company Name: _____

City: _____ State: _____ Country : _____

Installation Date: _____ / _____ / _____
Day Month Year

Owner Information

Company Name: _____

Address: _____

City: _____ State: _____ Country : _____

Postcode: _____ Phone #: _____

Product Information

MEGA Serial Number: _____

Model Number: _____

TABLE OF CONTENT

1. PRODUCT SAFETY	2
2. INTRODUCTION.....	ERROR! BOOKMARK NOT DEFINED.
3. SPECIFICATIONS	4
4. OPERATING PROCEDURE	5
5. INSTALLATION	7
6. SCHEDULE MAINTENANCE	10
7. SPARE PARTS AND SERVICE KITS	11
8. TROUBLESHOOTING	13
9. DRAWINGS & ILLUSTRATIONS	15
10. WARRANTY	21
MOBILE ENERGY AUSTRALIA - CONTACTS.....	23

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.

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 INJURY OR PROPERTY DAMAGE.

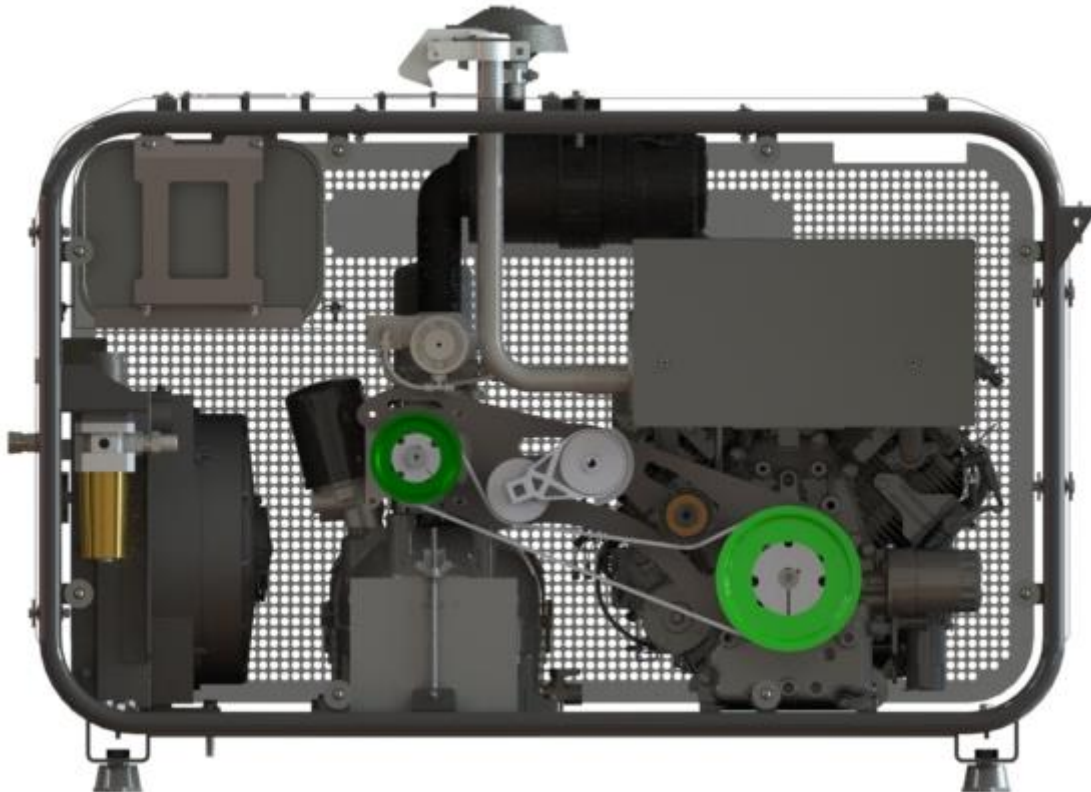
Care is required when working with an air compressor or compressed air. Compressed air is one of the many ways energy can be stored. Releasing the stored energy in an uncontrolled manner can result in catastrophic consequences. Death and permanent disability are possibilities that can occur. The following are suggested as minimum requirements to be followed when operating the MEA Smartpack system. It is important that each work site shall perform a risk analysis and produce a procedure to eliminate or control the hazardous conditions 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.
- 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 vapours.
- 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 tyre service operations as set by the authority.

2. INTRODUCTION

The MEA (SP70) SmartPack 70 – Petrol utilizes a single cylinder engine to deliver power via a synchronous belt to a self-contained twin screw compressor packaged in the smallest frame possible to ensure the SP70 can be used on the back of a work utility vehicle as easily as it can be used in a garage, workshop or property. This manual has important information on the system and how it is to be operated. It also contains information on how it should be installed if it is to be vehicle mounted.



This document also contains all the information on schedule for servicing and maintenance. Please note as this is a compressor system with pressures that are dangerously high to humans, all service and maintenance that involves any part of the compressed air system must be carried out by a trained professional. Failure to do so may result in permanent injury or death and MEA cannot, under any circumstance, be held responsible if the compressed air system has been tampered with by an untrained person.

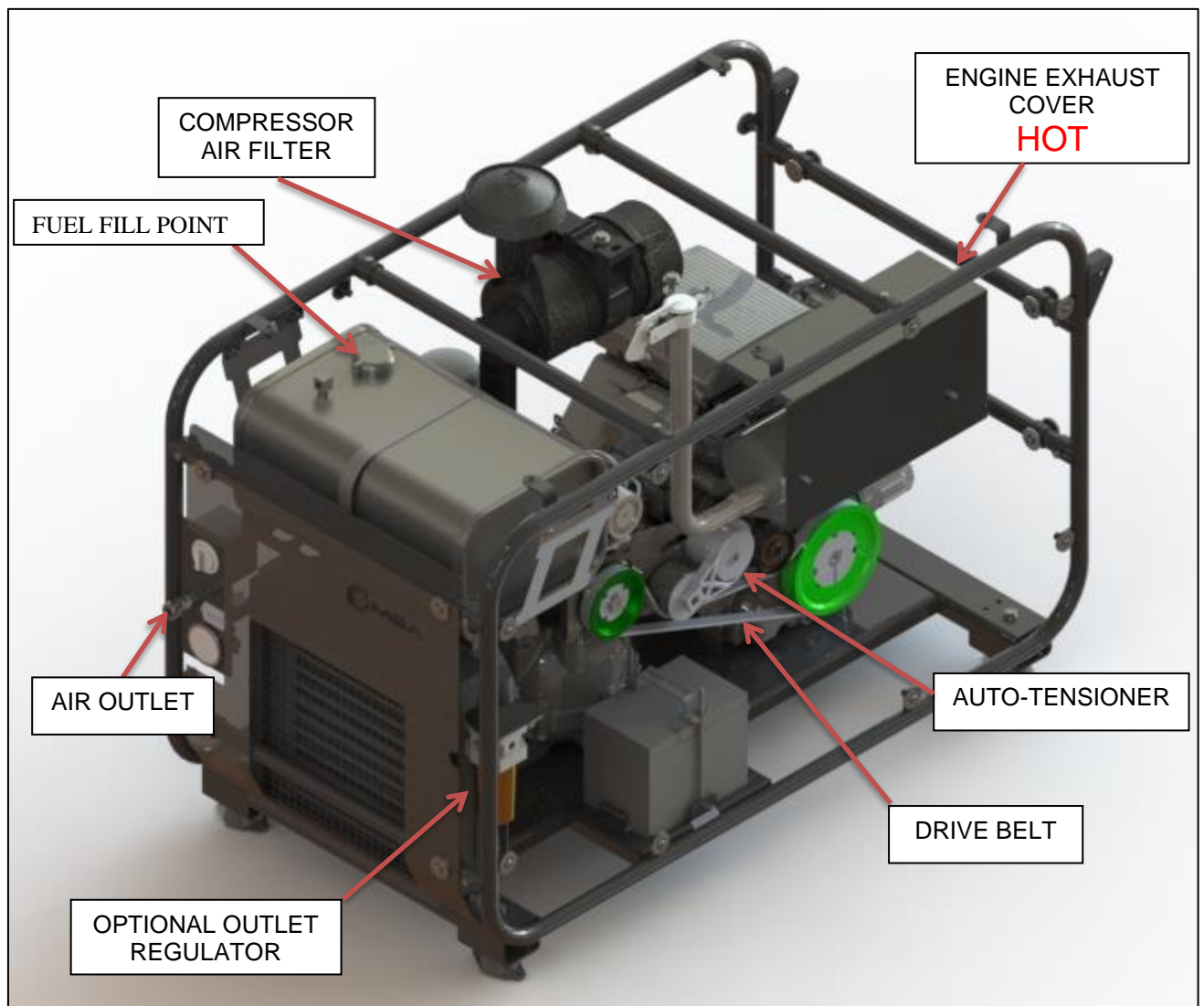
3. SPECIFICATIONS

Compressor Type:	Oil injected rotary screw compressor
Drive System:	Petrol powered via synchronous drive belt
Control:	Pneumatic and Electric
Maximum Air Delivery	70 CFM @ 150 psi
Pressure Regulation:	Mechanical inlet control valve modulates flow in response to demand
Inlet Valve Regulation	Pneumatic
Engine Control System:	Pneumatic speed control, engine and compressor high temperature and pressure engine shutdown system
Safety Features	Relief valve in compressor sump Temperature safety sensor in the compressor
Lubrication:	All replacement compressor oils must be approved by MEA prior to use. Warranty will be nullified if oil has not been approved. MEA certified and approved synthetic compressor oil Part Number 10019 – K0005 Quantity of Compressor Oil Required –5.5 Litres
Filters	Paper-type replaceable air filters – 10008-P0024 Spin-on type compressor oil filter element – 10008-P0041 Coalescing filter element – 10008-P0045

4. OPERATING PROCEDURE

CHECKS REQUIRED PRIOR TO STARTING EACH DAY

1. Check the oil level in the engine.
2. Check the oil level in the compressor.
3. Check all hoses are secured and not damaged. Replace all damaged hoses before starting.
4. Check all electrical cables are secure. Secure all cables that are not tied down.
5. Check the air inlet and air filter on the engine are clean.



STARTING / STOPPING UNIT

STARTING THE PETROL ENGINE

1. Check the air outlet valve is closed.
2. If the engine is cold, ensure the choke is applied (under the air filter)
3. Ensure that the fuel tap is on (under the air filter)
4. Turn the key to the right until the engine has started and then release the key.
5. Slowly release the choke ensuring the engine remains operational
6. Allow the engine to run at no load for 2-3 minutes. This will allow the engine to warm up and lubrication system to be fully operational before the load is applied.
7. If the engine does not start, repeat the process described in 2, 3 and 4. The maximum number of attempts should be limited to 5 and after this; the operator should seek assistance from a mechanic.

STARTING THE COMPRESSOR

1. At this point the compressor has loaded the tank and is idling at no load
2. Listen for air escaping from the pressurized air system. Ensure all air lines taps are closed in order to reach pressure.
3. If the escaping air is from a broken pipe or connection Stop the engine. Advise your maintenance department that you require their assistance.
4. The engine will reduce its RPM when the compressor reaches the preset pressure. The compressor is now ready to be used.

STOPPING THE COMPRESSOR UNIT

1. Disengage the compressor by closing the discharge valve
2. The compressor will shut down and bleed off internal pressure. The engine will come down to idle speed.
3. It is a good practice to allow the engine to run under no load for one (1) minute.
4. Turn the engine off by turning the ignition key to the off position. If you hear a slight "hissing" noise this is normal, the compressor is bleeding off excess pressure out of the system.

5. INSTALLATION

The compressor is a rotary screw type driven by either a petrol or diesel engine. Compression occurs when inlet air (at normal atmospheric pressure) enters a chamber where it is trapped between the rotating rotor lobes. A lubricated pitch line provides sealing. As the lobes mesh, they reduce the volume of the air (compression).

The system has a two-stage air/oil separator. The first separation stage consists of baffles, which perform separation through gravity. The second stage uses a special separation element (a spin-on coalescing filter), which delivers mostly dry air to the outlet. A paper-type replaceable air filter is used to filter the air coming into the compressor air intake valve. There is a spin-on type filter for oil filtration once oil and air are separated.

Pressure regulation is achieved by adjusting the differential pressure regulator valve mounted on the tank. (Gold valve). The system pressure is pre-set at a range of 130psi to 145psi. Below 130 the engine will speed up to running specifications and charge the tank, above 145 the engine will slow down to idle and the compressor will enter standby mode.

The compressor air intake is protected by a paper-type replaceable air filter, and a spin-on type oil filter for the oil side and a coalescing filter for final oil removal from the air.

Safety features included in the compressor are:

- 150 PSI relief valve in separation manifold,
- blow-down valve to discharge system pressure on shutdown,
- Over temperature safety sensor in the compressor oil,
- Over pressure mounted at the minimum pressure valve,
- **Do not disable or bypass the over-temperature shutdown circuits. Failure of the shutdown system could result in equipment damage, injury or death.**

An oil cooler maintains the operating temperatures in an optimal performance range. This helps to increase system durability.

Mounting the Compressor Unit to Vehicle

Before starting the installation, have a quick overview of the requirements. Some of these points will be dealt with in more details further on in this text. Things that should be considered before installation begins are as follows;

- 1 The unit should be installed in an open area.
- 2 The unit needs to be properly secured to the vehicle by means of fasteners.
- 3 The unit must be mounted in such a way that sight level glass for compressor oil level can be checked easily.
- 4 It should be possible to service the unit easily without having to remove and reposition the unit.
- 5 The unit should be protected from excessive exposure to the elements and possible incidental damage from other operations.
- 6 The unit should be installed in an area away from heat sources such as engines, exhaust systems or other components that generate heat.
- 7 The unit should not be installed in a location where it will be exposed to high contamination levels or combustible gases.
- 8 The engine exhaust should be considered when installing to ensure that other components on the vehicle do not get the heat blast.

- 9 The unit should be mounted in a way, so the compressor and engine air intakes are not exposed to a heat sources.
- 10 If mounting the unit in an enclosed space, direct the engine exhaust outside the enclosure.

Ventilation consideration

It is not possible to make absolute recommendations regarding ventilation because of the wide variety of circumstances that are possible. Duty cycle, ambient temperature and enclosure shape (or footprint) are some of the important variables. Ideal installation is where a good ventilation exists with no restrictions on airflow. Broadly speaking, there are two ways in which the SMARTPACK system can be mounted.

Top or Deck Mounting

This is the preferred mounting location. By placing the unit in an area where there are no restrictions on the intake of fresh air and exhausting of hot air and exhaust gases, this provides the best cooling and ensures reliability and life for the compressor / engine driven unit.

Enclosed Mounting

It is important to seek the technical advice from manufacturer in installing the unit when it is to be placed in an enclosed area. Ventilation is one of the most important things to consider before installation of a compressor/ engine driven unit in an enclosed area. It is important that the air intake to the compressor and the engine exhaust are located outside of the enclosed space.

The unit generates a considerable amount of heat when running. Proper ventilation is vital to good operation and to avoid damage to components due to poor ventilation. Ensure there is a minimum of 10" (250 mm) clearance between exhaust and any other components mounted on the vehicle. If this is not possible, and was not discussed prior to purchase, please contact MEA to purchase an exhaust deflector.

If the unit is installed in an area considered to be enclosed, it is strongly recommended that the unit is tested to certain criteria to ensure proper working. The following is a method suggested for testing.

- 1 It is best to test the installation at the hottest anticipated ambient temperature
- 2 Setup and run the system at 120 PSI. This can be done by installing a ball valve on the air outlet pipe and adjusting the opening of the valve so that the compressor is running continuously at 120 PSI.
- 3 Record the engine, compressor and current ambient temperature for future reference.
- 4 Run the system at full load for at least one hour or until the temperatures stabilizes. Temperature stabilizing means there is no rise in temperature for 15 minutes when the compressor is running at the rated load.
- 5 Record the engine and compressor temperatures every 10 minutes.
- 6 If the system tripped on over-temps, the ventilation is not sufficient, review the installation, make changes as needed, and repeat the test.

Completing the Installation - Before the First Start-up

Make sure that the following have been completed before operating the MEA SMARTPACK 35 Compressor Unit -

- 1 Check the compressor oil level; (Note that the oil is very clear, and it may be difficult to see the level)
- 2 Check the engine oil level.
- 3 Check fuel level.

- 4 Do a final inspection to make sure that all fasteners and connections are tight.
- 5 Check that all hoses and wiring are secure and protected.
- 6 Connect the battery cables to the terminals; always connect the “Negative Terminal” first.

Check Operation – Setup & Performance Testing of Petrol Driven Compressor –

- 1 The compressor is dispatched from the factory with the pressures pre-set to the customer specifications. Should the customer want to alter this setting, the instructions on how to re-set can be found in the compressor manual.
- 2 Install the ball valve on the outlet of the hose from the compressor. Set the ball valve to the closed position.
- 3 Refer to “Page 6” of this manual for the method to be used to start the compressor.
- 4 After starting, running and charging the tank, the air pressure shall be found to be at the pressure specified by the customer and the engine will be at the lower speed (idle speed). Pressure settings of the unit has been adjusted by the factory to the customer specifications. If the pressure is not at the specified pressure, contact MEA before attempting any adjustments.
- 5 Listen for leaks in the air line. You should hear a hissing sound if there are any leaks. Rectify any leak issue that you may find before starting work.
- 6 Keep the system running until the compressor is up to operating temperature (at which point fan switches to “on”).
- 7 Using the ball valve located at the outlet of the compressor, slowly open the ball valve and watch the pressure drop. The pressure will drop to the point that it is 30 PSI below the running pressure. The engine will speed up to the maximum pre-set RPM.
- 8 Keep the opening of the ball valve at the setting described in “step (7)” above for about 5 (five) minutes. The engine should continue to run at the maximum pre-set RPM.
- 9 Slowly close the ball valve and watch the pressure while closing. The engine will drop to the lower speed when the pressure reaches running pressure.
- 10 It is an indication that the compressor is working perfectly if it is operating as described. (If the performance deviates from above descriptions, please contact MEA for technical advice)

6. SCHEDULE MAINTENANCE

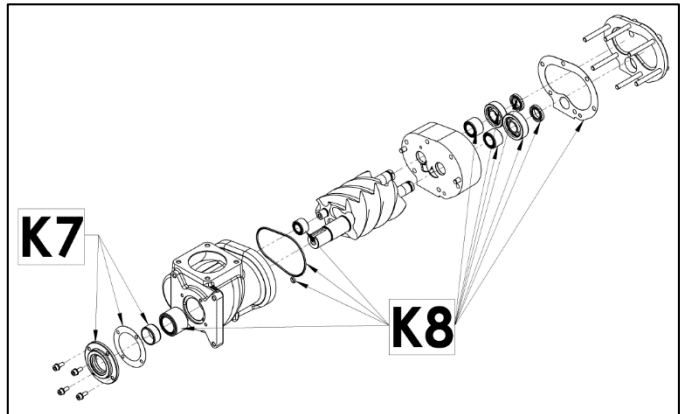
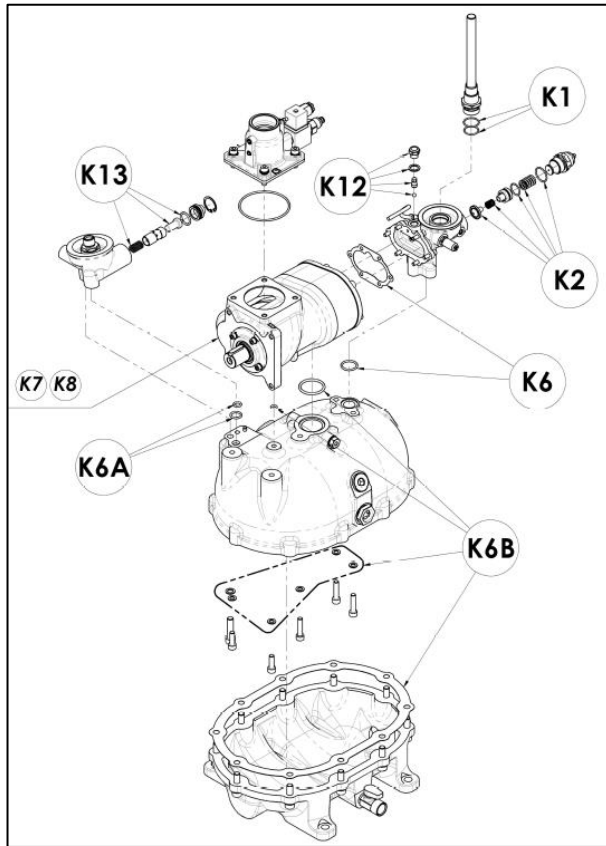
This section is dedicated to the maintenance schedules as outlined by the engine and compressor manufacturer under standard operating conditions. If the conditions are severe steps need to be taken for the affected areas to be maintained at shorter intervals.

Daily inspection should happen before each start-up.

Interval	Compressor	Petrol Engine
Action to be taken		
Periodically During Operation	Observe all gauge readings. Note any change from the normal reading and determine the cause. Have the necessary repairs made. (Note: "Normal" is the usual gauge reading when operating at similar conditions on a day to day basis.)	
AFTER FIRST 5 HOURS OF OPERATION		Change engine oil
Every 10 Hours or Daily	Check the compressor oil level.	Check engine oil level
	Check air filter/s and connecting hose and clamps	
	Check for oil and air system, including hoses, for leaks	
Every 25 Hours or Monthly	Drain water from than and check Compressor oil level	Inspect engine
After first 50 hours of operation	Check system for oil and/or air leaks	Check fuel hose and clamping band
	Check engine/compressor mounts fastener torque.	
	Check belt and pulleys for signs of wear - note that belt normally gives off blue particles until it runs in	
Every 100 Hours	Check engine/compressor mounts fastener torque.	
	Check compressor oil level	Change engine oil
	Check system for oil and/or air leaks	
		Clean air cleaner element
	Check engine/compressor/generator mounts for excessive wear and fastener torque.	
Every 200 Hours of Operation or 6 months		Change engine air intake filter if necessary
Every 400 Hours of operation or 9 months Engine compressor see Service Kit List	Change compressor oil 3L	Change Engine oil 1.1L
	Change compressor oil filter	Change engine oil filter
	Change compressor air filter	Replace fuel filter element if necessary
		Check belt and pulleys for signs of wear
		Check valve clearance
		Change Spark Plug
	Check engine/compressor mounts fastener torque.	
800 Hours / 18 months	Change compressor oil filter	Replace engine air filter and service as per 400 hrs. service
	Change compressor coalescing filter	
	Change compressor air filter	
Periodically or as required	Inspect and replace spin-on coalescing element if necessary	
	Inspect and clean oil cooler fins	Check fuel filter
	Check system for oil and/or air leaks	

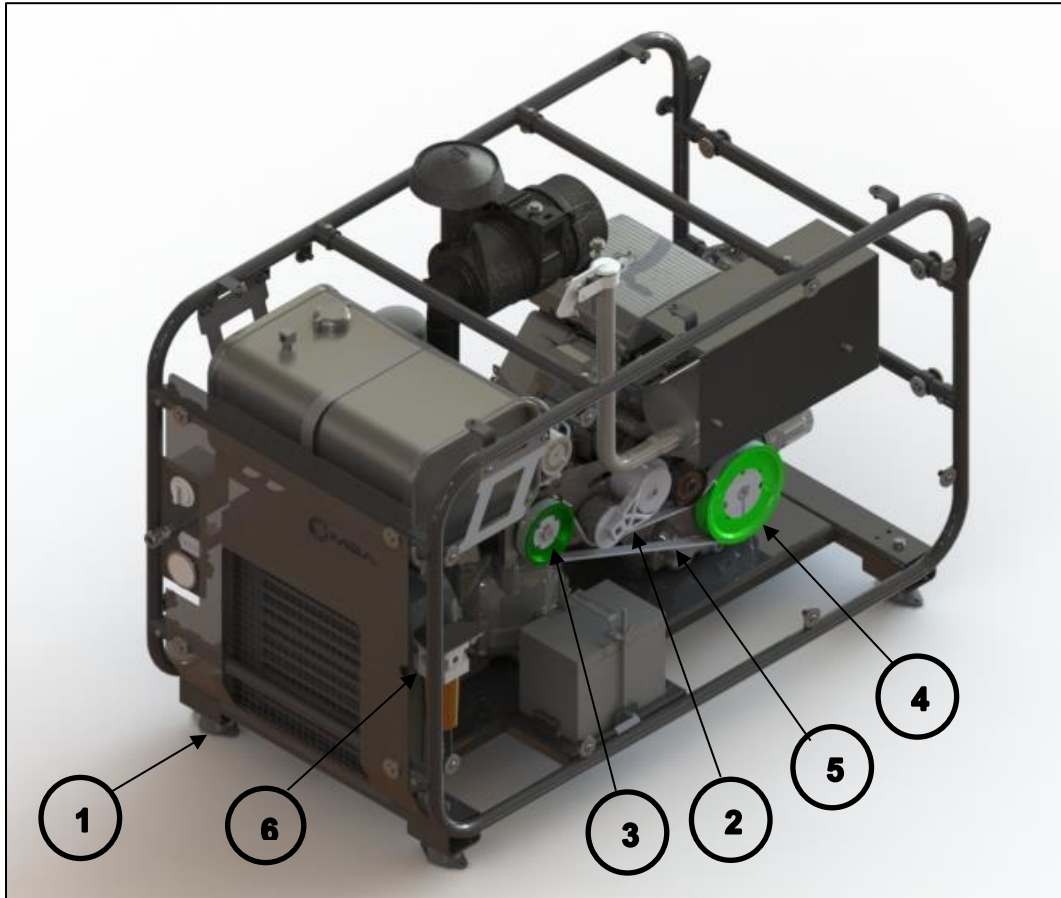
7. SPARE PARTS AND SERVICE KITS

7.1 COMPRESSOR

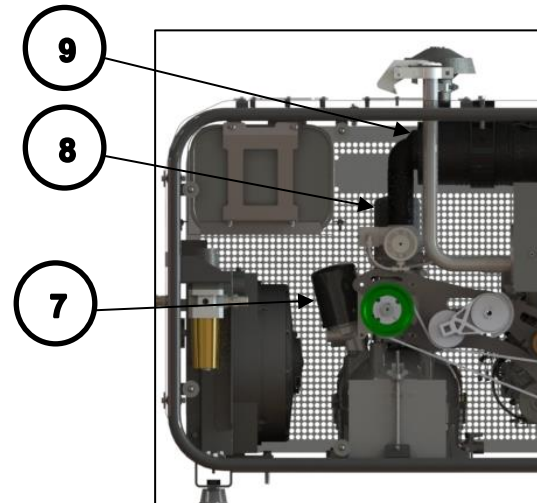


VMC PART NUMBER	DESCRIPTION	PACK SMART V76	PACK SMART V76	PACK SMART V76	WORKING HOURS	
		55°	71°	83°		
K1	270.0590	M22-M24 SEPARATOR NIPPLES SPARE PARTS KIT	•	•	•	Corrective maintenance
K2	220.0010	V.M.P. G10 (1/2-3/4) SPARE PARTS KIT	•	•	•	after 8000 hour
K6	725.0070	VDM SEAL PACK SMART V76 SPARE PARTS KIT	•	•	•	Corrective maintenance
K6A	725.0072	VTFT SEAL PACK SMART V76 SPARE PARTS KIT	•	•	•	Manutenzione correttiva
K6B	725.5070	TANK SEAL PACK SMART V76 SPARE PARTS KIT	•	•	•	Corrective maintenance
K7	940.5249	V75 AIR-END OIL SPLASHGUARD SPARE PARTS KIT	•	•	•	after 10000 hours
K8	940.5248	V75 AIR-END BEARINGS SPARE PARTS KIT	•	•	•	after 20000 hours
K12	725.0090	INTERNAL OIL RECOVERY VIEWER	•	•	•	Corrective maintenance
K13	725.0050	THERMOSTATIC VALVE SPARE PARTS KIT 55°	•			after 8000 hour
	725.0051	THERMOSTATIC VALVE SPARE PARTS KIT 71°		•		
	725.0052	THERMOSTATIC VALVE SPARE PARTS KIT 83°			•	

7.2 OTHERS



NO	ITEM	DESCRIPTION
1	10003-P0018	ISOLATOR RUBBER
2	10004-P0166	AUTO-TENSIONER
3	10004-P0156	DRIVEN PULLEY
4	10004-P0155	DRIVER PULLEY
5	10004-P0173	DRIVE BELT
6	10008-P0026	REGULATOR
7	10008-P0041	OIL FILTER
8	10008-P0045	COLESCING FILTER
9	10008-K0008	AIR FILTER KIT
10	10019-K0005	COMPRESSOR OIL 5L (Not Shown)
11	20012-P0004	RELAY 12V (Not shown)



PLEASE CONTACT MEA SPARE PART SALES FOR ITEMS WHICH ARE NOT COVERED HEREIN.

8. TROUBLESHOOTING

Engine

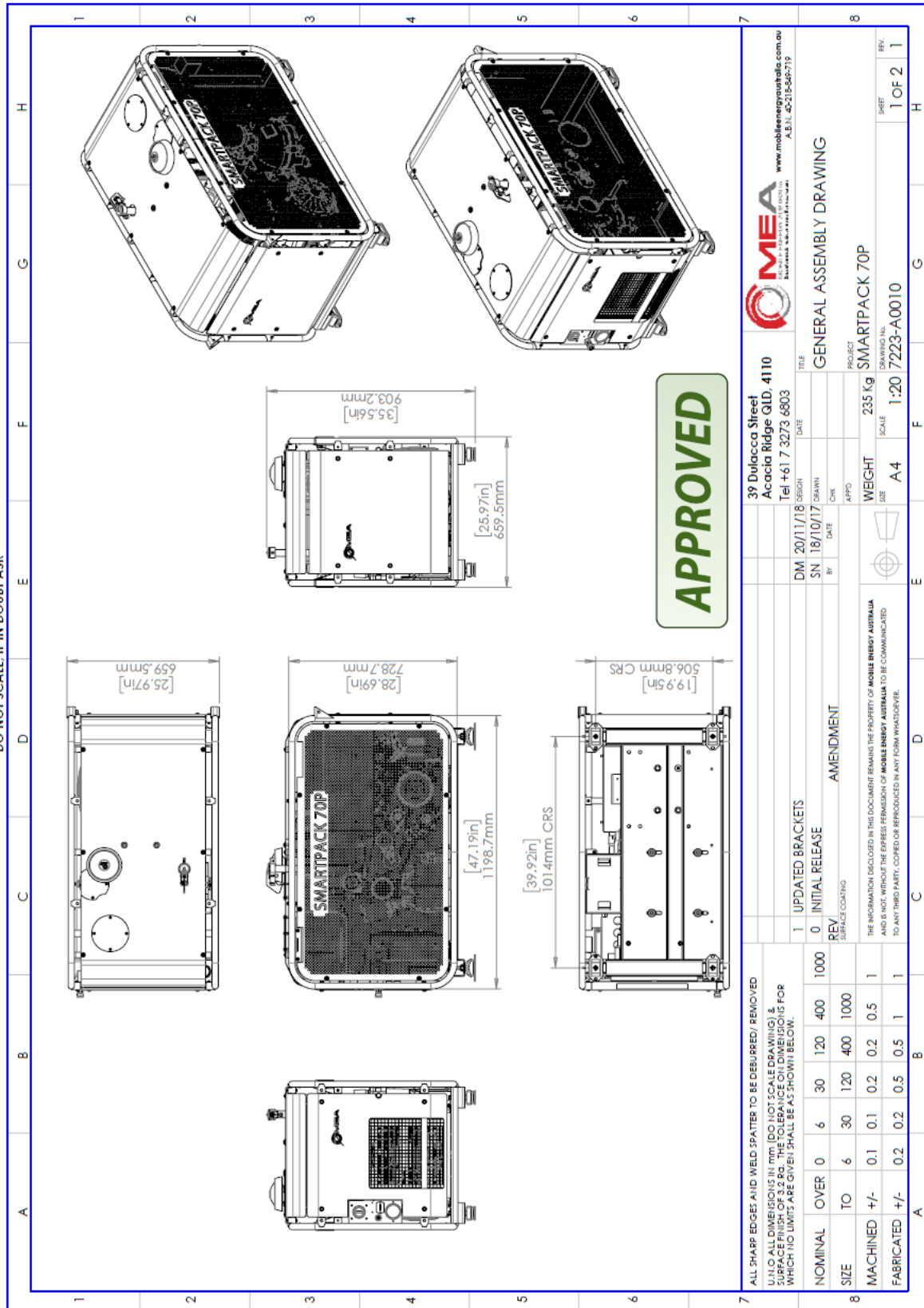
Problem	Possible Cause							
	No Fuel	Improper Fuel	Dirt In Fuel Line	Dirty Debris Screen	Incorrect Oil Level	Engine Overloaded	Dirty Air Cleaner	Faulty Spark Plug
Will Not Start	•	•	•		•	•	•	•
Hard Starting		•	•		•	•	•	•
Stops Suddenly	•		•	•	•	•	•	•
Lacks Power		•	•	•	•	•	•	•
Operates Erratically		•	•	•		•	•	•
Knocks or Pings		•		•		•		•
Skips or Misfires		•	•	•			•	•
Backfires		•	•			•	•	•
Overheats		•	•	•	•	•	•	
High Fuel Consumption						•	•	•

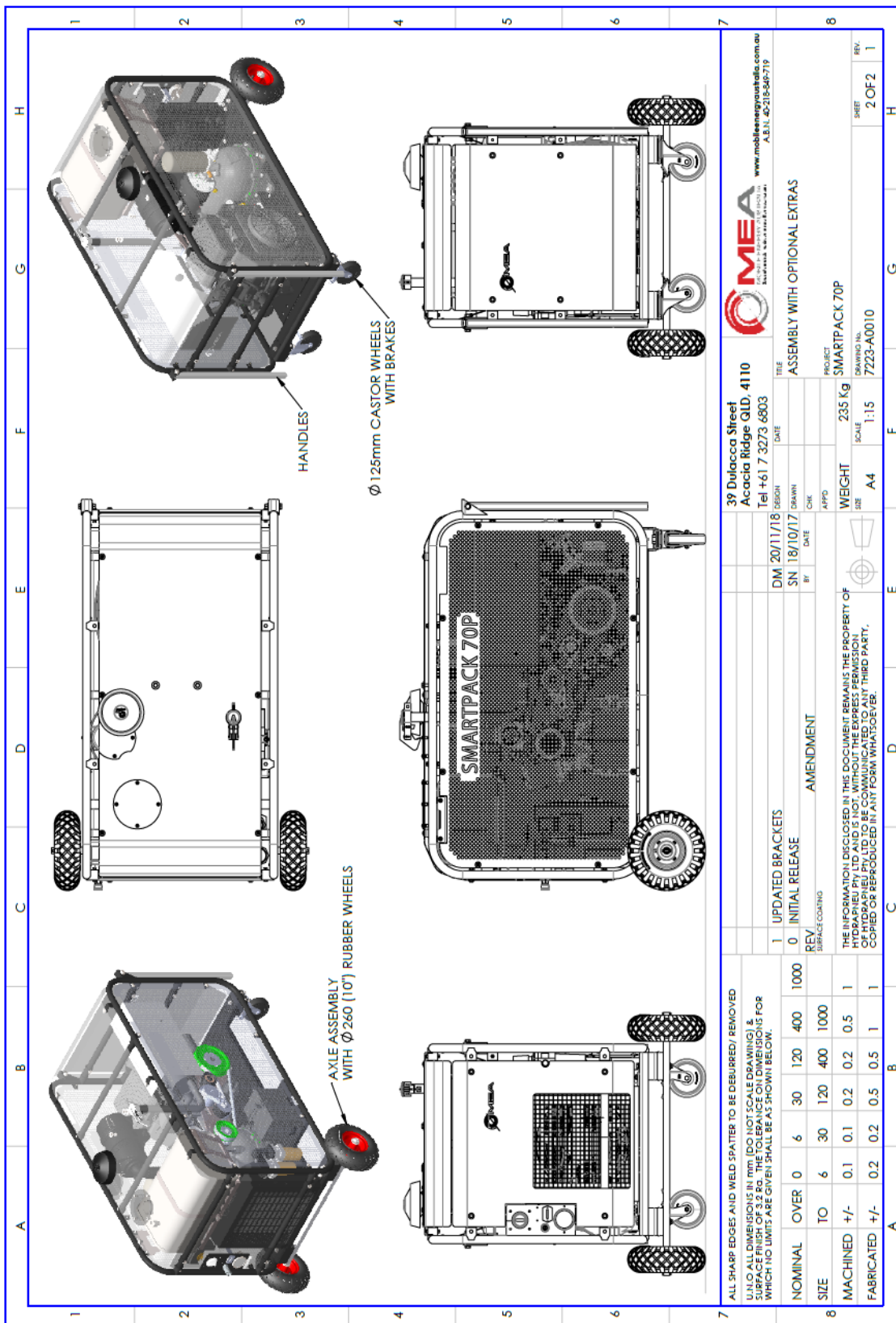
Compressor

SYMPTOMS	PROBABLE CAUSE	CORRECTIVE ACTION
The compressor does not load.	1-The intake valve remains closed.	1-Check the valve. If necessary, replace the damaged parts with the spare parts kit.
	2-The solenoid valve does not work accurately	2-Check the solenoid valve. If necessary, replace it.
	3-Losses on the pressure line.	3-Check pipes and cables. If necessary, replace them.
During idling phase, the compressor does not discharge pressure from separator tank	1-The solenoid valve does not work accurately.	1-Check the solenoid valve. If necessary, replace it.
	2-The calibrated nozzle is clogged.	2-Remove the calibrated nozzle. Clean or replace it.
Compressor capacity or pressure lower than usual standard.	1-The air filter is clogged.	1-Remove the air filter. Clean or replace it.
	2-The intake valve does not open.	2-Check the valve. If necessary, replace the damaged parts with the spare parts kit.
	3-Air loss from safety valve.	3-Replace the valve.
Compressor keeps on loading over working pressure: safety valve opens	1-The solenoid valve does not work accurately.	1-Check the solenoid valve. If necessary, replace it.
	2-Clogged separator filter.	2-Replace the separator filter.
Compressor overheating.	1-Insufficient cooling.	1-Check the cooling system. Check coolant level on tank.
	2-Dirty oil	2-Replace it with new oil.
	3-Oil level is too low.	3-Check coolant level on tank and if necessary, add oil.
	4-Clogged-up cooler or pipe connection	4-Clean cooler and pipes.
	5-The thermostatic valve does not work correctly.	5-Check the thermostatic valve. If necessary, replace the damaged parts with spare parts kit (Contact MEA for parts required)
	6-Clogged oil filter	6-Replace the oil filter
During unloading phase, pressure increases up to safety valve opening	1-The intake valve remains open.	1-Check the valve. If necessary, replace the damaged parts with spare parts kit.
	2-The calibrated nozzle is clogged.	2-Remove the calibrated nozzle. Clean or replace it.
Oil leakage from intake valve only when the machine is switched off: oil soaked-up air filter	1-The intake valve does not work properly (does not close)	1-Check the valve. If necessary, replace the damaged parts with spare parts kit.
	2-The no-return valve of intake valve does not work correctly.	2-Check it and clean it.
Oil soaked-up air filter during unloading phase	1-Too high level of oil in the tank	1-Check oil level on separator tank.
	2- Clogged separator filter	2- Replace the separator filter.
	3-The recovery oil viewer is dirty or does not work appropriately.	3 -Clean it or if necessary, replace the damaged parts with spare parts kit. If separator filter is clogged up, replace it.
The compressor remains under loading phase.	1-The intake valve does not work properly (does not close)	1-Check the valve. If necessary, replace the damaged parts with spare parts kit.
Rotor seizure	1-Unknown particles inside.	1-Call MEA technical support.
	2-Insufficient lubrication.	2-Call MEA technical support.
Presence of oil in the outlet of minimum pressure valve	1-Separator filter damaged.	1-Replace the separator filter.
	2-Oil recovery viewer obstructed.	2-Clean the oil recovery viewer.
	3-Separator nipple with O-rings damaged.	3-Replace spare parts kit.

9. DRAWINGS & ILLUSTRATIONS

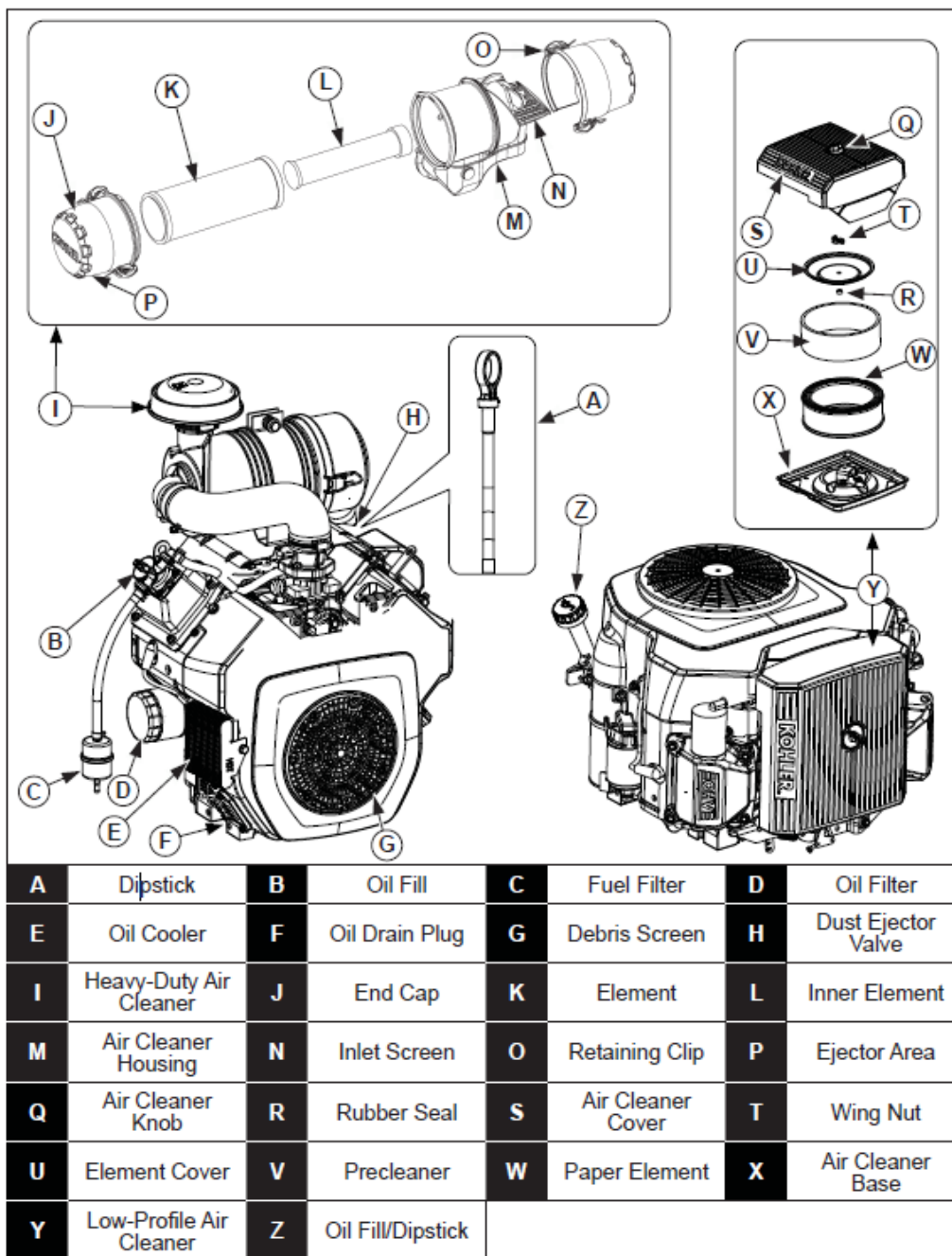
GENERAL ARRANGEMENT DRAWING – OLD PACKSMART61





<p>39 Dulacca Street Acacia Ridge QLD, 4110 Tel +61 7 3273 6803</p>		<p>DATE: 18/10/17 DRAWN: DM CHECKED: DM</p>		<p>DATE: 20/11/18 REVISION: DM</p>		<p>PROJECT: SMARTPACK 70P DRAWING NO: 7223-A0010</p>	
<p>1 UPDATED BRACKETS</p>		<p>0 INITIAL RELEASE</p>		<p>AMENDMENT</p>		<p>WEIGHT: 235 Kg SCALE: 1:15</p>	
<p>NOMINAL OVER 0 6 30 120 400 1000</p>		<p>SIZE TO 6 30 120 400 1000</p>		<p>MACHINED +/- 0.1 0.1 0.2 0.2 0.5 1</p>		<p>FABRICATED +/- 0.2 0.2 0.5 0.5 1 1</p>	
<p>ALL SHARP EDGES AND WELD SPATTER TO BE DEBURRED / REMOVED UNLESS ALL DIMENSIONS IN mm (DO NOT SCALE DRAWING) & SURFACE FINISH OF 3.2 Ra. THE TOLERANCE ON DIMENSIONS FOR WHICH NO LIMITS ARE GIVEN SHALL BE AS SHOWN BELOW.</p>							
<p>THE INFORMATION DISCLOSED IN THIS DOCUMENT REMAINS THE PROPERTY OF HYDRAPIRE Pty Ltd AND IS NOT, WITHOUT THE EXPRESS PERMISSION OF HYDRAPIRE Pty Ltd TO BE COMMUNICATED TO ANY THIRD PARTY, COPIED OR REPRODUCED IN ANY FORM WHATSOEVER.</p>							
<p>ASSEMBLY WITH OPTIONAL EXTRAS</p>							
<p>MEGA MOBILE ENERGY AUSTRALIA PTY LTD ABN: 62-215-549717</p>							
<p>REV. 1 DATE: 20/11/18 BY: DM CHK: DM</p>							
<p>SHEET 2 OF 2</p>							

Engine Components overview - PETROL

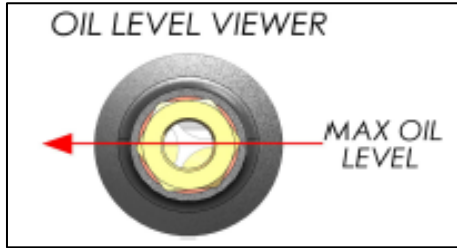
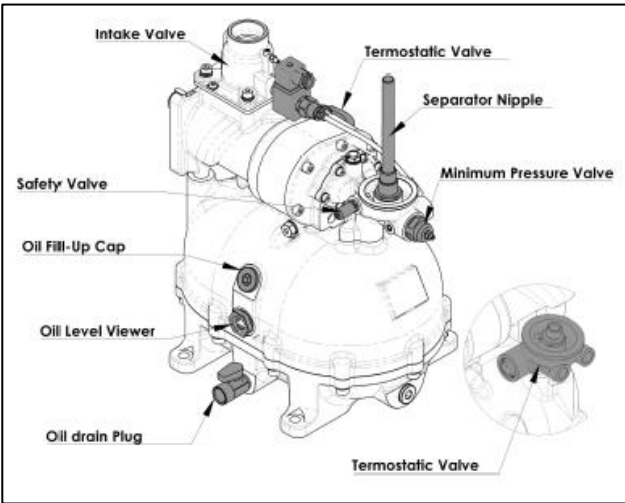
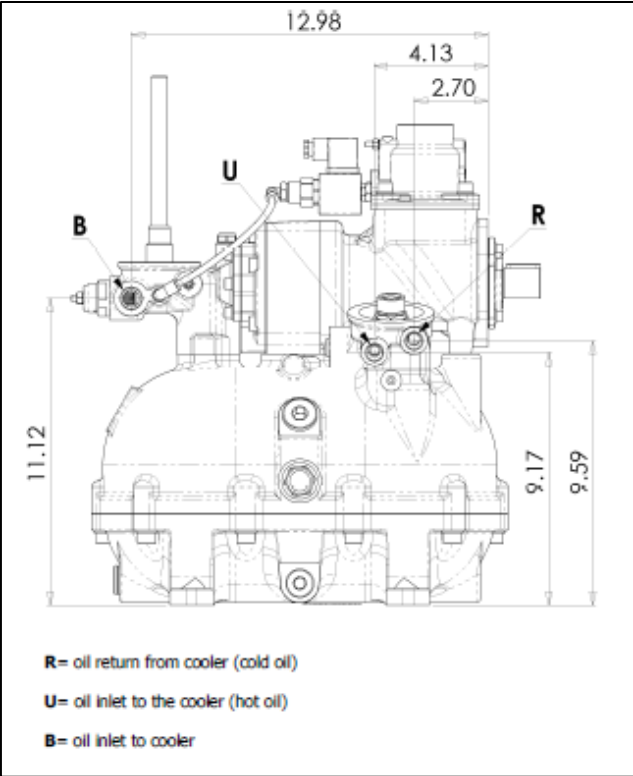


Pre-Start Checklist

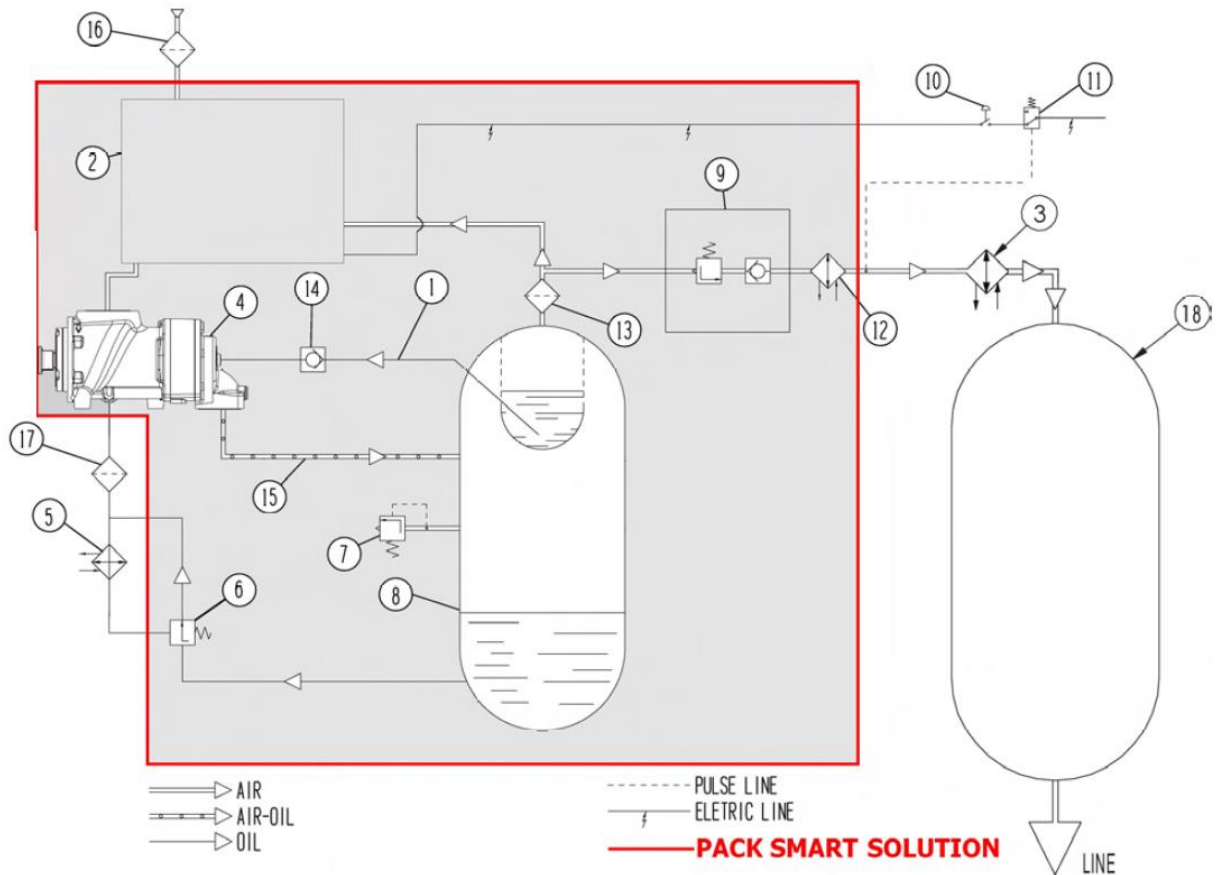
1. Check oil level. Add oil if low. Do not overfill.
2. Check fuel level. Add fuel if low. Check fuel system components and lines for leaks.
3. Check and clean cooling areas, air intake areas and external surfaces of engine (particularly after storage).
4. Check that air cleaner components and all shrouds, equipment covers, and guards are in place and securely fastened.
5. Check spark arrestor (if equipped).

FURTHER INFORMATION CAN BE FOUND IN THE ENGINE MANUAL

V76 Compressor Arrangement

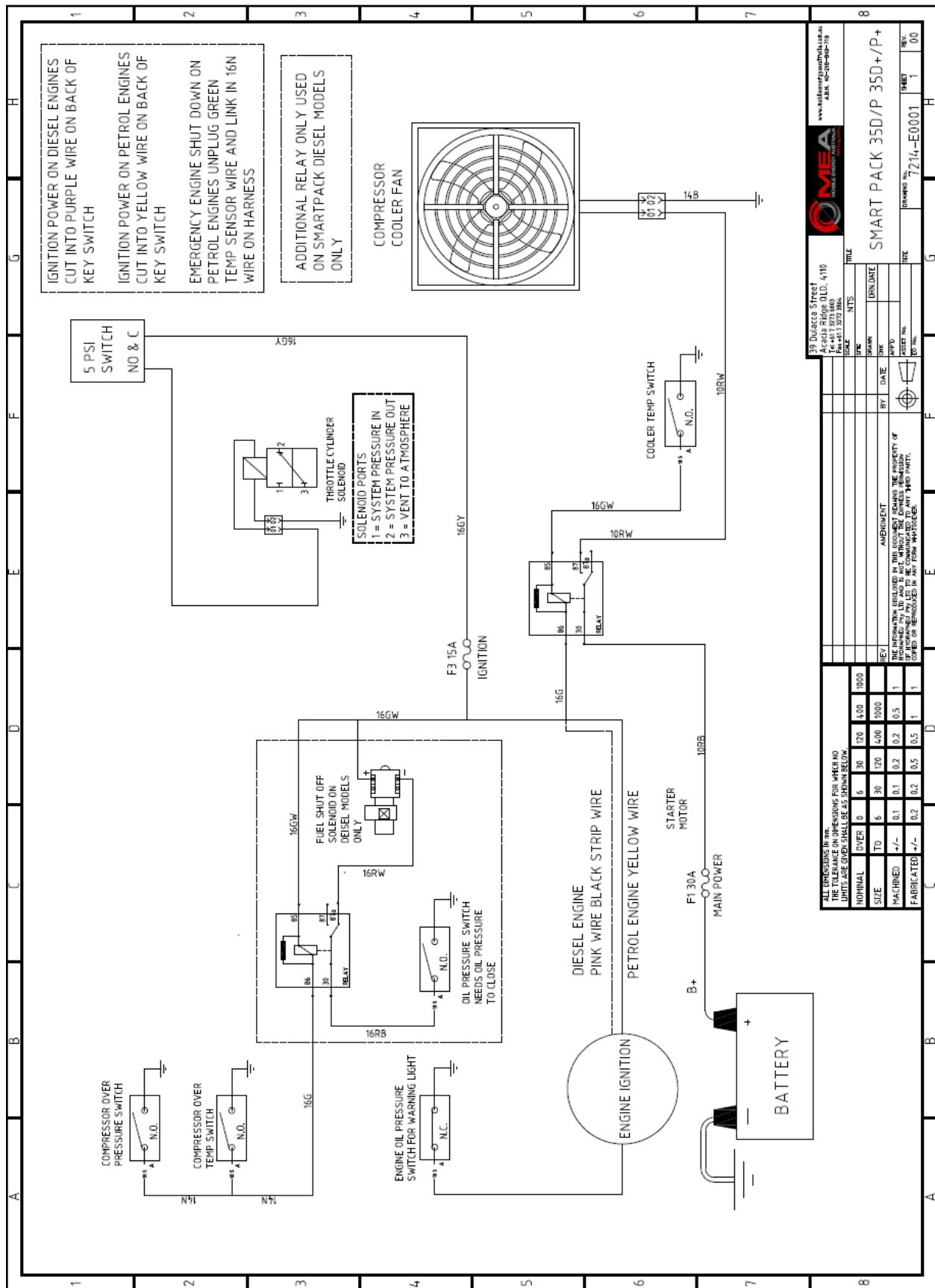


Pneumatic Circuit



1. Oil return from separator
2. Intake valves
4. Screw Air-End V60
5. Oil cooler
6. Thermostatic valve
7. Safety valve
8. Air/Oil Separator tank
9. Minimum pressure valve
10. Switch to load/unload
11. Pressure switch controller
13. Coalescing Filter
14. Oil level gauge
16. Air inlet filter
17. Oil Filter

Wiring Diagram



39 Dulacca Street Acacia Ridge QLD 4110 Tel: +61 7 3273 6803 www.mobileenergyaustralia.com.au		MEGA MOBILE ENERGY AUSTRALIA ABN: 98 674 578 946																																	
DATE	BY	DATE	BY																																
ISSUE NO.	REV	ISSUE NO.	REV																																
<p>ALL DIMENSIONS IN MM. THE TOLERANCE ON DIMENSIONS FOR WHICH NO UNITS ARE GIVEN SHALL BE AS SHOWN BELOW.</p> <table border="1"> <thead> <tr> <th>NOMINAL</th> <th>OVER</th> <th>0</th> <th>6</th> <th>30</th> <th>120</th> <th>400</th> <th>1000</th> </tr> </thead> <tbody> <tr> <td>SIZE</td> <td>TO</td> <td>6</td> <td>30</td> <td>120</td> <td>400</td> <td>1000</td> <td></td> </tr> <tr> <td>MACHINED</td> <td>+/-</td> <td>0.1</td> <td>0.1</td> <td>0.2</td> <td>0.2</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>FABRICATED</td> <td>+/-</td> <td>0.2</td> <td>0.2</td> <td>0.5</td> <td>0.5</td> <td>1</td> <td>1</td> </tr> </tbody> </table> <p>THE INFORMATION SHOWN ON THIS DOCUMENT REMAINS THE PROPERTY OF MOBILE ENERGY AUSTRALIA. IT IS TO BE USED ONLY FOR THE PROJECT AND NOT TO BE REPRODUCED OR COPIED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF MOBILE ENERGY AUSTRALIA.</p>				NOMINAL	OVER	0	6	30	120	400	1000	SIZE	TO	6	30	120	400	1000		MACHINED	+/-	0.1	0.1	0.2	0.2	0.5	1	FABRICATED	+/-	0.2	0.2	0.5	0.5	1	1
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FABRICATED	+/-	0.2	0.2	0.5	0.5	1	1																												
SMART PACK 35D/P 35D+/P+		DRAWING No. 7214-E0001																																	
SHEET 1		REV. 00																																	

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.

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) in order 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 in excess of MEA's set rate and/or times are not provided by this warranty. If applicable, any labor costs in excess of 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 REGISTRATION FORMS detailed above may result in the delayed processing of warranty claims.

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

BH Office: 07 3273 6803

Email: workshop@mobileenergyaustralia.com.au