# Operator Manual

## BOSS 8060 UBI
## PTO Air Compressor

**This manual is for operator and maintenance personnel only.**

This manual must be read carefully BEFORE installing, operating, servicing and/or maintaining your Boss Industries Air Compressor.
Store in a safe and convenient location for future reference.


For technical support:

Phone: (800) 635-6587 (USA)
Phone: (219) 324-7776 (Outside USA)
Fax: (877) 254-4249 (USA)
service@bossair.com (email)
http://www.bossair.com (website)



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*KWB*
*11-13-2014*

# Table of Contents

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# Safety

## Safety Disclaimer

The owner, lessor, and/or operator of the Boss Industries, Inc. 8060 UBI PTO compressor system are hereby notified and forewarned that any failure to adhere to the following safety precautions may result in property damage and/or personal injury or death.

Boss Industries, Inc. expressly disclaims responsibility or liability for any injury or damage caused by the failure to observe the following specified precautions or by failure to exercise the ordinary caution and due care required when operating or handling the Boss Industries, Inc. 8060 UBI PTO compressor system, even though not expressly specified.

**NOTICE** Call Boss Industries, Inc. if there are any discrepancies with the listed safety precautions and your company policies and procedures.

## Safety Overview

**⚠WARNING** This equipment is to be installed, operated, maintained, and serviced only by trained personnel who have fully read and understand this manual and all associated documentation for the Boss 8060 UBI PTO compressor system. Failure to adhere to this warning could result in death or serious injury, damage to property and equipment or both.

The Boss 8060 UBI PTO compressor system is industrial equipment. This equipment is to be installed, operated, maintained, and serviced only by trained personnel who have fully read and understand this manual and all associated manuals. Just as you would not operate a bulldozer or excavator without training, you should never operate a Boss compressor without training.

The following safety symbols are used throughout this manual to draw attention to important information. If the information is not carefully read and the instructions are not followed, severe injury or death, and/or damage to property and equipment may occur. The key to the safety symbols are listed below.

**⚠DANGER** Indicates a hazardous situation which, if not avoided, **will** result in death or serious injury.

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

**⚠CAUTION** Indicates a hazardous situation which, if not avoided, **could** result in minor or moderate injury.

**NOTICE** Indicates a practice which, if not avoided, **could** result in property and/or equipment damage only.

## Safety Warnings

The following safety warnings and precautions must be observed at all times for the Boss 8060 UBI PTO compressor system:

**⚠WARNING**

Fully read and understand this manual and all other associated documents before installing, operating, maintaining, and/or servicing this equipment. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**⚠WARNING**

The Boss 8060 UBI PTO compressor system is to be installed, operated, maintained, and serviced only by trained personnel. An untrained individual could suffer personal injury or death and/or damage to equipment and property.

**⚠WARNING**

The Boss 8060 UBI PTO compressor system contains hot oil that is circulated through this system during operation. Do not touch any compressor system components until the system has been shut off and allowed to cool to ambient temperature. Failure to follow warning could result in personal injury or death and/or damage to equipment and property.

**⚠WARNING**

Do not direct compressed air discharged from the system at any person, including yourself. Failure to follow warning could result in personal injury or death and/or damage to equipment and property.

**⚠DANGER**

Do not disable, override, or remove system safeties or controls, either temporarily or permanently. Overriding safeties will result in serious injury, death, and/or damage to equipment.

**⚠WARNING**

Proper attire is required at all times when installing, operating, maintaining, and/or servicing the Boss 8060 UBI PTO air compressor system. This includes, but is not limited to, safety glasses, work gloves, and steel toe footwear. Company policies and procedures must be followed.

**NOTICE**

Do not discard this manual. This manual should be kept in a location that can be easily accessed at all times.

## Safety Warnings (cont.)

**DANGER**

Do not install a shut-off valve in any oil lines throughout the Boss 8060 UBI PTO compressor system. Failure to comply will result in serious injury, death, and/or damage to equipment.

**WARNING**

Prior to every use check all safety devices for proper operation. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**WARNING**

Never adjust the pressure regulator to increase the system pressure above 125 PSIG. If pressure requirements are higher, contact Boss Industries, Inc. for necessary component changes. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**DANGER**

Do not use air from this compressor system for breathing or food processing. Air discharged from this compressor system contains small particles of oil that must not be ingested. This will result in serious injury, death, and/or damage to equipment.

**DANGER**

This compressor is designed to compress air only. Do not attempt to compress other gases. Compression of other gases may create a situation where an explosion or fire may occur. This will result in serious injury, death, and/or damage to equipment.

**WARNING**

Do not use flammable solvents for cleaning compressor parts as this can cause the unit to ignite and/or explode during operation. Failure to comply could result in personal injury or death and/or damage to equipment and property.

## Safety Warnings (cont.)

**⚠WARNING**

Connect air hoses only in full compliance with OSHA Standard 29 CFR 1926:302(b)(7). The required safety devices (velocity fuses) should be tested in accordance with their manufacturer's recommendations to verify that they reduce pressure in case of hose failure and will not nuisance trip with the hose and tool combinations in use. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**⚠WARNING**

Never leave the machine running unattended or leave a tool connected to an air hose when not in use. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**⚠WARNING**

Relieve Boss 8060 UBI PTO compressor system of all stored air pressure after every use. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**⚠DANGER**

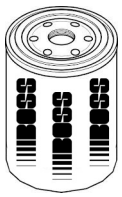
The Boss 8060 UBI PTO compressor is a pressurized system. Do not attempt to remove any compressor system part without first completely relieving entire system of pressure. Failure to comply will result in serious injury, death, and/or damage to equipment.

**⚠WARNING**

Do not attempt to service or maintain any part of the compressor system while the vehicle is running. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**⚠WARNING**

The Boss 8060 UBI PTO compressor system contains ASME certified pressure vessels. Never attempt to repair or modify any pressure vessel. Failure to comply could result in personal injury or death and/or damage to equipment and property.



**⚠WARNING**

Use only Boss Industries, Inc. approved replacement parts. Not all components have the same specifications. Only Boss approved replacement parts are safe to use when servicing a Boss 8060 UBI PTO compressor system. Failure to comply could result in personal injury or death and/or damage to equipment and property.

## Safety Warnings (cont.)

**DANGER**

Hot oil under pressure will cause severe personal injury or death. Do not remove valves, caps, plugs, or piping when compressor is running or pressurized. Shut down compressor and relieve system of all pressure before removing valves, caps, plugs, or piping. Failure to comply will result in serious injury, death, and/or damage to equipment.

**WARNING**

Do not operate compressor without the fan guard in place. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**WARNING**

The driveline rotates. Switch off engine and disconnect battery or electrical supply before attempting to work or perform maintenance on the compressor package. Failure to comply could result in personal injury or death and/or damage to equipment and property.

**WARNING**

Read the operators manual before starting this unit. Failure to adhere to instructions can result in severe personal injury. Replacement manuals can be purchased from Boss Industries, Inc.

**NOTICE**

The B-CAN is not a touch screen unit. To operate, use the buttons below the screen.


**WARNING**

Operators must not tamper with engine governed speed. High operating speeds are dangerous and increase the risk of personal injury or damage to equipment.

**NOTICE**

Never weld to truck chassis, as this will cause damage to many electrical or electronic components grounded to vehicle's chassis.

**WARNING**

Gasoline and natural gas are highly flammable, and their vapors are explosive. Do not permit smoking, open flames, sparks, or heat in the vicinity while exposed to these gases.

## Safety Warnings (cont.)

**DANGER**

This compressor is designed for outdoor use only. Do not use this compressor inside any building or enclosure. Deadly carbon monoxide gas may cause fatal injuries. In addition a fire or an explosion may occur. No user-performed modifications, including venting of exhaust and/or cooling ventilation, will eliminate the danger.

**NOTICE**

The Boss 8060 UBI PTO compressor system requires an adequate flow of cooling air for its continued operation. Never operate the unit inside any room or enclosure where the free flow of cooling air into and out of the unit might be obstructed. Without sufficient cooling air flow, the compressor quickly overheats, damaging the unit and nearby property. Maximum compressor capacity may be reduced where ambient temperatures exceed 100°F.

**WARNING**

Do not pressure wash or apply excessive force to the face of the B-CAN module. Doing so may break the water resistant seal, causing failure to the B-CAN panel. Failure to comply could result in personal injury or death and/or damage to equipment and property.

# Welcome

## General Information

Thank you for choosing the Boss 8060 UBI PTO Air Compressor System. Before installing, servicing, maintaining, or operating this compressor, read over this manual and become well acquainted with this system. Doing this will increase your safety and maximize the life of the compressor system.

While this manual is written to be as accurate as possible, Boss strives to continually improve the efficiency and performance of its products. As a result, sometimes there may be slight differences between a given version of the manual and the system.


BOSS The Difference is Revolutionary™

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http://www.bossair.com (website)

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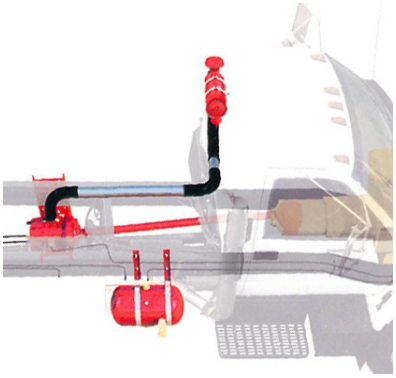
## System Overview

The Boss 8060 UBI PTO air compressor package is comprised of unique subsystems that are independently mounted to fit a wide range of vehicles. This subsystem design allows components to be mounted in the location that works best for your specific vehicle.

The 8060 UBI PTO air compressor system is controlled by the Boss B-CAN. The B-CAN is the most advanced, user friendly, digital compressor controller available for the PTO compressor market. The dynamic on-screen display will simplify the operation, service, and maintenance processes.



## System Specifications†

| Delivery @ 110 PSIG | CFM | 60 | 85 | 100 | 125 | 160 | 185 |
|---|---|---|---|---|---|---|---|
| Input Speed RPM to Compressor (3.05:1) | RPM | 750 | 1010 | 1200 | 1450 | 1875 | 2160 |
| Input GPM @ 2200 PSI for 8060-UHBI** | GPM | 15.2 | 20.5 | 24.4 | 29.4 | 38.0 | 43.8 |
| Input Speed RPM to Compressor (2.50:1) | RPM | 915 | 1250 | 1475 | 1775 | 2350 | X |
| Input Speed RPM to Compressor (1.96:1) | RPM | 1100 | 1575 | 1860 | 2300 | X | X |
| Input Speed RPM to Compressor (RSC9) | RPM | X | X | 2000 | 2500 | X | X |
| Input Speed RPM to Compressor (14D) | RPM | X | X | X | X | 2225 | 2500 |
| Fluid Capacity | | 4.75 Gallons | | | | | |
| Weight (Dry) | | 423 lbs. | | | | | |

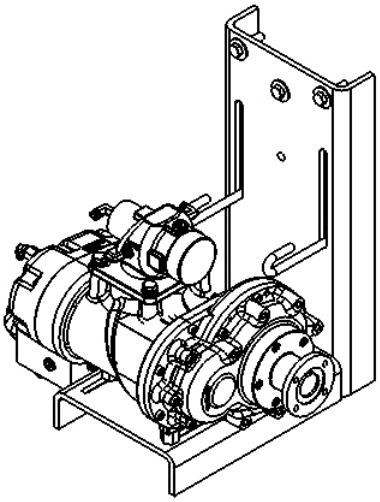
** Hydraulic calculations include 85% mechanical efficiency and 96% volumetric efficiency.
†Specifications subject to change without prior notice.

# Description of Components

## Subsystems

The Boss 8060 UBI PTO air compressor system is a group of subsystems that are shipped loose to be mounted in open spaces on the vehicle's frame and body. The subsystems are connected using hoses and tubing that are also shipped in the kit. Not all vehicles are capable of being equipped with a Boss 8060 UBI PTO air compressor system. Please contact your local distributor to verify your vehicle is capable of supporting the Boss 8060 UBI PTO air compressor system. The images shown below are for reference only and may not match your exact system.

### Compressor Assembly



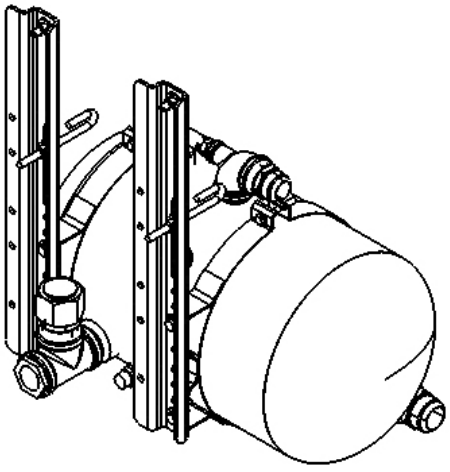
The heart of the Boss 8060 UBI PTO air compressor system is the rotary screw airend. The rotary screw is a positive displacement, oil flooded device employing one stage of compression to achieve the desired pressure. In operation, two helically grooved rotors mesh to compress air. Intake air is trapped as the male lobes roll down the female grooves, pushing trapped air along, compressing it until it reaches the discharge port in the end of the stator. This delivers smooth-flowing, pulse-free air to the sump tank.

The oil in a rotary screw airend serves three purposes:

- Lubricates the rotating parts and bearings.
- Serves as a cooling agent to remove the heat from compression.
- Seals the running clearances.

Mounted to the airend is a companion flange, intake valve, and mounting bracket.

### Sump Tank Assembly



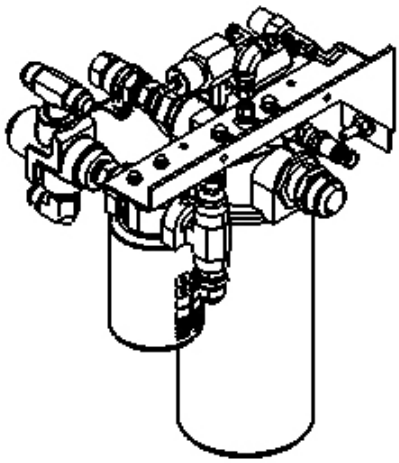
The air oil mixture leaving the compressor assembly flows into the sump tank assembly. The sump tank is the first stage of oil separation in the 8060 UBI PTO compressor system. The sump tank also acts as an oil reservoir to ensure there is plenty of oil capacity to handle continuous air compressor operation.

The tank safety relief valve is located at the top of the sump tank. This valve acts as a backup to protect the system from excessive pressure buildup as a result of a system malfunction.

Also in the tank assembly is the oil fill cap and oil level sightglass.

## Subsystems (cont.)

### Air Oil Manifold



The air oil manifold is a common point for senders and switches along with filters and control valves. The air oil manifold is divided into two sides: air and oil.

The air side contains the following:

- Spin-On Coalescer
- Pressure Transducer
- Regulator Valve
- Blowdown Valve
- Minimum Pressure Orifice

The spin-on coalescer is the second and final stage of oil separation in the Boss 8060 UBI PTO compressor system. As the oil laden air passes through the filter media, oil gathers on the walls and collects at the bottom of the element. The oil that is separated is then returned to the rear of the compressor assembly.

On the upstream side of the coalescer is the pressure transducer. This transducer provides precise feedback to the B-CAN on the status of the compressor system.

On the downstream side of the coalescer is the regulator valve. The regulator valve is a proportional control valve that sends a signal to close the intake valve when the system pressure has reached the correct level.

Also mounted downstream of the coalescer is the blowdown valve. The blowdown valve's function is to relieve the system of air pressure when the 8060 UBI PTO compressor system is shut off. This valve is piloted by a signal from the intake valve and vents the system pressure to atmosphere.

The most overlooked component in the Boss 8060 UBI PTO compressor system is the minimum pressure orifice. This orifice is designed to maintain adequate pressure in the system to ensure proper oil circulation.

The oil side of the manifold contains the following:

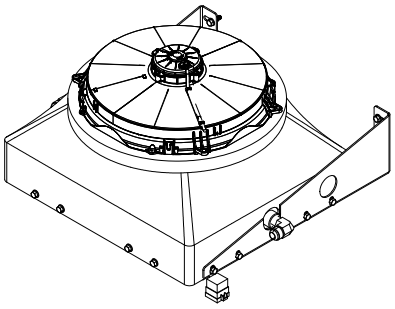
- Spin-On Oil Filter
- Temperature Sender
- Thermal Valve

As oil is pushed out the bottom of the sump tank, it is directed to the spin-on oil filter. After the filter is the thermal valve. The thermal valve bypasses the cooler at start-up to minimize the time to elevate the system to proper operating temperature.

Lastly, on the oil side is the temperature sender. This sender provides feedback to the B-CAN on the status of the compressor system.

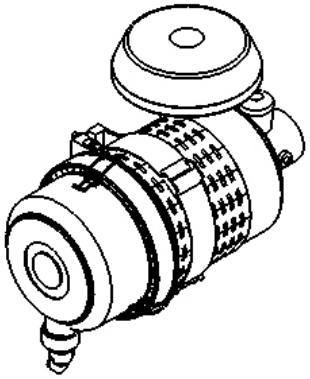
## Subsystems (cont.)

### Cooler Assembly



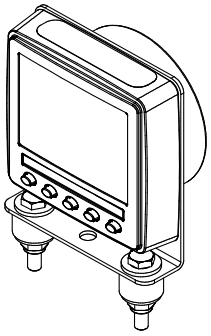
The cooler assembly is an aerodynamically designed cooling package that utilizes an electric fan that cycles on and off based on oil temperature to ensure the temperature stays in the correct range.

### Air Filter Assembly



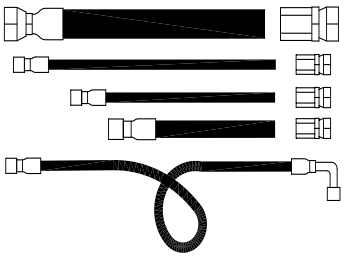
The air filter assembly is the entrance for ambient air to the Boss 8060 UBI PTO compressor system. Air is drawn through this assembly and into the intake valve on the compressor assembly. The air filter assembly is a two stage system that is capable of handling medium to high dust environments. The system incorporates an acoustical rain cap and corrosion resistant housing. The air filter assembly also includes a service indicator that shows the life of the filter even when the compressor system is off.

### B-CAN Assembly and Harnesses



The B-CAN controller is the brain behind the Boss 8060 UBI PTO air compressor system. The B-CAN is a compact, durable, and convenient controller. It allows all system components, including a compressor, generator, and hydraulic pump, to be controlled from one location with the touch of a button. This controller receives feedback from the compressor system to ensure proper performance. Utilizing the vehicle's on-board Controller Area Network (CAN), the B-CAN communicates with the vehicle and PTO compressor systems. Along with the B-CAN controller are simple plug and play harnesses to greatly reduce installation time.

### Hoses and Tubing



The 8060 UBI PTO compressor system is shipped with all the hoses and tubing required for standard installations. The hoses and tubes are rated at the pressures and temperatures required for safe operation. All hoses are single wire braid hose with 37° JIC ends. The color and size differentiated tubing uses push-on connections.

# Operation

## Compressor General Overview

Operation of the 8060 UBI PTO compressor system should only be performed by trained operators. Carefully read the entire Operation section of this manual before attempting to operate the system. Be sure to follow all company policies and procedures.

Operation of the compressor is controlled with the first button on the B-CAN. The color and text of the button changes with the current state of operation. The possible states are:


A green ENGAGE COMPR button indicates all safeties have been met. Press this button to engage the compressor.


A yellow COMPR button indicates not all safeties have been met. Press this button to display the reason(s) engagement cannot occur.


A red STOP COMPR button indicates the compressor is currently engaged. Press this button to disengage the compressor.


A dark grey COMPR LOCKED button indicates the compressor is locked and service is required. Press this button to display the service that is needed.


**NOTICE**

If the system has a generator (GEN) or hydraulic pump (HYD) installed, the 5th button will be used to control it. Engagement is the same as for the compressor.

## Inspection Prior to Moving Vehicle

At the start of your shift, before taking the vehicle to the job site in the morning, the following inspections should be performed. This simple one-minute check will help to ensure you don't drive to the job site with an inoperable compressor.

1. With vehicle on a level surface check to ensure the oil level is at least halfway on the sightglass. If not, see maintenance section for proper filling procedure.

## Inspection Prior to Moving Vehicle (cont.)

2. Check air filter indicator to verify service is not required.
3. Locate the dust evacuator on the end of the air filter. Pinch the evacuator to make sure it is clear.
4. Check the system for oil and air leaks.
5. Start your vehicle and check B-CAN for any warnings (third button will be flashing). Notify service personnel if any warnings exist. The warnings must be corrected or the compressor will do a self lockout making it inoperable. See maintenance manual for correcting B-CAN warning indicators. Follow all associated safety procedures.
6. Make sure your vehicle has enough fuel to get to and from work site, including fuel for operation of compressor and any other engine powered equipment.

## Job Site Considerations

When using the compressor all company policies and procedures should be followed along with all Boss Industries, Inc. safety procedures. The following are guidelines that should be followed when choosing the best location for running the compressor.

1. The vehicle should be parked on as level of a surface as possible. The compressor must not be operated at an angle that is more than 15°.
2. The vehicle's wheels should be chocked following company procedure.
3. Do not park the vehicle over high weeds or grass, flammable material, piles of debris, or anything that may impede operation of compressor or restrict air flow to compressor components.
4. Give considerations to traffic safety with respect to access of air compressor service valves, control hoses, and compressor equipment.

## Starting the Compressor System

The following steps are for the routine start-up of the 8060 UBI PTO compressor system. This process does not supercede any company policies and procedures.


1. Read manual before operation.
2. Ensure all service valves are closed.
3. Set brakes per company procedure and chock wheels.
4. Ensure compressor button (button #1) is green and says ENGAGE COMPR. If button is yellow, press the button to see the reasons why the compressor is not ready to engage.
   ** NOTE - If vehicle is a Ford SuperDuty, a green button does not always mean compressor is ready to engage. Additional safety checks will be done when attempting to engage the compressor.*
5. Press the green ENGAGE COMPR button to start the compressor.
6. Verify engine speed elevates and compressor reaches normal operating pressure.
7. Service valves can now be opened for normal operation.

## Stopping the Compressor System

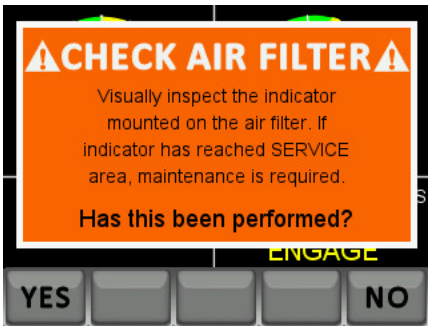

The following steps are for the routine shutdown of the 8060 UBI PTO compressor system. This process is in addition to any company policies and procedures.

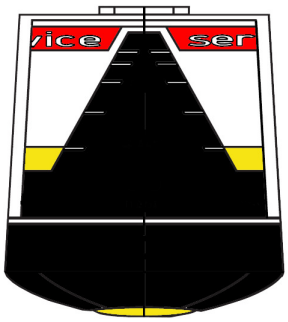
1. Ensure all service valves are closed.
2. Press the red STOP COMPR button and the compressor system will disengage. The compressor will begin blowing down (releasing pressure). It will take approximately 30-60 seconds until the compressor can be reengaged.
3. Check B-CAN for any warnings (third button label will be flashing) and alert service personnel if any exist.

## Operating Multiple Components (if equipped)


Operation of additional components is very similar to that of the compressor. The second component will use the fifth button for control. If a third component is installed, it will use the fourth button. The colors used for the button will be the same as for the compressor. If the additional component is gearbox or belt driven, the compressor must be engaged before the additional component will engage. If it has a separate PTO drive, it can be run separately from the compressor. Follow on-screen instructions for starting ancillary equipment controlled by the B-CAN.

## Checking the Air Filter

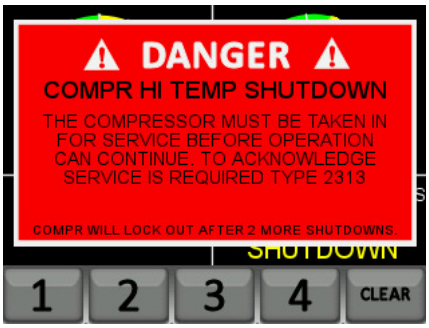



Because the life of the Air Filter is dependent on the operating environment, the B-CAN requires the operator to visually inspect the air filter service indicator. After every 25 hours of compressor operation, the B-CAN will prompt you to check the air filter indicator. If you are unable to locate the air filter indicator, consult your service personnel for instructions on performing this check. The procedure for checking the air filter is listed below:

1. Locate the air filter and check the indicator to see if the yellow indicator section has reached the red SERVICE area.
2. If it has reached the red SERVICE area, notify your service personnel for filter replacement.
3. After checking the indicator, select the YES button on the B-CAN to hide the notification for another 25 hours.
4. Since the air filter element will have a service life that is heavily based on the environment, the B-CAN notification is simply a reminder to check the filter indicator. For this reason, the decision to replace the air filter element should be based on the filter indicator, not on the B-CAN notification.

## Shutdowns




There are two compressor parameters that are constantly being monitored and are logged in an event history. If the compressor system reaches a point outside of the monitored parameters, the compressor will shutdown. The two compressor shutdowns are:

- Compressor High Temp
- Compressor High Pressure

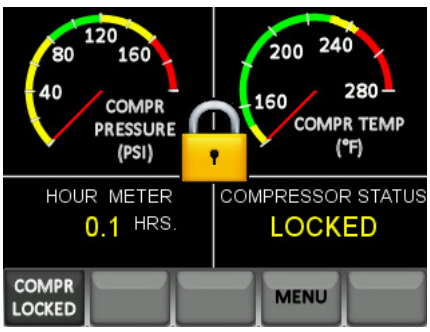
The system will shutdown if any of these safeties are outside of the acceptable range during operation. If a shutdown occurs the B-CAN will force you to acknowledge it by entering a random 4 digit code using buttons 1 through 4. The system will permit you to reengage up to three times in one hour once parameters return to normal. This is intended to provide some flexibility in wrapping up current compressor functions until a replacement compressor arrives. The compressor should not be re-engaged until the cause of the shutdown has been determined and fixed.

**DANGER** Continued operation of compressor system after shutdown will present conditions that will cause injuries, death, and/or damage to property.

**NOTICE** If three shutdowns occur within an hour of compressor operation, the compressor operation will be locked out and must be serviced before operation can continue.

### Compressor Lockout

If any combination of three shutdowns occur within one hour of compressor operation, the compressor will lock and must be taken in for service before operation can continue. If a second PTO component is installed, it can still be used normally providing it is not driven by the compressor system and has its own dedicated PTO gearbox.




## System Safeties

Numerous safeties must be met before and during system operation. If you are unable to satisfy all necessary safeties by performing the suggested fix, the vehicle should be taken in for service. The following 2 charts list these safeties with a description of what is wrong and possible ways to fix them.

| B-CAN Safety Messages | Diagnosis |
|---|---|
| Shutdown Occurred | A high temperature, high pressure, or low oil shutdown has recently occurred. Enter four digit code, and do not use the compressor until cause of shutdown has been serviced. |
| Compressor Locked | Compressor is locked and must be taken in for service. |
| Compressor is Above Shutdown Temp | The compressor temperature is above 245° F. The compressor can be re-engaged once the temperature has dropped. |
| Compressor is Blowing Down | The system is still in the process of relieving air pressure and should be ready to re-engage shortly. |
| Blowdown Switch is Open | The blowdown switch is open. If it does not close within a couple of minutes, the system must be taken in for service. |
| System Not Below 20 PSI | The air pressure in the system is still above 20 PSI. System must be taken in for service if it does not fully blowdown. |
| Compr Temp Sender Fault | The connection with the compressor temperature sender was lost or the sender is faulty. If the problem continues, the vehicle must be taken in for service. |
| Compr Press Sender Fault | The connection with the compressor pressure sender was lost or the sender is faulty. If the problem continues, the vehicle must be taken in for service. |
| PTO Pressure Switch Error | The PTO pressure switch feedback was lost. If problem continues, the vehicle must be taken in for service. |
| Ford Safety Circuit / PTO Pressure Switch Error | The Ford Safety Circuit did not send consent or the PTO pressure switch feedback was not received. Retry, and if this persists, take in for service. |
| Compr Not Building Pressure | The compressor has been engaged but is not building pressure. Ensure service valves are closed while engaging. If the problem continues, the vehicle will need to be taken in for service. |
| Accelerator Pedal Pressed | Shutdown occurred because the accelerator pedal was pressed. You are not permitted to depress the accelarator pedal during B-CAN operation. |
| No Allison PTO Enable Consent | The B-CAN did not get consent from the Allison PTO Enable Circuit. Retry, and if the problem persists, the vehicle will need to be taken in for service. |
| Park Brake Not Set | The vehicle's parking brake must be engaged during operation. |
| Transmission Not in Park/Neutral | The vehicle must be in neutral or park while running the system. |
| Engine Speed Too High | The vehicle engine speed is not at base idle. Engine speed must be below 900 RPM before starting the system. |
| Engine Speed Too Low | The vehicle is turned off. Start vehicle and make sure the engine speed is over 500 RPM before starting the system. |
| Brake Pedal Engaged | The vehicle's brake pedal cannot be pressed while running the system. |

## System Safeties (cont.)

| Optional Safeties | Diagnosis |
|---|---|
| Gen RPM Above Max Compr RPM | The compressor and generator cannot be run simultaneously. |
| Hyd RPM Above Max Compr RPM | The compressor and hydraulic pump cannot be run simultaneously. |
| Hyd RPM Below Min Compr RPM | The compressor and hydraulic pump cannot be run simultaneously. |
| Must Engage Compr Before Gen | The compressor must be engaged before the generator. |

# B-CAN

## B-CAN Overview

The Boss B-CAN is a compact, durable, and convenient 8060 UBI PTO compressor controller. It allows all system components, including a compressor, generator, and hydraulic pump, to be controlled from one location with the touch of a button. The B-CAN communicates with the vehicle using on-board CAN to check all of the safeties and to control the engine speed.

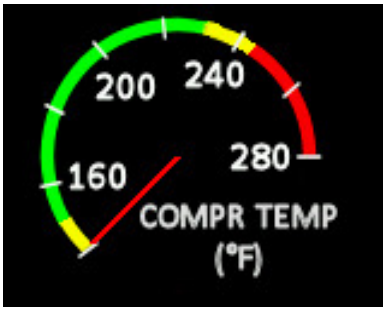
## B-CAN Basic Display

The Boss B-CAN is designed to emulate the analog gauge systems of the past while improving the ease of operation. The B-CAN provides only the information required for the operator to use the unit. Whenever the vehicle is running, the B-CAN system is active. The screen is divided into four quadrants with button labels across the bottom as shown in the figure below.


### Compressor Pressure Gauge


The Compressor Pressure Gauge indicates the current air pressure in the system. This gauge is color coded to alert operators if the pressure is outside of the designed range. The gauge should be in the "green area" during normal operation. If the reading is in the "yellow area", the system pressure is outside of the expected range. Should the pressure reach the "red area", the unit will shutdown.

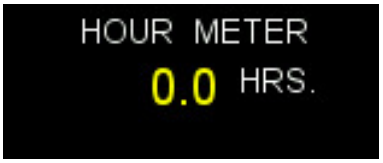
### Compressor Temperature Gauge




The Compressor Temperature Gauge indicates the current oil temperature in the system. This gauge is also color coded to alert operators if the temperature is outside of the designed range. The gauge should be in the "green area" during normal operation. If the reading is in the "yellow area", the system temperature is outside of the expected range. Should the temperature reach the "red area", the unit will shutdown.

# B-CAN Basic Display (cont.)

## Hour Meter




The Hour Meter records and displays the total number of hours the compressor has been engaged. The hour meter will flash when the system is running, signifying increasing hours.

## Compressor Status


The Compressor Status display gives vital information about the current state of the compressor system. There are four standard states that will be displayed:

- NOT READY - The compressor is not ready to engage for one or more reasons.
- READY TO ENGAGE - Safety interlocks are met and the compressor is ready for engagement.
- ENGAGING - The compressor is starting and waiting for system air pressure to increase.
- RUNNING - The compressor is running.

## Button Labels


The button labels show the current function of each of the five buttons. The possible functions for each of the buttons are listed below:


Button #1 - This button will always attempt to toggle the state of the compressor.

Button #2 - This button label will be blank.

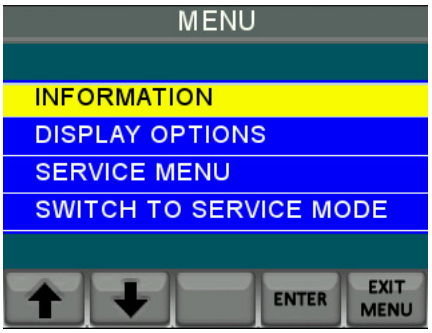
Button #3 - This button will flash an orange triangle with an exclamation point inside whenever there are active warnings. Pressing the button will toggle the display of the warnings. If no warnings are active, this button will be blank and have no function.


Button #4 - This button will either display MENU or will be blank. If the button shows MENU, pressing it will access the menu if the system is off.


Button #4 & #5 - The function of these buttons will depend on how the system is configured. Possible functions are controlling the generator, hydraulics, and/or toggling between high and low pressure if the system is setup for dual pressure.

# B-CAN Basic Menu

The Boss B-CAN also incorporates an easy-to-navigate menu. Within the menu is system information, display options, and diagnostic features. The basic menu shows only information that an operator may need. Navigating the menu is as simple as using the Up and Down arrow buttons to highlight the item you would like to view. Press the ENTER button to select that line. The 5th button labeled EXIT MENU simply returns to the B-CAN Basic display.

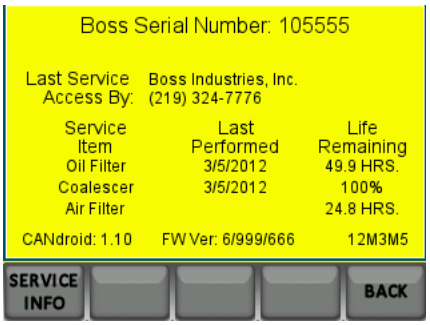



## Accessing the Menu

The Menu cannot be entered while the compressor is running. Ensure the system is turned off prior to proceeding. To enter the menu, press and release the “MENU” button.


## Information Screen

If Information is selected from the main menu, this will display the System Information tab. This screen will display the following:




- Boss Serial Number - This is used for quick access to the serial number.
- Last Service Access By - This will tell you who worked on the compressor last and how to contact them for service and maintenance.
- Oil Filter - The date the oil filter was last changed and the life remaining.
- Coalescer - The date the coalescer was last changed and the life remaining.
- Air Filter - The time until the next maintenance check.
- Panel Software and Firmware versions.

# B-CAN Basic Menu (cont.)

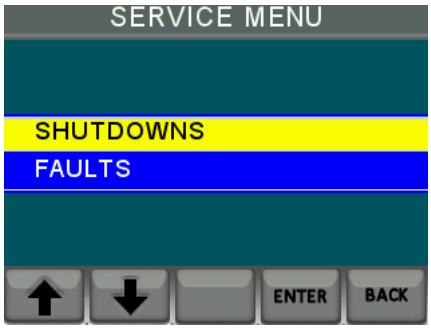
## Display Options


The Display Options selection will take you to a new menu that allows you to change the following:

• Button Beep - Indicates whether or not the B-CAN beeps every time a button is pressed. Available options are ON (default) and OFF.

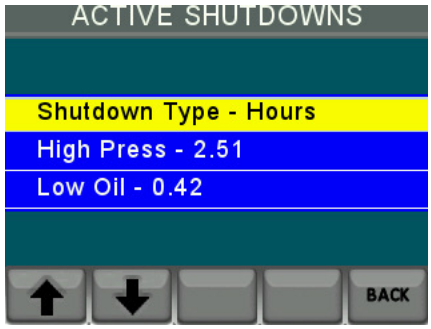
• Screen Dim - This is the duration that the vehicle must be out of park or neutral before the panel will dim. If turned off, the B-CAN will never dim. Available options are 5 Sec, 15 Sec (default), 1 Min, and OFF.

## Service Menu



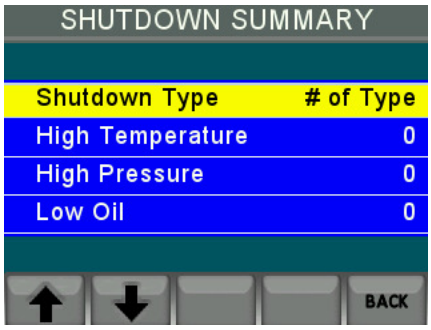

The Service Menu selection will take you to a new menu that allows you to view shutdowns and faults. Shutdowns are recorded for high compressor temperature and high compressor pressure. Faults are recorded for invalid temperature and pressure connections. Here you will be able to view active shutdowns and faults and a summary of incidents for both.

## Active Shutdowns




All active shutdowns are listed here. The up and down arrow buttons can be used to scroll if the list does not fit on one screen.

## Shutdown Summary



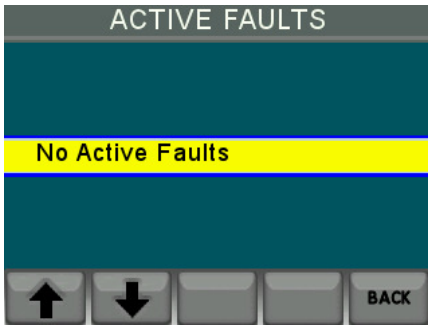

The shutdown summary will list the total count of each type of shutdown.

# B-CAN Basic Menu (cont.)

## Service Menu (cont.)

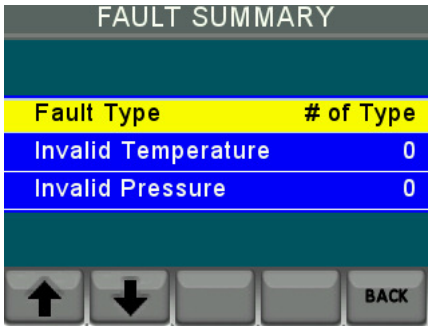
### Active Faults

All active faults are listed here. The fault will automatically be removed from this list when the problem has been fixed.



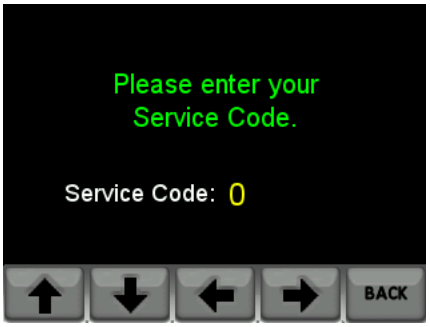

### Fault Summary

The fault summary will list the total count of each type of fault. A fault will only register in the summary if the compressor system was running when the fault occurred.




### Switch to Service Mode

This is where trained service personnel will sign in to perform maintenance and view additional service information. Pressing the BACK button will return to the previous screen.



# Maintenance

## Overview

This section contains instructions for performing the inspection, lubrication, and maintenance procedures required to keep the compressor in proper operating condition. The importance of performing the maintenance described herein cannot be over emphasized.

The maintenance procedures to be performed on the equipment covered by this manual are listed on the following page. It should be understood that the intervals between inspections specified are maximum intervals. More frequent inspections should be made if the unit is operating in a dusty environment, in high ambient temperature, or in other unusual conditions. A planned program of periodic inspection and maintenance will help avoid premature failure and costly repairs. Daily visual inspections should become a routine.

**⚠DANGER**

Compressor must be shutdown and completely relieved of pressure prior to checking fluid levels. Open service valve to ensure relief of system air pressure. Relieve all stored air pressure energy prior to starting machine. Failure to comply with this warning will cause damage to property and serious bodily harm and possibly death.

## Recommended Spare Parts List

| Part Number | Description |
|---|---|
| 300005 | Oil Filter Element |
| 309410 | Air Filter Element |
| 304122 | Spin On Coalescer |

## How To Locate a Distributor

Service and maintenance must be performed by your local distributor. For a listing of distributors in your area contact Boss Industries, Inc.

Phone: (800) 635-6587 (USA)
Phone: (219) 324-7776 (Outside USA)
Local Fax: (877) 254-4249
service@bossair.com (email)
http://www.bossair.com (website)

## Maintenance Schedule†

The Maintenance Schedule lists serviceable items in the compressor system. The items are listed according to their frequency of maintenance, followed by those items which need only "As Required" maintenance.

| Service Interval | Maintenance Operation |
|---|---|
| Periodically During Operation | 1. Observe gauge readings. Note any change from normal readings and determine the cause. Have necessary repairs made. (NOTE: Readings are considered normal when they fall in the green area of the gauge.) |
| Every 10 Hours or Daily | 1. Check the compressor oil level.<br>2. Check for oil and air leaks.<br>3. Clear dust evacuator.<br>4. Reset air filter indicator. |
| Every 25 Hours or Monthly | 1. Drain moisture from the system. |
| Every 100 Hours or 6 Months | 1. Grease the driveline.<br>2. Clean the exterior of the cooler core. |
| Every 500 Hours or 6 Months | 1. Check compressor shaft seal for leakage.<br>2. Check air filter piping, fittings, and clamps.<br>3. Check compressor mounting hardware.<br>4. Change the compressor air filter. (Shorter interval may be necessary under dusty conditions.)<br>5. Verify sump tank safety relief valve is functional.<br>6. Change compressor oil and oil filter. |
| Every 1000 Hours or 1 Year | 1. Change coalescer. |
| Periodically or as Required | 1. Inspect and clean compressor air filter. |

†Maintenance must be performed by trained service personnel.

**NOTICE** Compressor oil and filter must be changed after the first 50 hours of operation. After this, normal intervals are to be followed.

**⚠WARNING** Failure to follow the recommended maintenance intervals could result in damage to the system and serious bodily harm or even death.

## Compressor Lubrication Recommendation

**⚠CAUTION** It is important that the compressor oil be of a recommended type and that this oil be inspected and replaced as stated in this manual.

Review safety section prior to performing any compressor service. Boss recommends Dexron III ATF. Choose your rotary screw lubricant carefully. Due to the impossibility of establishing limits on all physical and chemical properties of lubricants which can affect their performance in the compressor over a broad range of environmental influences, the responsibility for recommending and consistently furnishing a suitable heavy duty lubricant must rest with the individual supplier if they choose not to use the recommended Dexron III lubricant. The lubricant supplier's recommendation must, therefore, be based upon not only the following general characteristics, but also upon his or her own knowledge of the suitability of the recommended lubricant in PTO helical screw type air compressors operating in the particular environment involved. The general minimum characteristics of lubricants must have a flash point of 400° F, a pour point of -40° F, contain rust and corrosion inhibitors, contain foam suppressors, and contain an oxidation stabilizer.

**NOTICE** Mixing different types or brands of lubricants is not recommended due to the possibility of a dilution of the additives or a reaction between additives of different types.

**NOTICE** Due to environmental factors, the useful life of all "extended life" lubricants may be shorter than quoted by the lubricant supplier. Boss Industries, Inc. encourages the user to closely monitor the lubricant condition and to participate in an oil analysis program with the supplier.

**NOTICE** No lubricant, however good and/or expensive, can replace proper maintenance and attention. Select and use it wisely.

## Proper Compressor Oil Level (Daily)

Review safety section prior to performing any compressor service. Checking and maintaining the proper compressor oil level will extend the life of the system and minimize down time.

1. Turn the vehicle off and ensure the system is relieved of all air pressure.
2. Locate the sightglass on the side of the sump tank. Make sure the vehicle is on level ground. The oil level should be midway in the sightglass but not above the specified line. Visually check oil condition. Dirty oil or oil contaminated with moisture should be completely drained and replaced.
3. If oil needs to be added to the system, remove the oil fill cap on the side of the sump tank.
4. Pour oil in and fill until the desired level is reached on the sightglass.
5. Reinstall and secure the oil fill cap.

**⚠WARNING** The oil fill cap supplied with the unit is specially designed for this system and cannot be replaced with a standard cap.

**⚠DANGER** It is important that the compressor oil be of a recommended type and that this oil as well as the coalescer elements be inspected and replaced as stated in this manual. The combination of a coalescer element loaded with dirt and oxidized oil products, together with increased air velocity as a result of this clogged condition, may produce a critical point while the machine is in operation where ignition can take place and could cause a fire in the system. Failure to comply with this will cause damage to property and serious bodily harm or even death.

## Draining Moisture from the System (25 hours or monthly)

Review safety section prior to performing any compressor service. When the compressor system is running it brings in ambient air to the system to compress. Along with the air it also brings in the humidity. If the system is not running at the proper temperature or is not permitted to run long enough to reach proper temperature, the water will not vaporize and pass down stream as it should. The water will remain in the system and mix with the compressor oil. When using Dexron III, the normally bright red oil begins to turn pink when there is too much moisture in the system. This moisture will need to be drained to ensure proper lubrication.

1. Turn off the vehicle and let the vehicle sit for 24 hours to separate the oil from the water in the sump tank. Water is heavier than oil and will settle to the bottom.
2. Locate the drain plug in the tee on the bottom of the sump tank.
3. Slowly loosen the drain plug until water begins to drain from the sump tank. Catch fluid waste in a drain pan.
4. Drain water and heavy oil/water mixture from sump tank until you start to see solid oil coming out and then retighten the drain plug. Dispose of drained fluid properly.
5. Check the oil level and, if necessary, refill to proper level.

# Warranty

Boss Industries, Inc. warrants that this Rotary Screw Compressor unit conforms to applicable drawings and specifications approved in writing by Boss Industries, Inc. The unit assembly will be free from defects in material and workmanship for a period of two (2) years from the date of initial operation or thirty (30) months from the date of shipment, whichever period first expires. All other components and parts of Boss Industries, Inc. manufacture, will be free from defects in material and workmanship for a period of one (1) year from the date of initial operation or eighteen (18) months from the date of shipment, whichever period first expires. If within such period Boss Industries, Inc. receives from the Buyer written notice of and alleged defect in or nonconformance of the unit, all other components and parts of Boss Industries, Inc. manufacture and if in the judgment of Boss Industries, Inc. these items do not conform or are found to be defective in material of workmanship, Boss Industries, Inc. will at its option either, (a) furnish a Service Representative to correct defective workmanship, or (b) upon return of the item F.O.B. Boss Industries, Inc. original shipping point, repair or replace the item or issue credit for the replacement item ordered by Buyer, (Defective material must be returned within thirty (30) days of return shipping instructions from Boss Industries, Inc.. Failure to do so within specified time will result in forfeiture of claim), or (c) refund the full purchase price for the item without interest. Factory installed units will also include warranty on installation for a period of one (1) year. This warranty does not cover damage caused by accident, misuse or negligence. If the compressor unit is disassembled the warranty is void. Boss Industries, Inc.'s sole responsibility and Buyer's exclusive remedy hereunder is limited to such repair, replacement, or repayment of the purchase price. Parts not of Boss Industries, Inc. manufacture are warranted only to the extent that they are warranted by the original manufacture. Boss Industries, Inc. shall have no responsibility for any cost or expense incurred by Buyer from inability of Boss Industries, Inc. to repair under said warranty when such inability is beyond the control of Boss Industries, Inc. or caused solely by Buyer.

**There are no other warranties, express, statutory or implied, including those of merchantability and of fitness of purpose; nor any affirmation of fact or representation which extends beyond the description of the face hereof.**

This warranty shall be void and Boss Industries, Inc. shall have no responsibility to repair, replace, or repay the purchase price of defective or damaged parts or components resulting directly or indirectly from the use of repair or replacement parts not of Boss Industries, Inc. manufacture or approved by Boss Industries, Inc. or from Buyer's failure to store, install, maintain, and operate the compressor according to the recommendations contained in the Operating and Parts Manual and good engineering practice. The total responsibility of Boss Industries, Inc. for claims, losses, liabilities or damages, whether in contract or tort, arising out of or related to its products shall not exceed the purchase price. In no event shall Boss Industries, Inc. be liable for any special, indirect, incidental or consequential damages of any charter, including, but not limited to, loss of use of productive facilities or equipment, loss of profits, property damage, expenses incurred in reliance on the performance of Boss Industries, Inc., or lost production, whether suffered by Buyer or any third party.

**Boss Industries, Inc.**
**1761 Genesis Drive**
**LaPorte, IN 46350**
**(800)635-6587**

## Summary of Main Warranty Provisions

As claims, policies and procedure are governed by the terms of the Boss Industries, Inc. warranty, it is necessary to outline some of the more important provisions.

The Boss Industries, Inc. warranty applies only to new and unused products which, after shipment from the factory, have not been altered, changed, repaired or mistreated in any manner whatsoever. Normal maintenance items such as lubricants and filters are not warrantable items.

Parts not of Boss Industries, Inc. manufacture are warranted only to the extent they are warranted by the original manufacturer.

Damage resulting from abuse, neglect, misapplication or overloading of a machine, accessory or part is not covered under warranty.

Deterioration or wear occasioned by chemical and/or abrasive action or excessive heat shall not constitute defects.

Parts replacement and/or correction of defective workmanship will normally be handled by Boss Industries, Inc. or their authorized distributor.

Failure to file a detailed warranty claim/service report for each occurrence of material defect of defective workmanship will cause warranty claim to be rejected.

Defective material must be returned within 30 days of receipt of shipping instructions. Failure to do so within specified time will result in forfeiture of claim.

The distributor is responsible for the initial investigation and write up of the warranty claim.

Distributor shall be allowed no more than 30 days from date of repair to file a warranty claim/ service report.

Warranty for failure of Boss Industries, Inc. replacement parts covers the net cost of the part only, not labor and mileage.

The Boss Industries, Inc. warranty does not cover diagnostic calls and travel. That is time spent traveling to the machine to analyze the problem and returning with the proper tools and parts to correct the problem.

Boss Industries, Inc. will deduct from allowable credits for excess freight caused by sender failing to follow return shipping instructions.

Distributors or end-users automatically deducting the value of a warranty claim from outstanding balances due and payable to Boss Industries, Inc. prior to receiving written notification of Boss Industries, Inc. approval of the warranty claim may be subject to forfeiture of the entire claim.

## Warranty/Return Goods Instructions

The warranty/return procedure outlined below is provided to give the claimant the information necessary to file a warranty/return claim, and enable Boss Industries, Inc. the ability to best serve its customers.

*Please see the following instructions to initiate a return:*

Contact Boss Industries, Inc. Returns Department by telephone at 219.324.7776 or via email at service@bossair.com. You may also send a fax at 219.324.7470.

## Warranty Claims - Preparation of Part Return

Parts returned to the factory must be properly packaged to prevent damage during shipment. Damage to a part as a result of improper handling or packing could be cause for denial. When addressing the package for shipment, the following information must be on the outside of, or tagged clearly, to the package.

1. Return Goods Authorization #.
2. Distributor or end-users return address.
3. Correct factory address.
4. Number of packages pertaining to each claim.

***NOTE:*** *Our warranty requires that all defective parts be returned to Boss Industries, Inc. freight prepaid. Items sent without RGA number will not be accepted. Unauthorized Returns Will Immediately Be Refused At Dock.*

## Return or Warranty Claims - Filing Procedures

1. Initiate through a purchase order for warranty part or request for credit.
2. RGA will accompany replacement part.
3. Boss Industries, Inc. will confirm disposition of failed part within 30 days of receipt and or request additional information.
4. Claim denial will result in issuance of a letter of denial.
5. Boss Industries, Inc. will consider each claim on its own merit and reserves the right to accept or reject claim request. In case of airends, these will be returned to the manufacturer for their analysis/ input.
6. Send Warranty Claim to:
   Boss Industries, Inc.
   1761 Genesis Drive
   LaPorte, IN 46350
   Attn: Returns Dept.

## General

An approved claim depends on the following provision:

1. An RGA # must be issued by Boss Industries, Inc. (See filing procedures.)
2. Failed part must be returned within 30 days of original invoice date, freight prepaid, with RGA #.
3. Part is determined to be defective.
4. Workmanship is determined to be defective.
5. Machine is within warranty period.
6. Machine has been operated within design conditions.

Claims made through distributors must be verified by distributor prior to contacting Boss Industries, Inc.

## Damage in Transit

Do not return damaged merchandise to Boss Industries, Inc., please follow claim procedure.

1. Loss in transit:

   The merchandise in our kit or provided in our factory installations has been thoroughly inspected or carefully installed and tested before leaving our plant. However, regardless of the care taken at the factory, there is a possibility that damage may occur in shipment. For this reason, it is recommended that the unit be carefully inspected for evidence of possible damage or malfunction during the first few hours of operation. Responsibility for the safe delivery of the kit or factory installed unit was assumed by the carrier at the time of shipment. Therefore, claims for loss or damage to the contents of the kit or factory installed unit should be made upon the carrier.

2. Concealed loss or damage:

   Concealed loss or damage means loss or damage, which does not become apparent until the kit is unpacked or the factory-installed unit is run by the end-user. The contents of the kit or factory installed unit may be damaged due to rough handling while in route to its destination, even though the kit or factory installed unit shows no external damage. When the damage is discovered upon unpacking, make a written request for inspection by the carrier agent within fifteen days of delivery date. Then file a claim with the carrier since such damage is the carrier's responsibility.

   By following these instructions carefully, we guarantee our full support of your claims, to protect you against loss from concealed damage.

3. Visible Loss or Damage

   Any external evidence of loss or damage must be noted on the Freight Bill or Express Receipt, and signed by the carrier's agent. Failure to adequately describe such external evidence of loss, or damage may result in the carrier refusing to honor a damage claim. The carrier will supply the form required to file such a claim.

## Screw Compressor Airend Exchange Program

Replacement airends are available from the factory. For current prices and availability, contact Boss Industries, Inc. or an authorized Boss Industries, Inc. distributor. Prices are F.O.B. shipping point. Prices do not include labor for removal or installation.

# Drawings

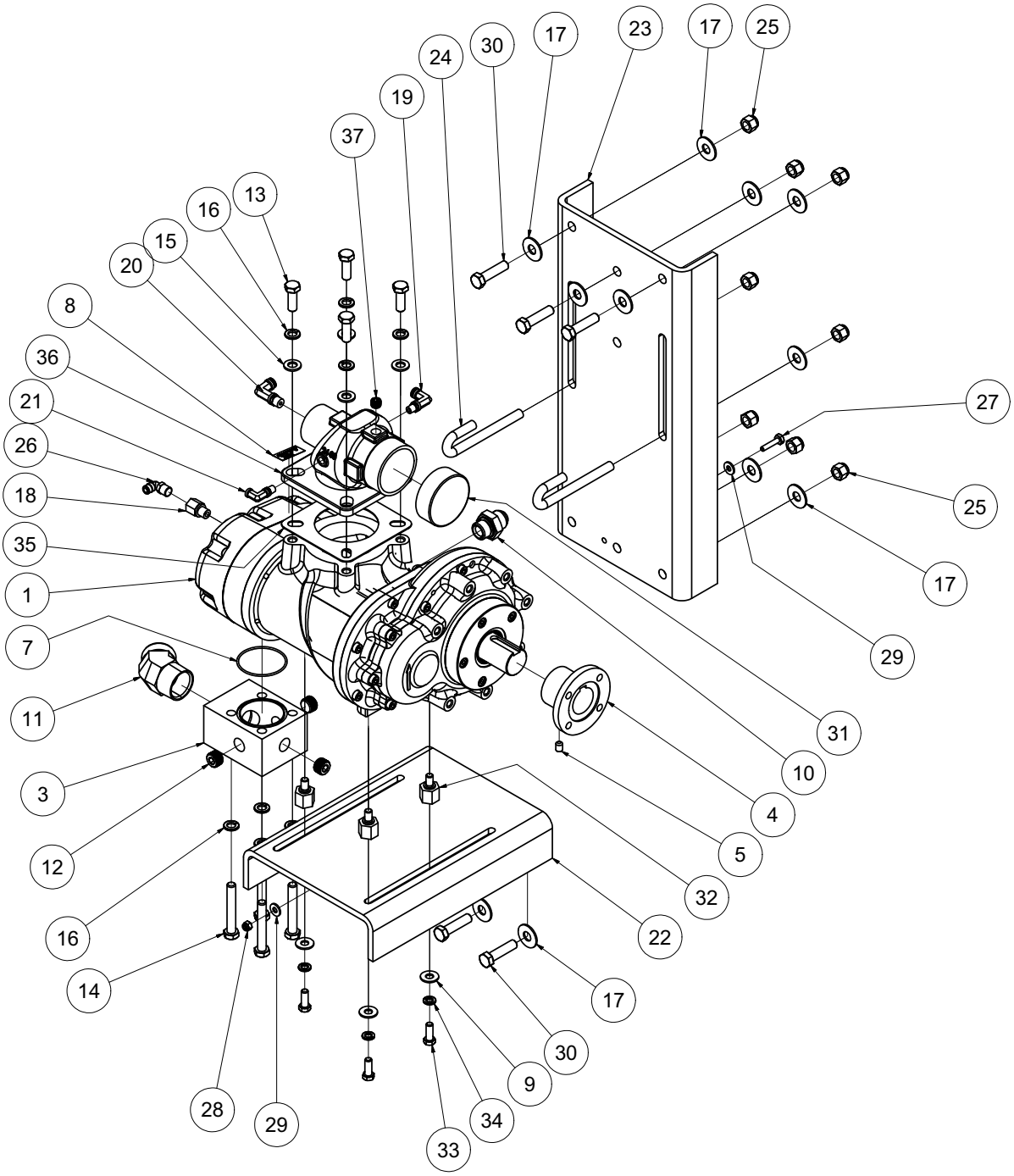
**NOTICE**

Multiple drawings are included in this section. Ensure you are looking at the proper drawing for your system. If you need help determining the proper drawing please contact your local distributor.

## 10G Compressor Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 301677-305 | AIREND |
| 3 | 1 | 301703 | FLANGE |
| 4 | 1 | 301917 | FLANGE |
| 5 | 1 | 932206-050 | SCREW |
| 7 | 1 | 926102-145 | O-RING |
| 8 | 1 | 301594 | DECAL |
| 9 | 3 | 938206-071 | WASHER |
| 10 | 1 | 973112-075 | CONNECTOR |
| 11 | 1 | 960024-150 | ELBOW |
| 12 | 3 | 902915-020 | PLUG |
| 13 | 4 | 929212-350 | BOLT |
| 14 | 4 | 929212-800 | BOLT |
| 15 | 4 | 938912-200 | WASHER |
| 16 | 8 | 938812-250 | WASHER |
| 17 | 14 | 938208-112 | WASHER |
| 18 | 1 | 970804-025 | ADAPTER |
| 19 | 1 | 987305-012 | ELBOW |
| 20 | 1 | 987305-025M | ELBOW |
| 21 | 1 | 987302-012 | ELBOW |
| 22 | 1 | 304717 | FOOT |
| 23 | 1 | 304718 | FOOT |
| 24 | 2 | 304719 | J-BOLT |
| 25 | 8 | 925508-262 | NUT |
| 26 | 1 | 304720 | VALVE |
| 27 | 1 | 929104-125 | BOLT |
| 28 | 1 | 924304-145 | NUT |
| 29 | 2 | 938604-071 | WASHER |
| 30 | 6 | 929808-200 | BOLT |
| 31 | 1 | 307586 | CAP |
| 32 | 3 | 308330 | SPACER |
| 33 | 3 | 929806-100 | BOLT |
| 34 | 3 | 937806-094 | WASHER |
| 35 | 1 | 301694 | GASKET |
| 36 | 1 | 300629 | VALVE |
| 37 | 1 | 902915-010 | PLUG |

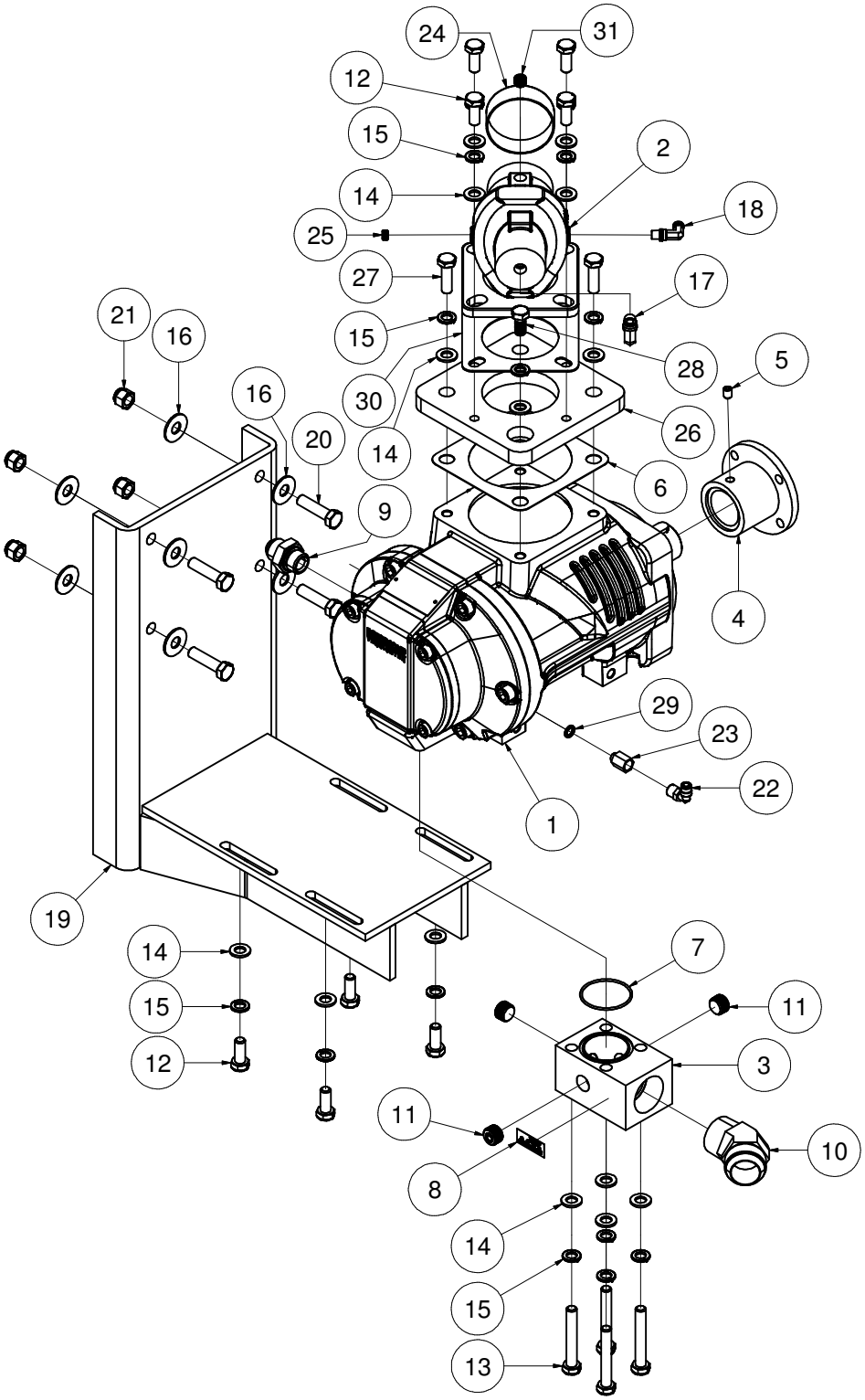
## 10G Compressor Assembly (cont.)



## RSC9 Compressor Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 308894 | AIREND |
| 2 | 1 | 300629 | VALVE |
| 3 | 1 | 303820 | FLANGE |
| 4 | 1 | 301549 | FLANGE |
| 5 | 1 | 932206-050 | SCREW |
| 6 | 1 | 126-64754 | GASKET |
| 7 | 1 | 926102-140 | O-RING |
| 8 | 1 | 301594 | DECAL |
| 9 | 1 | 973112-075 | CONNECTOR |
| 10 | 1 | 960024-150 | ELBOW |
| 11 | 3 | 902915-020 | PLUG |
| 12 | 8 | 929212-300 | BOLT |
| 13 | 4 | 929212-800 | BOLT |
| 14 | 16 | 938912-200 | WASHER |
| 15 | 16 | 938812-250 | WASHER |
| 16 | 8 | 938208-112 | WASHER |
| 17 | 1 | 987305-025M | ELBOW |
| 18 | 1 | 987302-012 | ELBOW |
| 19 | 1 | 301548 | FOOT |
| 20 | 4 | 929808-200 | BOLT |
| 21 | 4 | 925508-262 | NUT |
| 22 | 1 | 304720 | VALVE |
| 23 | 1 | 970802-025 | ADAPTER |
| 24 | 1 | 307586 | CAP |
| 25 | 1 | 902915-005 | PLUG |
| 26 | 1 | 308964 | ADAPTER |
| 27 | 3 | 929212-400 | BOLT |
| 28 | 1 | 929212-250 | BOLT |
| 29 | 1 | 307203 | WASHER |
| 30 | 1 | 301694 | GASKET |
| 31 | 1 | 902915-010 | PLUG |

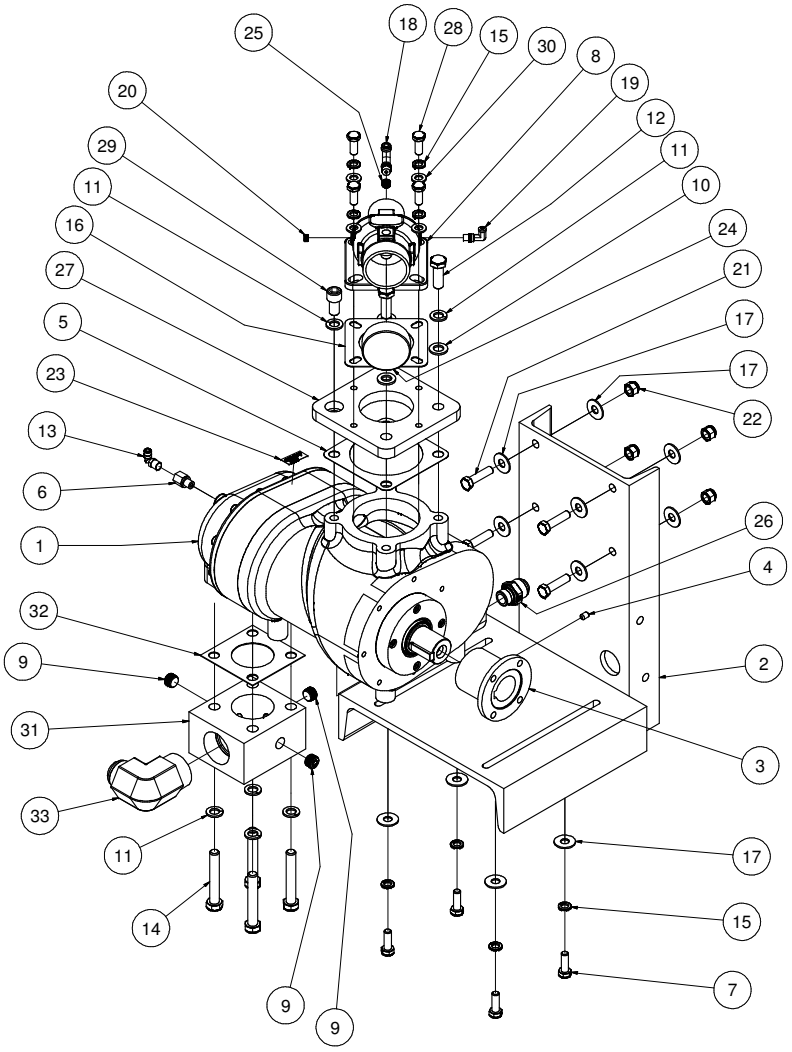
## RSC9 Compressor Assembly (cont.)



## 14D Compressor Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 301690 | AIREND |
| 2 | 1 | 304100 | FOOT |
| 3 | 1 | 301733 | FLANGE |
| 4 | 1 | 932206-050 | SCREW |
| 5 | 1 | 126-64754 | GASKET |
| 6 | 1 | 970804-025 | ADAPTER |
| 7 | 4 | 929212-350 | BOLT |
| 8 | 1 | 300629 | VALVE |
| 9 | 3 | 902915-020 | PLUG |
| 10 | 3 | 938916-225 | WASHER |
| 11 | 8 | 938816-350 | WASHER |
| 12 | 3 | 929216-450 | BOLT |
| 13 | 1 | 304720 | VALVE |
| 14 | 4 | 929216-100 | BOLT |
| 15 | 8 | 938812-250 | WASHER |
| 16 | 1 | 301694 | GASKET |
| 17 | 12 | 938208-112 | WASHER |
| 18 | 1 | 987305-025M | ELBOW |
| 19 | 1 | 987302-012 | ELBOW |
| 20 | 1 | 902915-005 | PLUG |
| 21 | 4 | 929808-200 | BOLT |
| 22 | 4 | 925508-262 | NUT |
| 23 | 1 | 301594 | DECAL |
| 24 | 1 | 307586 | CAP |
| 25 | 1 | 902915-010 | PLUG |
| 26 | 1 | 973116-075 | CONNECTOR |
| 27 | 1 | 308964 | ADAPTER |
| 28 | 4 | 929212-300 | BOLT |
| 29 | 1 | 929316-300 | BOLT |
| 30 | 4 | 938912-200 | WASHER |
| 31 | 1 | 150-65707 | FLANGE |
| 32 | 1 | 126-91110 | GASKET |
| 33 | 1 | 960224-200 | ELBOW |

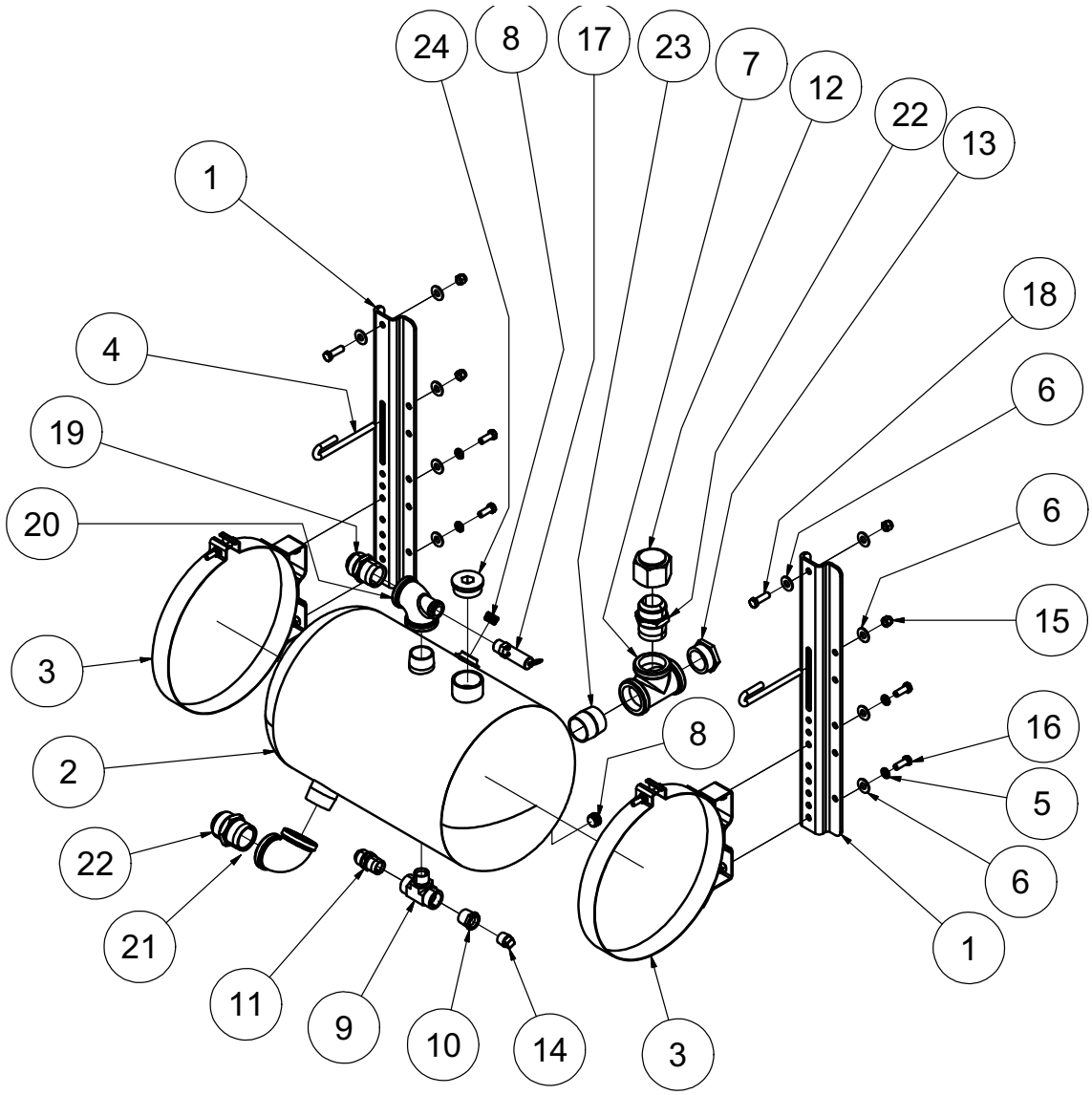
## 14D Compressor Assembly (cont.)



## 10G/RSC9 Sump Tank Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 2 | 304619 | BRACKET |
| 2 | 1 | 300225 | SUMP |
| 3 | 2 | 300234 | BAND |
| 4 | 2 | 304629 | J-BOLT |
| 5 | 4 | 937806-094 | WASHER |
| 6 | 10 | 938206-071 | WASHER |
| 7 | 1 | 902415-060 | TEE |
| 8 | 2 | 902915-020 | PLUG |
| 9 | 1 | 961912-075 | TEE |
| 10 | 1 | 907603-020 | BUSHING |
| 11 | 1 | 960112-075 | CONNECTOR |
| 12 | 1 | 301466-150 | CAP |
| 13 | 1 | 300107 | SIGHTGLASS |
| 14 | 1 | 300108 | PLUG |
| 15 | 4 | 925506-198 | NUT |
| 16 | 4 | 929806-100 | BOLT |
| 17 | 1 | 300023-175 | RELIEF |
| 18 | 2 | 929806-125 | BOLT |
| 19 | 1 | 960120-125 | CONNECTOR |
| 20 | 1 | 902205-025 | TEE |
| 21 | 1 | 901515-060 | ELBOW |
| 22 | 2 | 960124-150 | CONNECTOR |
| 23 | 1 | 922224-000 | NIPPLE |
| 24 | 1 | 984724-188 | PLUG |

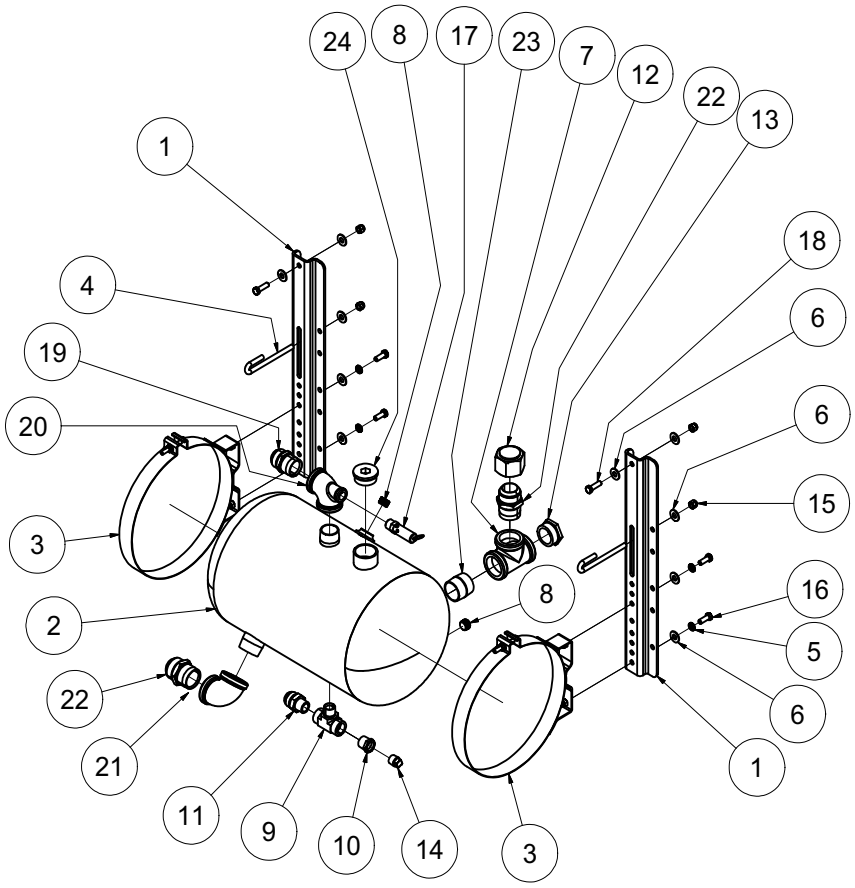
## 10G/RSC9 Sump Tank Assembly (cont.)



## 14D Sump Tank Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 2 | 304619 | BRACKET |
| 2 | 1 | 300225 | SUMP |
| 3 | 2 | 300234 | BAND |
| 4 | 2 | 304629 | J-BOLT |
| 5 | 4 | 937806-094 | WASHER |
| 6 | 10 | 938206-071 | WASHER |
| 7 | 1 | 902415-060 | TEE |
| 8 | 2 | 902915-020 | PLUG |
| 9 | 1 | 961912-075 | TEE |
| 10 | 1 | 907603-020 | BUSHING |
| 11 | 1 | 960116-075 | CONNECTOR |
| 12 | 1 | 301466-150 | CAP |
| 13 | 1 | 300107 | SIGHTGLASS |
| 14 | 1 | 300108 | PLUG |
| 15 | 4 | 925506-198 | NUT |
| 16 | 4 | 929806-100 | BOLT |
| 17 | 1 | 300023-175 | VALVE |
| 18 | 2 | 929806-125 | BOLT |
| 19 | 1 | 960120-125 | CONNECTOR |
| 20 | 1 | 902205-025 | TEE |
| 21 | 1 | 901515-060 | ELBOW |
| 22 | 2 | 960124-150 | CONNECTOR |
| 23 | 1 | 922224-000 | NIPPLE |
| 24 | 1 | 984724-188 | PLUG |

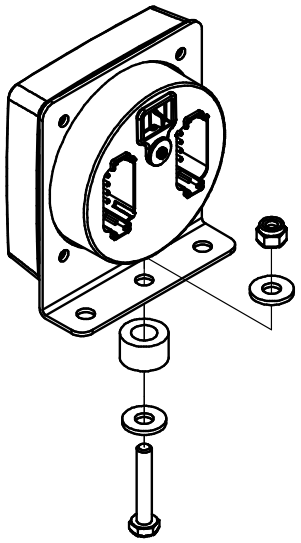
## 14D Sump Tank Assembly (cont.)

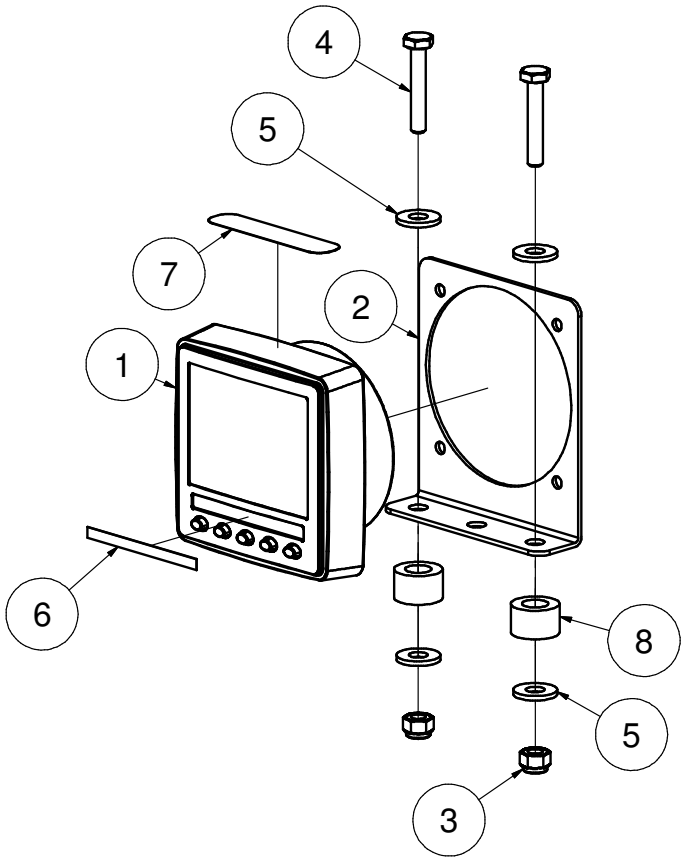


## B-CAN Assembly

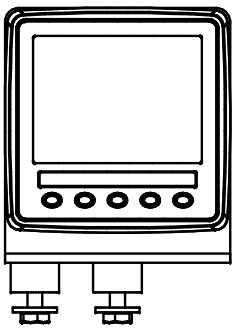
| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 309228 | CONTROLLER |
| 2 | 1 | 309639 | BRACKET |
| 3 | 2 | 924304-145 | NUT |
| 4 | 2 | 929104-150 | BOLT |
| 5 | 4 | 938604-071 | WASHER |
| 6 | 1 | 309643 | DECAL |
| 7 | 2 | 310071 | DECAL |
| 8 | 2 | 301713 | SPACER |
| NS | 1 | 309702 | CABLE |
| NS | 4 | 992304-100 | SCREW |
| NS | 4 | 938904-090 | WASHER |
| NS | 4 | 938804-090 | WASHER |
| NS | 1 | 40062 | HARNESS |
| NS | 1 | 309452 | HARNESS |
| NS | 1 | 309451 | HARNESS |
| NS | 2 | 929104-075 | BOLT |

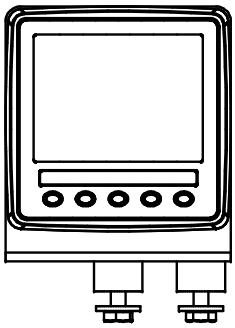
## B-CAN Assembly (cont.)

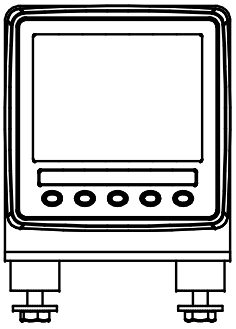





OPTIONAL MOUNTING CONFIGURATIONS



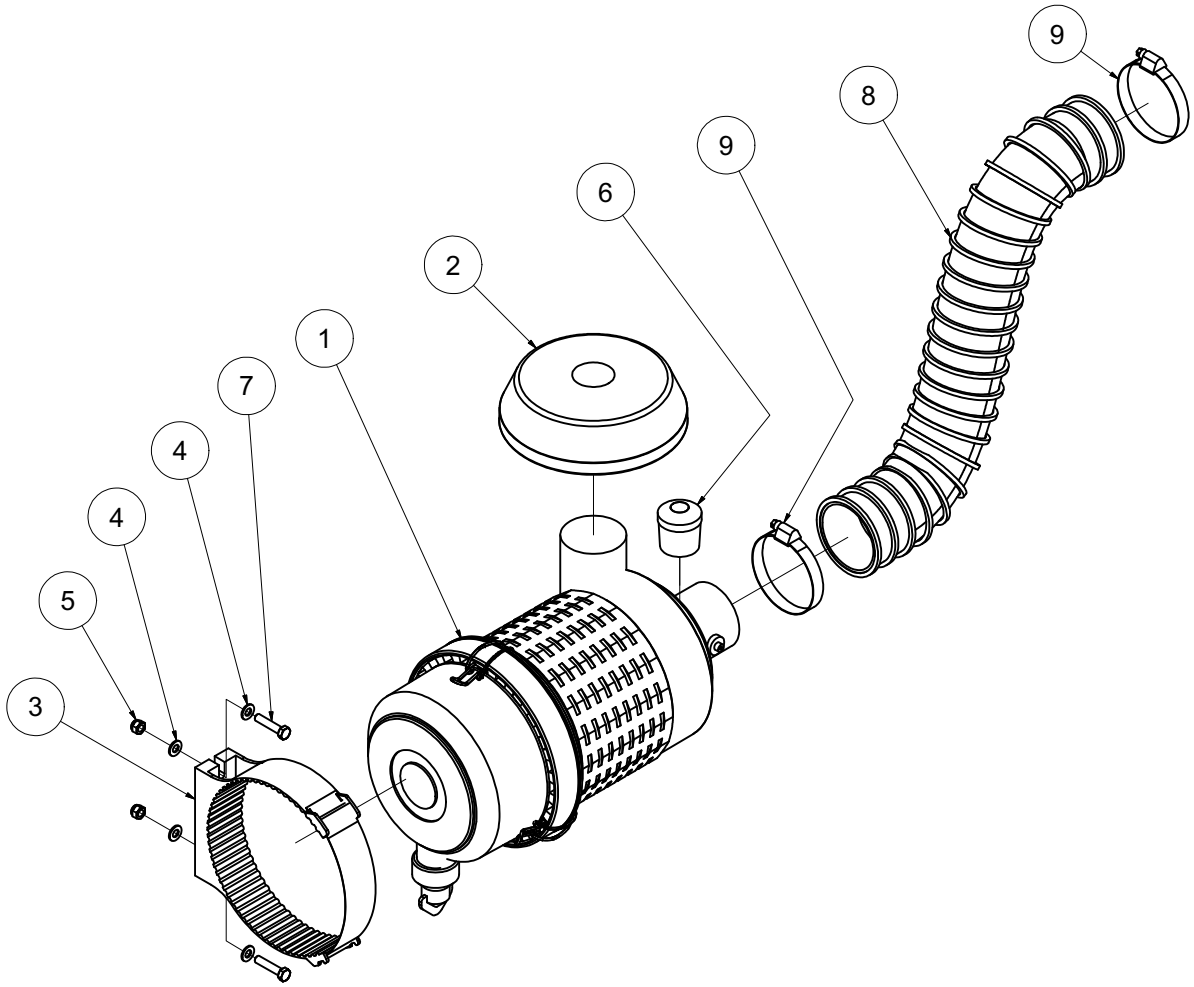




## Air Filter Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 309408 | ASSY |
| 2 | 1 | 309413 | CAP |
| 3 | 1 | 309414 | BAND |
| 4 | 4 | 938205-071 | WASHER |
| 5 | 2 | 925505-273 | NUT |
| 6 | 1 | 309415 | INDICATOR |
| 7 | 2 | 929105-150 | BOLT |
| 8 | 10FT | 301785-300 | HOSE |
| 9 | 2 | 301786-300 | CLAMP |

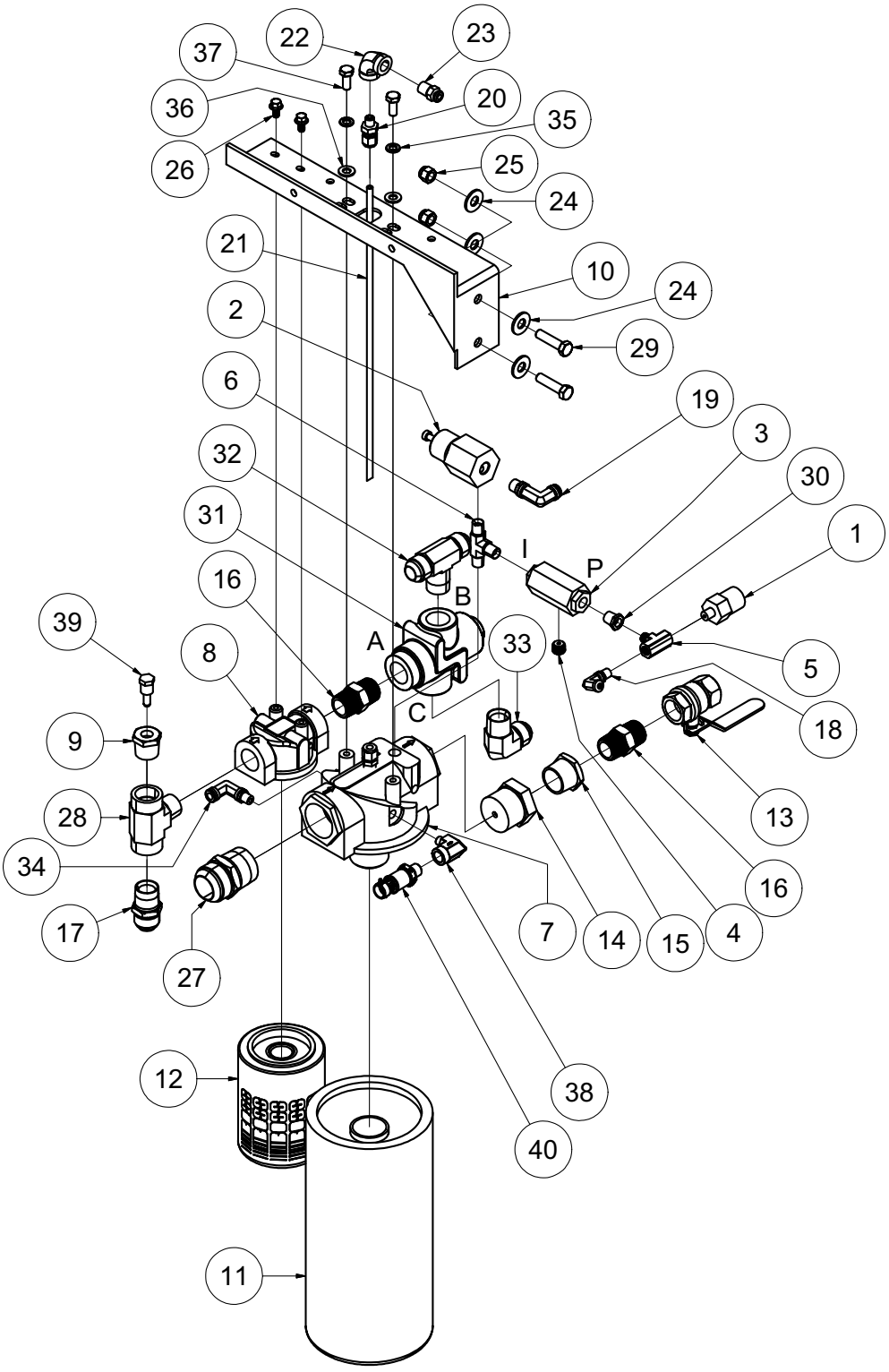
## Air Filter Assembly (cont.)



## 10G Air Oil Manifold

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 301421 | SWITCH |
| 2 | 1 | 300057 | VALVE |
| 3 | 1 | 301827 | VALVE |
| 4 | 1 | 993504-141 | PLUG |
| 5 | 1 | 961902-012 | TEE |
| 6 | 1 | 977704-0404 | TEE |
| 7 | 1 | 304121 | HEAD |
| 8 | 1 | 300599 | HEAD |
| 9 | 1 | 907603-010 | BUSHING |
| 10 | 1 | 304814 | BRACKET |
| 11 | 1 | 304122 | COALESCER |
| 12 | 1 | 300005 | ELEMENT |
| 13 | 1 | 300022-075 | VALVE |
| 14 | 1 | 300605 | ORIFICE |
| 15 | 1 | 907604-030 | BUSHING |
| 16 | 2 | 960412-075 | NIPPLE |
| 17 | 1 | 960112-075 | CONNECTOR |
| 18 | 1 | 987302-012 | ELBOW |
| 19 | 1 | 987305-025 | ELBOW |
| 20 | 1 | 988204-025 | CONNECTOR |
| 21 | 1 | 304210 | TUBE |
| 22 | 1 | 977604-025 | ELBOW |
| 23 | 1 | 987204-025 | CONNECTOR |
| 24 | 4 | 938206-071 | WASHER |
| 25 | 2 | 925506-198 | NUT |
| 26 | 2 | 929704-050 | BOLT |
| 27 | 1 | 960120-125 | CONNECTOR |
| 28 | 1 | 961912-075 | TEE |
| 29 | 2 | 929806-150 | BOLT |
| 30 | 1 | 907600-005 | BUSHING |
| 31 | 1 | 307855 | VALVE |
| 32 | 1 | 961712-075 | TEE |
| 33 | 1 | 960212-075 | ELBOW |
| 34 | 1 | 987305-012 | ELBOW |
| 35 | 2 | 938808-200 | WASHER |
| 36 | 2 | 938605-071 | WASHER |
| 37 | 2 | 929208-200 | BOLT |
| 38 | 1 | 993302-025 | ELBOW |
| 39 | 1 | 309470 | SENDER |
| 40 | 1 | 309484 | TRANSDUCER |

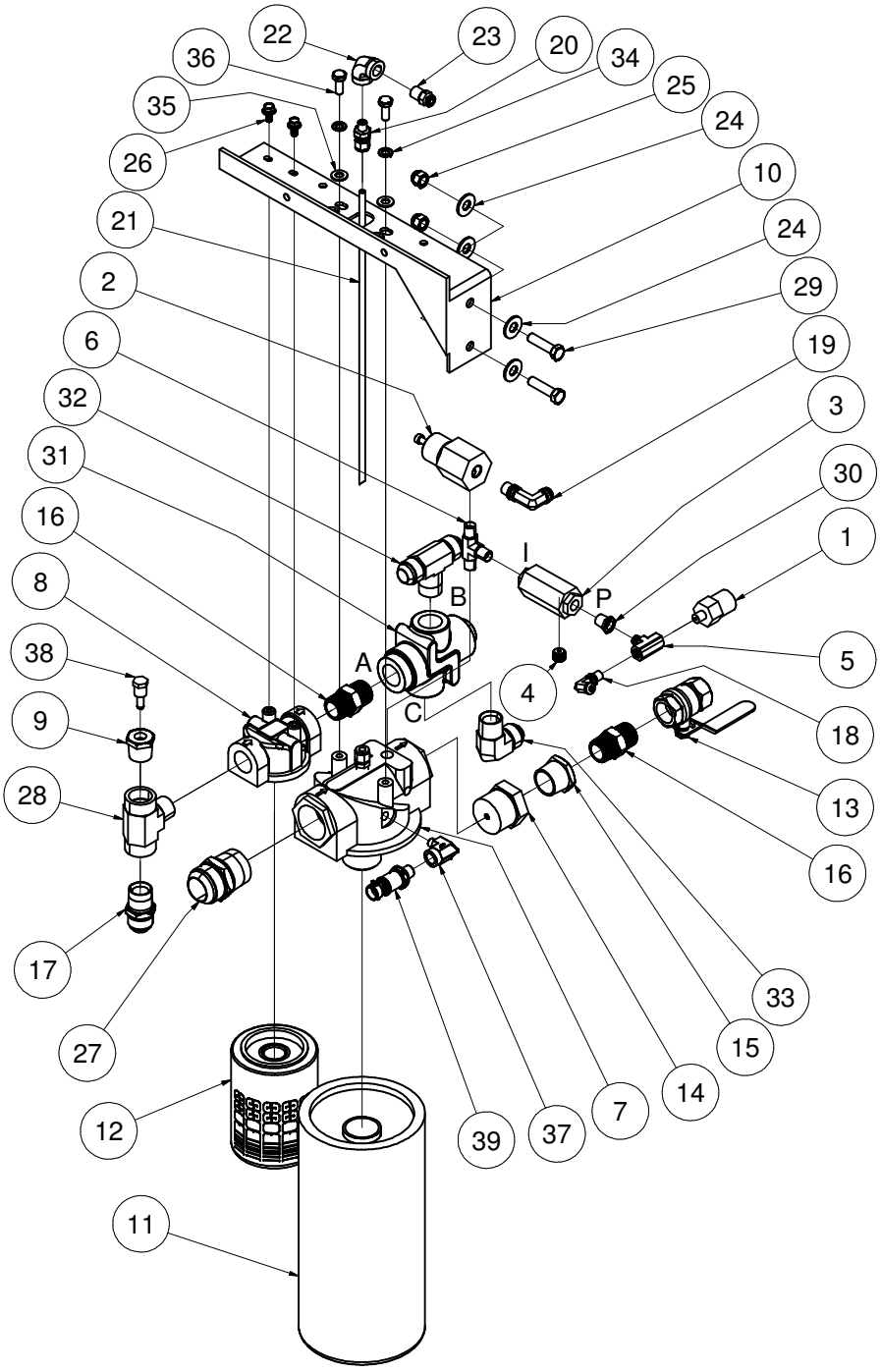
## 10G Air Oil Manifold (cont.)



## RSC9 Air Oil Manifold

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 301421 | SWITCH |
| 2 | 1 | 300057 | VALVE |
| 3 | 1 | 301827 | VALVE |
| 4 | 1 | 993504-141 | PLUG |
| 5 | 1 | 961902-012 | TEE |
| 6 | 1 | 977704-0404 | TEE |
| 7 | 1 | 304121 | HEAD |
| 8 | 1 | 300599 | HEAD |
| 9 | 1 | 907603-010 | BUSHING |
| 10 | 1 | 304814 | BRACKET |
| 11 | 1 | 304122 | COALESCER |
| 12 | 1 | 300005 | ELEMENT |
| 13 | 1 | 300022-075 | VALVE |
| 14 | 1 | 300605 | ORIFICE |
| 15 | 1 | 907604-030 | BUSHING |
| 16 | 2 | 960412-075 | NIPPLE |
| 17 | 1 | 960112-075 | CONNECTOR |
| 18 | 1 | 987302-012 | ELBOW |
| 19 | 1 | 987305-025 | ELBOW |
| 20 | 1 | 988204-025 | CONNECTOR |
| 21 | 1 | 304210 | TUBE |
| 22 | 1 | 977604-025 | ELBOW |
| 23 | 1 | 987204-025 | CONNECTOR |
| 24 | 4 | 938206-071 | WASHER |
| 25 | 2 | 925506-198 | NUT |
| 26 | 2 | 929704-050 | BOLT |
| 27 | 1 | 960120-125 | CONNECTOR |
| 28 | 1 | 961912-075 | TEE |
| 29 | 2 | 929806-150 | BOLT |
| 30 | 1 | 907600-005 | BUSHING |
| 31 | 1 | 307855 | VALVE |
| 32 | 1 | 961712-075 | TEE |
| 33 | 1 | 960212-075 | ELBOW |
| 34 | 2 | 938808-200 | WASHER |
| 35 | 2 | 938605-071 | WASHER |
| 36 | 2 | 929208-200 | BOLT |
| 37 | 1 | 993302-025 | ELBOW |
| 38 | 1 | 309470 | SENDER |
| 39 | 1 | 309484 | TRANSDUCER |

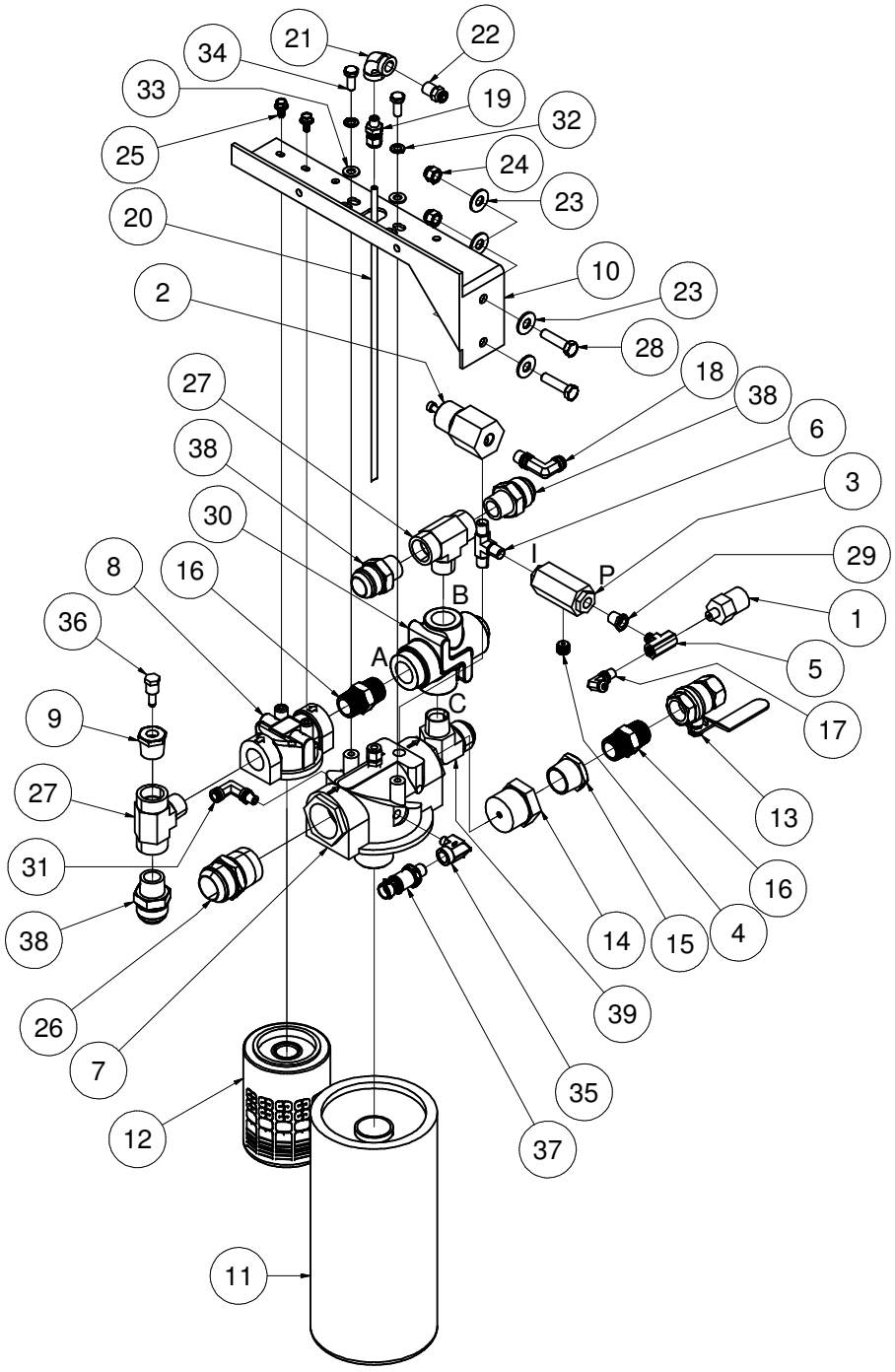
## RSC9 Air Oil Manifold (cont.)



## 14D Air Oil Manifold

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 301421 | SWITCH |
| 2 | 1 | 300057 | VALVE |
| 3 | 1 | 301827 | VALVE |
| 4 | 1 | 993504-141 | PLUG |
| 5 | 1 | 961902-012 | TEE |
| 6 | 1 | 977704-0404 | TEE |
| 7 | 1 | 304121 | HEAD |
| 8 | 1 | 300599 | HEAD |
| 9 | 1 | 907603-010 | BUSHING |
| 10 | 1 | 304814 | BRACKET |
| 11 | 1 | 304122 | COALESCER |
| 12 | 1 | 300005 | ELEMENT |
| 13 | 1 | 300022-075 | VALVE |
| 14 | 1 | 300605 | ORIFICE |
| 15 | 1 | 907604-030 | BUSHING |
| 16 | 2 | 960412-075 | NIPPLE |
| 17 | 1 | 987302-012 | ELBOW |
| 18 | 1 | 987305-025 | ELBOW |
| 19 | 1 | 988204-025 | CONNECTOR |
| 20 | 1 | 304210 | TUBE |
| 21 | 1 | 977604-025 | ELBOW |
| 22 | 1 | 987204-025 | CONNECTOR |
| 23 | 4 | 938206-071 | WASHER |
| 24 | 2 | 925506-198 | NUT |
| 25 | 2 | 929704-050 | BOLT |
| 26 | 1 | 960120-125 | CONNECTOR |
| 27 | 2 | 961912-075 | TEE |
| 28 | 2 | 929806-150 | BOLT |
| 29 | 1 | 907600-005 | BUSHING |
| 30 | 1 | 307855 | VALVE |
| 31 | 1 | 987305-012 | ELBOW |
| 32 | 2 | 938808-200 | WASHER |
| 33 | 2 | 938605-071 | WASHER |
| 34 | 2 | 929208-200 | BOLT |
| 35 | 1 | 993302-025 | ELBOW |
| 36 | 1 | 309470 | SENDER |
| 37 | 1 | 309484 | TRANSDUCER |
| 38 | 3 | 960116-075 | CONNECTOR |
| 39 | 1 | 960216-075 | ELBOW |

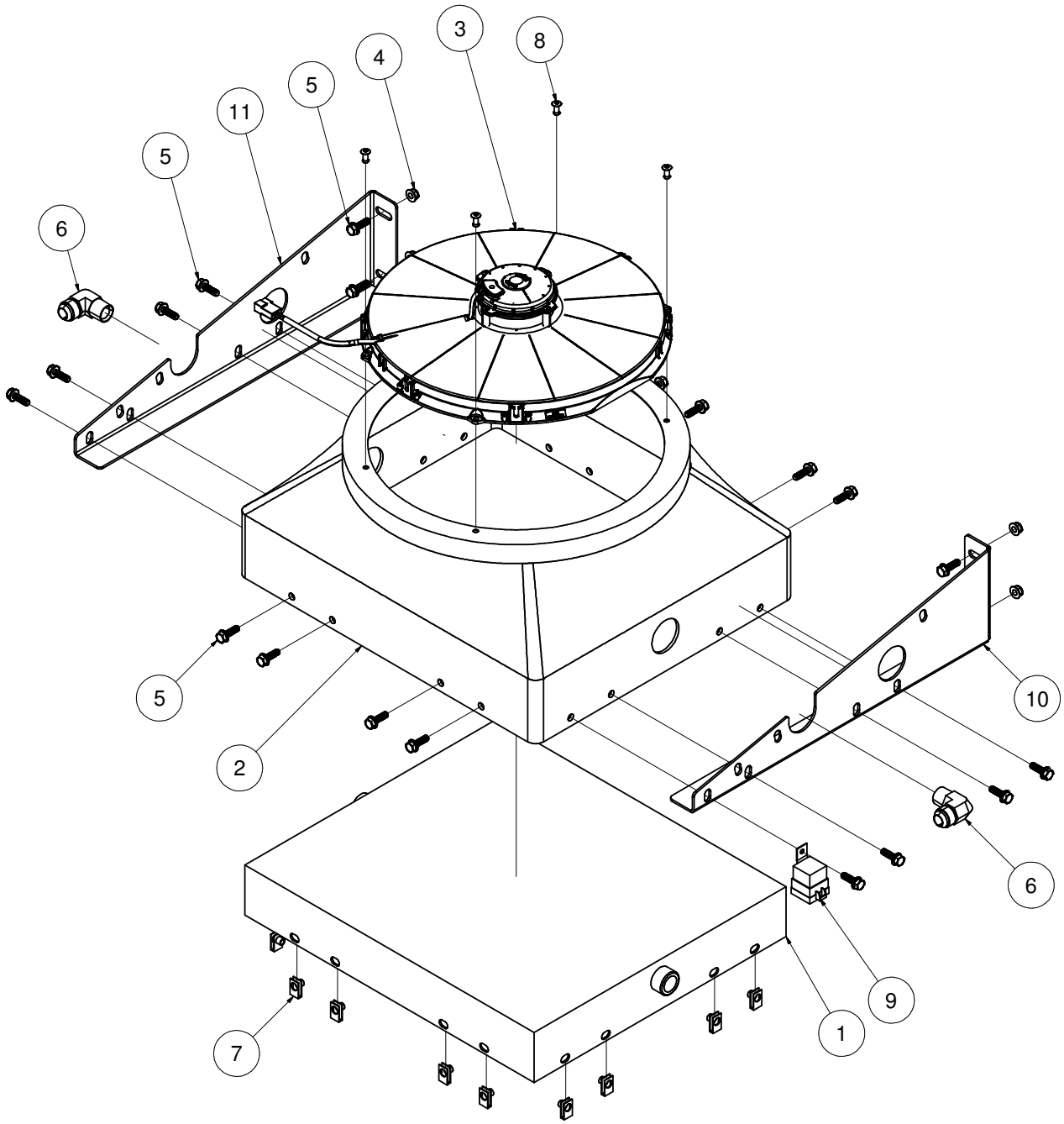
## 14D Air Oil Manifold (cont.)



## 10G/RSC9 Cooler Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 300014 | COOLER |
| 2 | 1 | 304454 | VENTURI |
| 3 | 1 | 310077 | FAN ASSY |
| 4 | 4 | 925305-283 | NUT |
| 5 | 20 | 929705-100 | BOLT |
| 6 | 2 | 960212-075 | ELBOW |
| 7 | 16 | 961505-140 | NUT |
| 8 | 4 | 943104-038 | RIVET |
| 9 | 1 | 301755-012 | RELAY |
| 10 | 1 | 301784-L | BRACKET |
| 11 | 1 | 301784-R | BRACKET |
| NS | 1 | 307862 | HARNESS |

## 10G/RSC9 Cooler Assembly (cont.)



## 14D Cooler Assembly

| Parts List | | | |
|---|---|---|---|
| ITEM | QTY | PART NUMBER | DESCRIPTION |
| 1 | 1 | 300014 | COOLER |
| 2 | 1 | 304454 | VENTURI |
| 3 | 1 | 310077 | FAN ASSY |
| 4 | 4 | 925305-283 | NUT |
| 5 | 20 | 929705-100 | BOLT |
| 6 | 2 | 960216-075 | ELBOW |
| 7 | 16 | 961505-140 | NUT |
| 8 | 4 | 943104-038 | RIVET |
| 9 | 1 | 301755-012 | RELAY |
| 10 | 1 | 301784-L | BRACKET |
| 11 | 1 | 301784-R | BRACKET |
| NS | 1 | 307862 | HARNESS |

## 14D Cooler Assembly (cont.)