

**Model: 20-4500-7000  
Oxygen Booster**



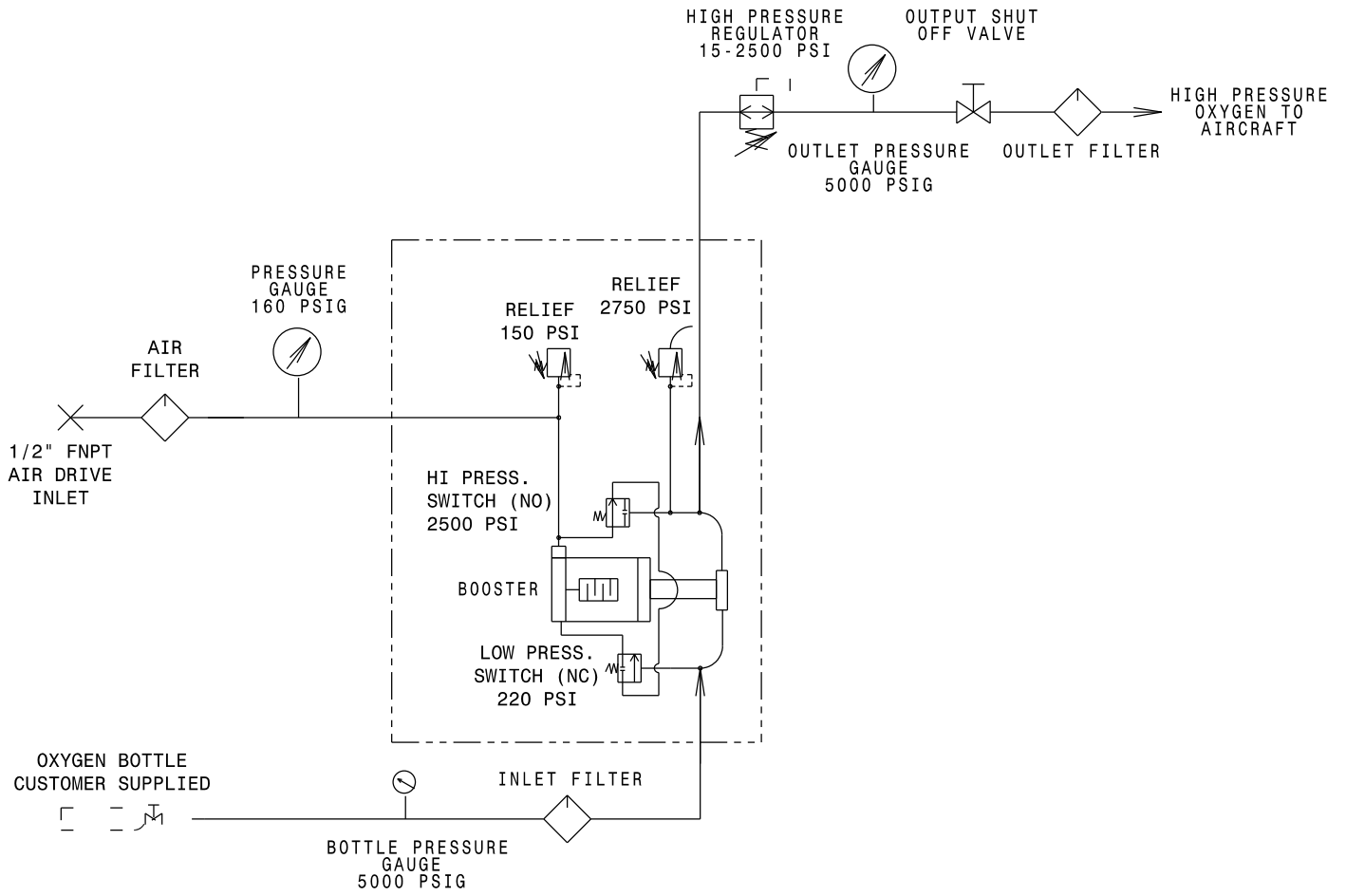
03/2009 – Rev. 10

| REVISION | DATE    | TEXT AFFECTED                                  |
|----------|---------|--|
| 05       | 08/2005 | Modified Parts List                            |
| 06       | 10/2005 | Modified 3.3 Assembly                          |
| 07       | 03/2008 | Added CE marking and Declaration of Conformity |
| 08       | 07/2008 | Major revision                                 |
| 09       | 02/2009 | Major revision                                 |
| 10       | 03/2009 | Major revision                                 |

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**Schematic**



This product cannot be modified without the written approval of Tronair, Inc. Any modifications done without written approval voids all warranties and releases Tronair, Inc., its suppliers, distributors, employees, or financial institutions from any liability from consequences that may occur. Only Tronair OEM replacement parts shall be used.

## 1.0 DESCRIPTION

The Tronair Model 20-4500-7000 Pneumatic Oxygen Booster provides the capability of boosting remaining lower pressure oxygen from supply bottle to the required higher aircraft system pressure; up to 2,250 psig maximum.

Consumer Requirement: This Oxygen Booster utilizes an air driven pressure amplifier, requiring 145 PSIG maximum air pressure input at 80 SCFM volume.

### 1.1 OPTIONAL EQUIPMENT AVAILABLE TO ENHANCE UNIT

Tronair offers the following Oxygen Regulators:

- Single supply bottle: Model Number 20-4502-6000
- Four bottle cart: Model Number 20-4504-7000



#### DANGER!

**TO AVOID SERIOUS INJURY, LOSS OF LIMB OR DEATH:**

1. **DO NOT use on LOW PRESSURE aircraft systems.**
2. **DO NOT use with ANY GAS OTHER THAN OXYGEN.**
3. **DO NOT exceed 2250 PSIG inlet oxygen bottle pressure into booster.**
4. **All components used in the oxygen system shall be clean, dry and free of all contamination per SAE SPEC. AIR 1176.**
5. **Servicing and/or maintenance of oxygen systems shall be done by trained and qualified personnel using approved procedures per SAE SPEC. ARP 1532.**

## 2.0 SPECIFICATIONS/FEATURES

|  |  |
|--|--|
| <b>Dimensions</b> .....                      | 24-9/16 inches long x 19 inches high x 16 inches deep                            |
| <b>Weight</b> .....                          | 80 pounds  |
| <b>Output Hose</b> .....                     | 15 feet long with #4 37° JIC female flare swivel fitting at aircraft hook-up end |
| <b>Oxygen Output Rating</b> .....            | 2250 psi (155 bar) maximum   |
| <b>Input to Booster Pump</b> .....           | 80 SCFM at 150 psi (10.3 bar) maximum  |
| <b>Booster High Pressure Air Pilot</b> ..... | 2500 psi (172 bar)   |
| <b>Booster High Pressure Relief</b> .....    | 2750 psi (189.6 bar)   |
| <b>Temperature Range</b> .....               | 0° to 200°F (17.7° to 93.3° C)   |

All plumbing, fittings, and components are cleaned for oxygen use. The unit and hoses are cleaned, packaged and shipped separately to avoid any possible system contamination.

### 3.0 SAFETY

The operation, maintenance, and trouble shooting of this unit requires practices and procedures which ensure personal safety and the safety of others. Therefore, this equipment is to be operated and maintained only by qualified persons in accordance with this manual and all applicable local codes.

Safety instructions specifically pertaining to this unit appear throughout this manual highlighted by the signal words WARNING and CAUTION which identify different levels of hazard.

**WARNING!**

Denote practices which if not carefully followed, could result in **SERIOUS** injury and/or death.

**CAUTION!**

Denote practices which if not carefully followed, could result in **minor personal injury or damage to this equipment.**

- General:** Information presented in this manual and on various labels, on this unit pertains to equipment specifications, installation, operation, maintenance and troubleshooting which should be read, understood, and followed for the safe and effective use of this equipment.
- Training:** Read this entire manual **prior** to operation of the unit. All personnel using this oxygen cart should understand and follow this manual and receive training. We encourage our customers to call Tronair to discuss any operating or testing requirements.

**CAUTION!**

It is mandatory that this instruction manual be read and understood by all persons operating this high pressure oxygen booster.

**WARNING!**

**TO AVOID SERIOUS INJURY OR DEATH OBSERVE THE FOLLOWING:**

1. All components used in the oxygen system must be clean, dry, and free of all contamination per SAE SPEC AIR 1176.
2. **DO NOT** use this equipment with nitrogen or gas other than oxygen.
3. **DO NOT** exceed 2250 PSIG bottle inlet pressure into booster.
4. Servicing and maintenance of the system should only be done by trained and qualified personnel using approved procedures.
5. It is mandatory that this instruction manual be read and understood by all persons operating this oxygen manifold.

### 3.1 GENERAL SAFETY REQUIREMENTS

- Pressures:** Gases under pressure are a potential hazard in the form of stored energy. Accidents can occur when this energy is improperly handled. Be sure that all equipment used is compatible and designed to control the pressures encountered.
- Oxygen:** Oxygen is an oxidizing gas and is chemically stable and nonflammable. However oxygen does support combustion. High concentrations can accelerate the combustion of flammable materials up to and including an explosion. It is important to understand that spontaneous combustion of organic materials can occur in oxygen rich atmospheres.
- Handling:** Oxygen handling must be done with care to avoid any association with hydro-carbons, especially where fuels and lubricants are present in aircraft service areas. It is imperative that oxygen systems be handled properly. Be sure to keep all protective caps in position on equipment as long as possible, and replace them as soon as possible.
- Velocity:** Oxygen flowing at a high velocity in a piping system can propel any foreign material particles with such force that the impact friction can raise the particles temperature to a possible ignition point. It is, therefore, imperative that a high degree of cleanliness be maintained in the oxygen system at all times.
- Oxygen Servicing:** The following list contains additional general safety precautions that should be adhered to during the servicing process. However, always refer to the manufacturer's procedure for the airplane being serviced.
1. Always ground the system to be serviced and the servicing equipment before connecting the filler adapter.
  2. Close the oxygen bottle manual shutoff valve.
  3. Ensure that all aircraft electrical power is off. Do not operate electrical switches, or connect or disconnect ground power generators during the oxygen charging operation.
  4. Do not service the oxygen system if fueling or other flammable fluid servicing is in process.
  5. Do not charge the system too fast. Rapid charging can create a dangerous overheating condition.

For information concerning specific SAE Aircraft Oxygen Equipment Oxygen Equipment Specifications, contact:  
Society of Automotive Engineers  
400 Commonwealth Drive  
Warrendale, PA 15096-0001

## 4.0 PREPARATION FOR USE/ASSEMBLY INSTRUCTIONS

### 4.1 UNPACKING

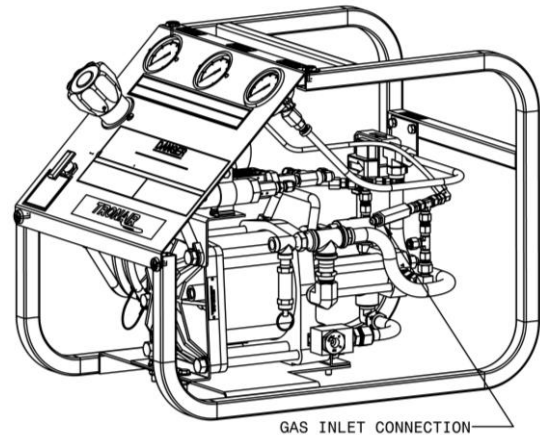
The oxygen cart's manifold system and oxygen booster have been thoroughly cleaned and inspected prior to packaging and shipment. After opening the shipping container and removing the unit, inspect it thoroughly for shipping damage.

Though this unit has been functionally and pressure tested prior to leaving out facility, it is possible that some of the installed fittings may have loosened during shipping. It is advised that all connections be checked for tightness as part of the installation process.

Oxygen equipment should be kept clean, dry, and free from contaminants. It is imperative that all installation, inspection, maintenance, testing, and servicing of oxygen system components be done by trained and qualified personnel using approved procedures.

### 4.2 ASSEMBLY

1. Inspect all connections for contaminants before installation and tightening. Remove any foreign materials. Be sure all oxygen system components are clean per SAE specification AIR 1176.
2. Install 12 inch oxygen supply hose from regulator assembly to gas outlet on Oxygen Booster per SAE spec. ARP 1532, being careful not to contaminate the system during installation. (See **Figure 2**).
3. Install 12 inch oxygen supply hose from manifold assembly to gas inlet on Oxygen Booster per SAE specification ARP 1532, being careful not to contaminate the system during installation (See **Figure 2**).
4. Install and rotate the oxygen supply bottles so that the manifold inlet hoses may be easily connected to the bottles. Tighten bottle hoses 2 to 2½ turns after finger tight is reached. Make sure the hoses are not kinked or damaged. Recheck all fittings for tightness. (See **Figure 2**).
5. If less than four bottles are used, plug or cover unused inlet hoses to ensure cleanliness.
6. Check that outlet shut off valve is closed. Carefully store outlet hose in cart storage tray.



**FIGURE 2 – Gas Inlet Connection for Output of the Oxygen Supply Bottle Pressure Regulators**

### 4.3 PREPARATION FOR OPERATION



#### **WARNING!**

**If there are any differences between the following instructions and the aircraft maintenance manual, the aircraft maintenance manual will take precedence.**

1. Attach one static discharge cable clamp to aircraft static ground. (See aircraft maintenance manual if any questions.)
2. Attach other static discharge cable clamp to earth static ground. (See aircraft maintenance manual if any questions.)
3. Be sure all valves and controls are in the closed or "OFF" position.



#### **WARNING!**

**Be sure fill line is secured prior to purging the unit. This will prevent the hose from "whipping" if too much oxygen is allowed to flow through the unit.**

## 5.0 OPERATION

### 5.1 FILL PROCEDURE

1. Connect shop air supply
2. Close high pressure oxygen gas output valve
3. Reduce output pressure regulator to minimum pressure (counter clockwise)
4. Remove cap from output hose and immediately loosely connect hose to aircraft component
5. **SLOWLY** open shut off valve on the oxygen bottle
6. Adjust output pressure regulator for 50 – 100 psig on output pressure gauge
7. Open high pressure oxygen gas output valve slightly to purge output hose
8. Close high pressure oxygen gas output valve
9. Tighten output hose to aircraft component
10. Read aircraft system oxygen pressure required
11. Adjust output pressure regulator to required pressure
12. Slowly open high pressure oxygen gas output valve to fill aircraft component
13. Close high pressure oxygen gas output valve
14. Allow system to cool and recheck aircraft oxygen pressure prior to disconnecting.  
Repeat stems 12 & 13 if necessary

### 5.2 CHARGING THE AIRCRAFT OXYGEN SYSTEM

If non-standard ambient temperatures are present at the time of oxygen system recharging, refer to Table 1 to determine the proper filling pressure for oxygen cylinders.

**TABLE 1**

| At Temperature<br>Degrees F | Fill to Working Pressure<br>Multiplied by Figure Below |
|-----------------------------|--|
| 110                         | 1.10   |
| 105                         | 1.0875   |
| 100                         | 1.075  |
| 95                          | 1.0625   |
| 90                          | 1.05   |
| 85                          | 1.0375   |
| 80                          | 1.025  |
| 75                          | 1.0125   |
| 70                          | 1.000  |
| 65                          | 0.9875   |
| 60                          | 0.975  |
| 55                          | 0.9625   |
| 50                          | 0.95   |
| 45                          | 0.9375   |
| 40                          | 0.925  |

EXAMPLE: Ambient Temperature = 90° F, Working pressure is 1800 PSIG:  
Charge Pressure = (1800) x (1.05) = 1890 PSIG

### 5.3 DISCONNECT PROCEDURE



#### **WARNING!**

**When the aircraft fill line is pressurized or when oxygen is flowing through the system, the fill line hose will “whip” if not secured.**

1. Close the shut off valves on the oxygen bottle
2. Open high pressure oxygen gas output valve
3. Reduce high pressure output regulator to minimum pressure
4. **SLOWLY** disconnect the output hose from the aircraft to bleed remaining pressure within the system
5. Immediately reinstall the cap on the output hose
6. Close high pressure oxygen gas output valve
7. Disconnect shop air supply and close shop air shut off valve



#### 5.4 TO READ INDIVIDUAL BOTTLE PRESSURE

1. Close high pressure oxygen gas output valve
2. **SLOWLY** open a bottle shutoff valve
3. Read pressure on bottle supply pressure gauge
4. Close bottle shutoff valve
5. Open high pressure oxygen gas output valve and slightly adjust pressure regulator to bleed off system pressure
6. Repeat procedure for other bottles

#### 5.5 EFFICIENT USE OF SYSTEM

Maximum oxygen may be removed from supply bottles if aircraft are serviced from the lowest pressure bottle first. In this manner, the most oxygen may be removed from each bottle. Even bottles with relatively low pressures may be used to service aircraft if the aircraft has a depleted system (250 psi minimum).

### 6.0 MAINTENANCE

The operation, maintenance, and trouble shooting of this unit require practices and procedures, which ensure personal operator safety and the safety of others. Therefore, this equipment is to be operated and maintained only by qualified persons in accordance with this manual and all applicable local codes. Maintenance is only to be done by qualified persons.

All maintenance personnel must be familiar with the cautions and warnings associated with high pressure oxygen and high pressure oxygen systems as outlined in *Section 3 - Safety* of this manual prior to performing any maintenance on the unit.

The inlet shop air filter should be inspected every 300 - 600 hours of service or every two years, whichever comes first. The replacement air filter element is available from Tronair, part number PC-1145.

#### OXYGEN COMPONENTS:



#### **WARNING!**

**OXYGEN EQUIPMENT IS NOT FIELD OR CUSTOMER SERVICEABLE!**  
OEM repair or replacement is recommended.

- The gauges on this unit should be inspected and calibrated annually to ANSI grade A accuracy, to maintain and ensure accuracy.
- Inspect oxygen manifold output hose prior to each use for signs of cracking or kinking, replace as necessary.
- Replace oxygen inlet and output filters (Z-7011) after 2000 hours of use.

#### 6.1 STORAGE

- Store the unit in a clean, dry area when not in use.
- Be sure that all hoses are capped and the unit is covered with lint free covering for the duration of unit storage to ensure complete oxygen system cleanliness for future aircraft system recharging.

### 7.0 SAE AIRCRAFT OXYGEN SPECIFICATION INFORMATION

For information concerning specific SAE Aircraft Oxygen Equipment Oxygen Equipment Specifications, contact:  
Society of Automotive Engineers  
400 Commonwealth Drive  
Warrendale, PA 15096-0001

### 8.0 TROUBLE SHOOTING

Refer to Appendix I and Appendix II

### 9.0 PROVISION OF SPARES

#### 9.1 SOURCE OF SPARE PARTS

Spare parts may be obtained from the manufacturer:

**TRONAIR, Inc.**  
1 Air Cargo Pkwy East  
Swanton, Ohio 43558 USA

Telephone: (419) 866-6301 or 800-426-6301  
Fax: (419) 867-0634  
E-mail: sales@tronair.com  
Website: www.tronair.com

See Appendix I for Air Driven Gas Booster Compressor Replacement Parts.

## 10.0 GUARANTEES/LIMITATION OF LIABILITY

Tronair products are warranted to be free of manufacturing or material defects for a period of one year after shipment to the original customer. This is solely limited to the repair or replacement of defective components. This warranty does not cover the following items:

- a) Parts required for normal maintenance
- b) Parts covered by a component manufacturers warranty
- c) Replacement parts have a 90-day warranty from date of shipment

If you have a problem that may require service, contact Tronair immediately. Do not attempt to repair or disassemble a product without first contacting Tronair, any action may affect warranty coverage. When you contact Tronair be prepared to provide the following information:

- a) Product Model Number
- b) Product Serial Number
- c) Description of the problem

If warranty coverage is approved, either replacement parts will be sent or the product will have to be returned to Tronair for repairs. If the product is to be returned, a Return Material Authorization (RMA) number will be issued for reference purposes on any shipping documents. Failure to obtain a RMA in advance of returning an item will result in a service fee. A decision on the extent of warranty coverage on returned products is reserved pending inspection at Tronair. Any shipments to Tronair must be shipped freight prepaid. Freight costs on shipments to customers will be paid by Tronair on any warranty claims only. Any unauthorized modification of the Tronair products or use of the Tronair products in violation of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied.

The obligations of Tronair expressly stated herein are in lieu of all other warranties or conditions expressed or implied. **Any unauthorized modification of the Tronair products or use of the Tronair products in violations of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied and Tronair disclaims any and all liability for injury (WITHOUT LIMITATION and including DEATH), loss or damage arising from or relating to such misuse.**

## 11.0 APPENDICES

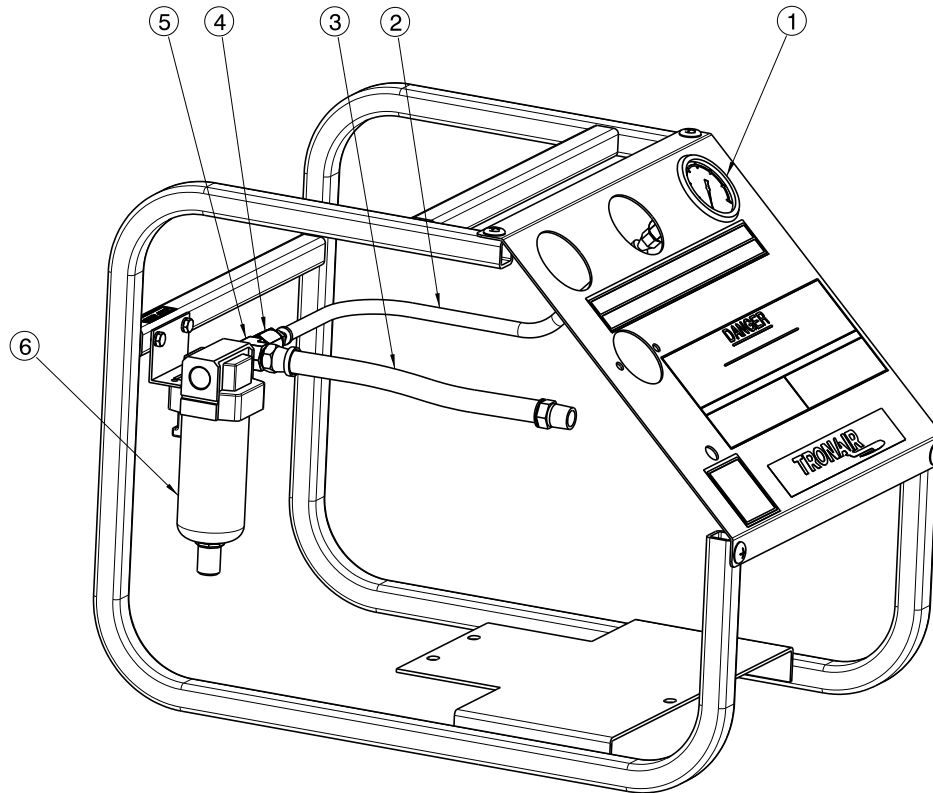
- APPENDIX I Maxpro Operation & Service Manual with Safety Precautions
- APPENDIX II Declaration of Conformity

Additional Document:

DOC-1016 Oxygen Cleaned Certification

## Parts List

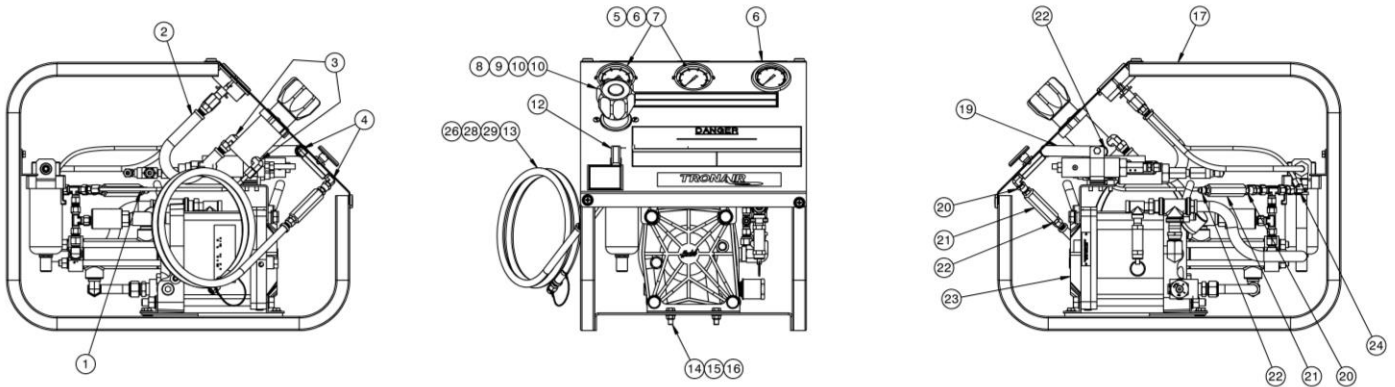
When ordering replacement parts/kits, please specify model, serial number and color of your unit.



| Item | Part Number     | Description                 | Qty |
|------|-----------------|-----------------------------|-----|
| 1    | HC-2278         | Gauge, Pressure (0-160 psi) | 1   |
| 2    | TF-1047-01*18.0 | Hose, Push-On               | 1   |
| 3    | TF-1047-05*09.7 | Hose, Push-On               | 1   |
| 4    | N-2055-03-S     | Reducer, Tube               | 1   |
| 5    | N-2017-14-S     | Tee, Male Run               | 1   |
| 6    | PC-1032         | Filter                      | 1   |
|      | PC-1145         | Replacement Filter Element  | 1   |

## Parts List

When ordering replacement parts/kits, please specify model, serial number and color of your unit.



Parts on this page are oxygen cleaned per SAE spec AIR 1776 as an assembly, therefore individual parts will not be sold. Contact your Tronair representative regarding repair.



## **APPENDIX I**

### **Maxpro Operation & Service Manual with Safety Precautions**



# **MAXPRO TECHNOLOGIES, INC.**

## **Installation and Maintenance Manual**

### **MAXIMATOR**

#### **"DLA", "MPLV2", "SPLV2", "GPLV2" AIR AMPLIFIERS**

**When ordering spare parts please specify model, serial and order numbers.**

### **INTRODUCTION**

The Maximator Air Amplifiers and Gas Boosters are driven by compressed air and controlled by a floating control valve and pilot valves. Styles are single and double acting with single and two stage versions

### **INSTALLATION**

The Amplifier and Gas Booster can be installed in any position.

Mounting brackets are provided at each end of the air cylinder, which uses 3/8" bolts.

#### **Recommended Schematic:**

1. Air Filter
2. Air Regulator
3. Manual Shut-off Valve
4. Connection for unregulated pilot valve (1/8" FNPT)
5. Main Air Drive Inlet
6. Tee

**MAXPRO TECHNOLOGIES, INC.**  
7728 KLIER DR. FAIRVIEW, PA. 16415  
PHONE: 814-474-9191 FAX: 814-474-9391

Printed in USA

Page 1

## COMPRESSED AIR SUPPLY

Do not use an air lubricator because the Amplifier was lubricated with a silicon free grease when built. (Kluber Lube).

A compressed air filter is required and if the air is not dry, a water separator must be used.

Air control packages including a filter, regulator, gauge and shut-off valve are available as an option.

The air pressure connection is a 1/2" FNPT on DLE and DLA units, and 3/8" FNPT on SPLV and GPLV Amplifiers, and is located at the spool valve housing.

A second 1/8" FNPT air connection is provided and must be plumbed from an unregulated air source. This connection bypasses the pressure reducer and is connected directly to the pilot valve to provide low pressure differential start-up and re-start for better pressure contro.

## HIGH PRESSURE AIR/GAS SECTION

When connection the Amplifier or Booster, **never** loosen the suction or discharge nozzles.

A suction filter with a maximum of 40 mesh should be installed in the suction line.

## VENTILATION AND LEAKAGE PORTS

The two air section end caps each contain two 1/8" FNPT connections, located opposite each other.

One of these is fitted with a filter and ensures that the rear of the high pressure piston is adequately ventilated and the seals are protected on the suction stroke from external particles entering the high pressure section. Any high pressure gas leak would come out of these ports.

When using hazardous gas, these ports **must** be plumbed to a safe vent area along with the main air exhaust in event of seal failure.

The other 1/8" FNPT connection is for venting the air drive side in event of air seal failure.



## **START UP**

The Suction and Discharge valves are marked with arrows indicating the direction of flow and must be fitted with the proper size and style of tubing.

Unload the pressure regulator on the compressed air side and open the manual shut-off valve on the air side. Open the suction line with the appropriate supply pressure gas. The Amplifier or Booster will automatically shut down once the preset operating pressure has been obtained. With multistage Boosters, the first stage discharge valve is already connected to the second stage suction valve.

## **COOLING**

The exhaust air from the compressed air drive is used in boosters with a relatively high compression ratio for cooling the high pressure cylinders. Under certain extreme operating conditions or with constant operation, it is necessary to reduce the Maximator Amplifier or Booster's stroke rate in order to avoid overheating. If thermal monitoring is required, install a thermocouple with temperature indicator as near as possible to the high pressure connection. Tests have shown that temperatures in excess of 100C measured at this point considerably reduce the service life of the piston seals.

## **MAINTENANCE**

### **USE ONLY ORIGINAL MAXIMATOR SPARE PARTS**

The air drives of all Air Amplifiers and Gas Boosters are factory pre-treated with silicon free grease (Kluber Lube) and require no further lubrication except during routine maintenance.

Amplifiers/Boosters can be repaired at your local authorized service center or returned directly to Maxpro Technologies for quick turn-around service.

Amplifiers/Boosters returned for repair should be accompanied with the model, serial and order numbers as well as mfg. date and description of the problem / symptom.

## **TROUBLESHOOTING - PNEUMATIC SECTION**

*Symptom:* Amplifier/Booster will not run at low air pressure (7-15)

*Cause:* Excessive friction of O-rings on spool valve

*Remedy:* Re-lubricate or replace the O-rings

*Symptom:* Amplifier/Booster will not run at low air pressure (7-15 psi)

*Cause:* Continuous escape of air from the exhaust

*Remedy:* Replace O-Rings on the spool valve

*Symptom:* Leaking seal between leakage port and air drive section  
*Cause:* O-Rings and slide rings in the bearing bushings are defective.  
*Remedy:* Replace O-Rings and slide rings

*Symptom:* Amplifier/Booster will not start  
*Cause:* Two low air pressure at the unregulated pilot port.  
*Remedy:* Increase pressure

*Symptom:* Stroke rate falls.  
*Cause:* Exhaust pipe is iced up.  
*Remedy:* Stop for short time and remove water from drive air line.

*Symptom:* Amplifier/Booster operates at a high frequency and short strokes.  
*Cause:* Pilot valve defective.  
*Remedy:* Clean, check and lubricate pilot valve parts or replace if necessary.

## **TROUBLESHOOTING - HIGH PRESSURE SECTION**

*Symptom:* Amplifier/Booster will not run  
*Cause:* Too low air pressure  
*Remedy:* Regulate the air drive pressure according to the pressure ratio

*Symptom:* Bad leak at the leakage port with filter  
*Cause:* Worn high pressure seal  
*Remedy:* Replace high pressure seals.

*Symptom:* Amplifier/Booster runs but does not deliver compressed gas.  
*Cause:* a: Too low inlet gas pressure  
b: Outlet check valves not working.  
*Remedy:* a: O-rings may need replacement; regulate the inlet gas pressure.  
b: Clean check valves and if necessary replace O-rings.

*Symptom:* Amplifier/Booster overheats  
*Cause:* a: Defective check valves  
b: Stroke frequency too high.  
*Remedy:* a: Inspect check valves  
b: Throttle down the air feed rate.

## **SERVICE**

For factory authorized service, contact Maxpro Technologies, Inc. or your local Distributor.  
Maxpro Technologies fax number is 814-838-2730.

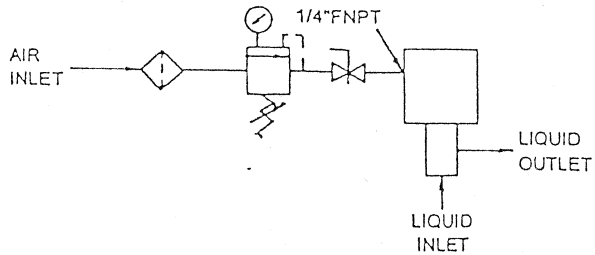


# MAXPRO TECHNOLOGIES, INC.

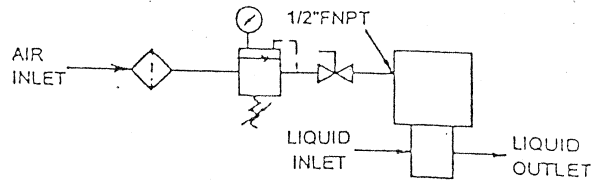
## MAXIMATOR INSTALLATION DIAGRAMS

### LIQUID PUMPS AIR AMPLIFIERS

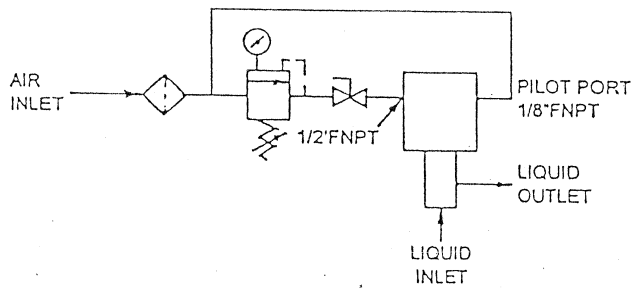
ALL CPO, PPO, PP AND PPSF  
PUMPS



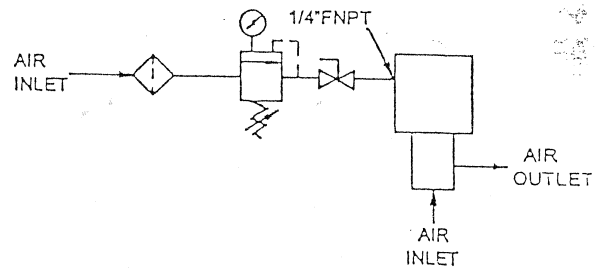
ALL S  
PUMPS



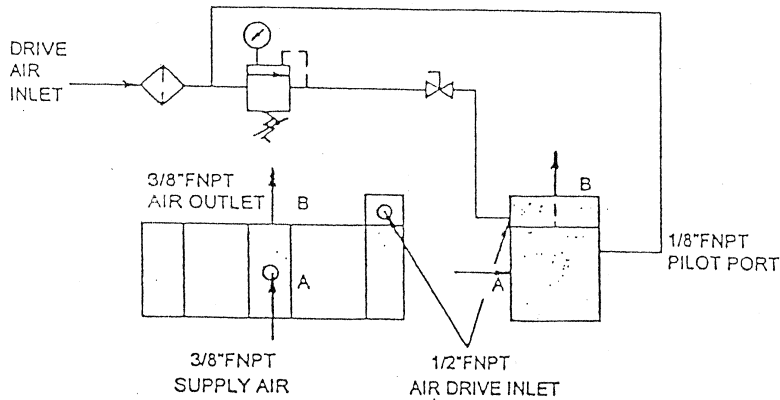
ALL LO, L AND LSF  
PUMPS



MPLV4-1  
AIR AMPLIFIER

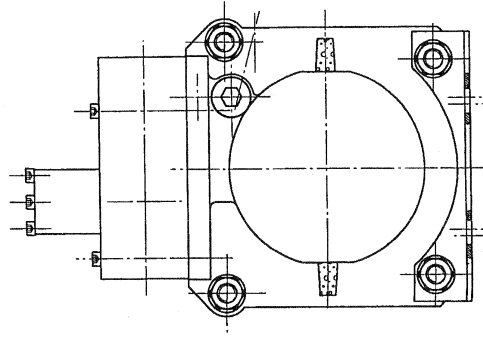
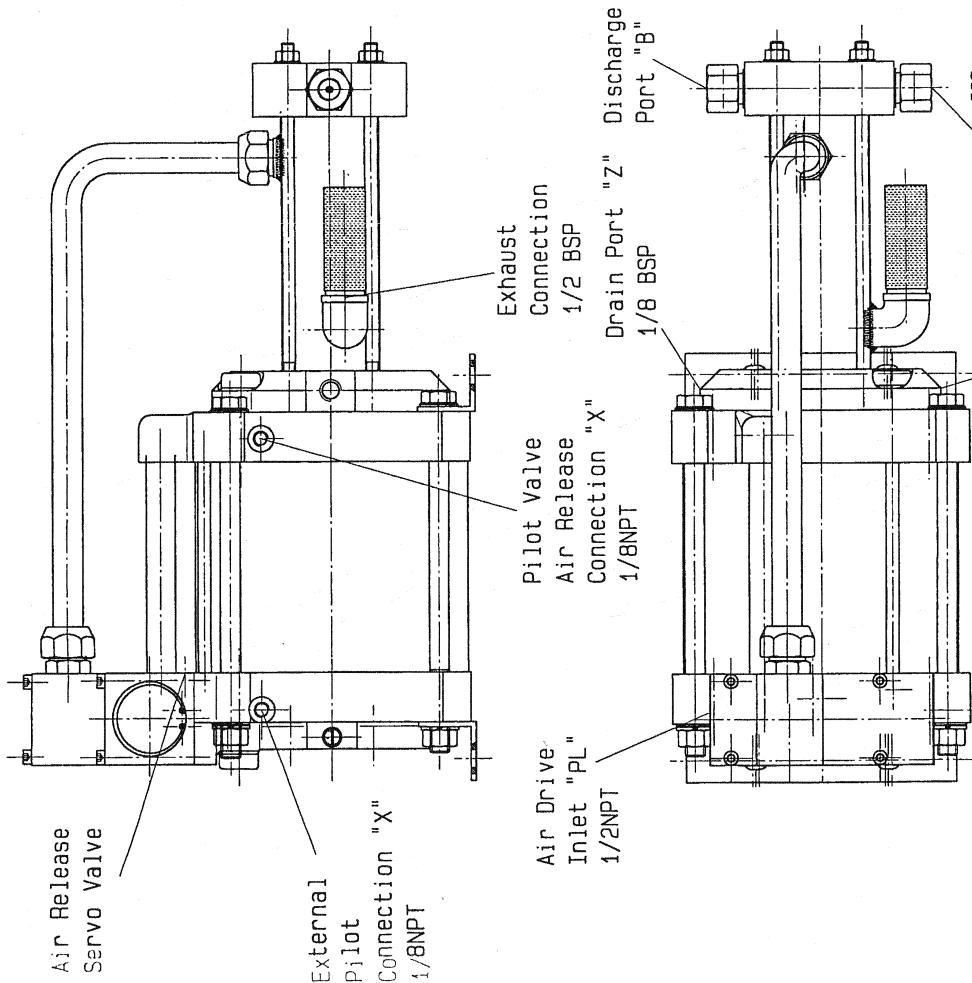


GPLV2 AND SPLV2  
AIR AMPLIFIERS



US - representative:  
 MAXPRO TECHNOLOGIES, INC.  
 7728 Klier Drive  
 FAIRVIEW, PA 16415  
 PHONE: 814-474-9191  
 FAX: 814-474-9391

# MAXIMATOR Booster - Type: DLE ... - 1



High Pressure  
 Drain Port  
 Z1  
 Air Drive  
 Drain Port  
 Z2

**ATTENTION !**  
 Dimension of suction-/discharge port sets to the pump model.

|   |  |   |  |
|---|--|---|--|
| Made ohne Toleranzangaben nach DIN 7188 mittel<br>018 018 018 018 018 018<br>018 018 018 018 018 018<br>018 018 018 018 018 018 |  | <b>MAXIMATOR</b><br>Schmidt, Kranz & Co GmbH<br>D-37449 Zorge / Sudharz   | Maßstab: 1:2<br>No Dimension Drawing !           |
| Nachweis in anderer Sprache<br>ist möglich, aber nicht möglich<br>ohne Angabe der Sprache                                       |  |   |  |
| Name: _____<br>Unterschrift: _____<br>Datum: _____  |  | (Benennung)<br><b>MAXIMATOR</b><br>Booster - Type: DLE ... - 1<br>(Zeichnungsnummer)<br>NP 16.00.153.05<br>Artikel-Nr.: 3250.XXXX | Bericht:<br>Ersetzt durch: _____<br>Datum: _____ |
| (Zustand)<br>Ersetzt durch: _____<br>Datum: _____   |  |   |  |

US - representative:  
**MAXPRO TECHNOLOGIES, INC.**  
 7728 Klier Drive  
 FAIRVIEW, PA 16415  
 PHONE: 814-474-9191  
 FAX: 814-474-9391

Drain Port "Z" 1/8 BSP  
 Suction Port "A"





## **APPENDIX II**

### **Declaration of Conformity**







## DECLARATION of CONFORMITY

The design, development and manufacture is in accordance with European Community guidelines

20-4500-7000

Relevant provisions complied with by the machinery:  
2006/42/EC

Relevant standards complied with by the machinery:  
EN ISO 12100-1  
CGA G-4.1 - 2004  
SAE ARP 1176  
SAE ARP 1532

Identification of person empowered to sign on behalf of the Manufacturer:

A handwritten signature in cursive script that reads "Patrick Finch". The signature is written in black ink and is positioned above a horizontal line.

Quality Assurance Representative