9. Check coolant level in overflow bottle. Top off coolant if necessary. Consult engine's operation manual for water/coolant specifications.

3.3 Starting/Stopping (See Fig. 3.3)

Before starting, first operate the circuit breaker button (Fl) located on the back of the control panel cover.

To start, the start button is turned clockwise to position 1, lamp H2 (general alarm) will go on and the preahest relay K5 will be energized. The glow plug (HTR) will be activated. The button should be held in this position for 10 to 15 seconds to allow for proper pre-heating of the cylinders. When the button is turned further to position 3, the starter motor will set the engine in motion. Lamp H2 will go out as soon as the engine has been started. The start button automatically springs back to position 1. ***Make sure one discharge valve is opened at time of start-up to regulate engine speed at higher rpm for proper warm-up – stay out of path of discharge valve during process.*** Lamp H1 only produces a signal when the compressor outlet temperature is too high. Correct operation of the lamp itself can be checked by operating the lamp test button S4 located on the control panel. When the start button is in position 1 and the engine is not running, the lamp test can be used. Lamp H1 will go on and will automatically go out when the unit is started. Shutting-down is simply done by turning the start button counter clockwise to position 0 (with valves closed).

F1	Fuse reset (Circuit breaker) located inside the unit on the control panel's cover
H1	Temperature alarm (red)
H2	General alarm (red)
LV	Loading valve (optional)
PG	Working pressure gauge
P1	Hour meter
P2	Fuel gauge
S1	Contact switch (engine ignition)
S4	Preheat button

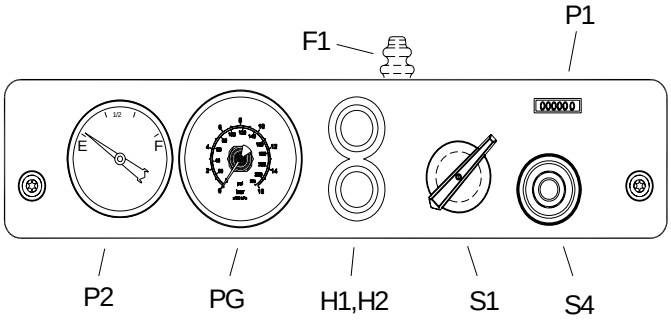

Fig. 3.3 Control panel

The control panel in addition indicates receiver pressure (PG) and accumulated operating hours (P1).

Fault situations and protective devices:

— The starter motor is protected against prolonged starting or against attempts to start when the unit is already running.

— A fault which occurs with the engine, either: engine oil pressure (too low), compressor oil temperature (too high), engine coolant (too high) or alternator voltage (too low) will always and immediately cause the engine to cut out and the control lamp H2 will go on. By doing some simple checks, it can be determined what it was that caused the engine to fail: low oil level, clogged-up cooler, slack alternator belt tension or broken belt.

— When the outlet temperature of the element becomes too high, a thermocontact will also switch off the unit immediately. Both control lamp H1 and H2 will go on. Both control lamps will remain on until the unit has been restarted (start button to position 3) or the contact is turned off (start button to position 0): also when, due to cooling off, the thermocontact has closed again (= memory function).

3.4 During Operation

▲ **The doors must be closed during operation and may be opened for short periods only.**

4 Maintenance

4.1 Use of Service Paks

Service Paks include all genuine parts needed for normal maintenance of both compressor and engine. Service Paks minimize downtime and keep your maintenance budget low. You may order Service Paks from your local Atlas Copco dealer.

4.2 Preventive Maintenance Schedule For The Compressor

The schedule contains a summary of the maintenance instructions.

Read the respective section before taking maintenance measures.

When servicing, replace all disengaged packings, e.g. gaskets, 0-rings, washers.

For engine maintenance refer to Engine Operation Manual.

The maintenance schedule has to be seen as a guideline for units operating in a duty environment typical to compressor applications. Maintenance schedule can be adapted depending on application environment and quality of maintenance