

## Onboard Power Solutions™

### TECHNICAL SERVICE BULLETIN

DATE: 4/16/2007

TSB #: **07-001**

SUBJECT: **Scavenge Line and Pressure Switch Move**

UNITS AFFECTED: **All Under-Chassis Systems**

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**Specific Manuals: 22261184 (Category-1)**

**22261192 (Category-2)**

**22601645 (Reverse-Rotation Unit Manual)**

**Revised (10-12)**

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**ISSUE:** Wiring and piping diagrams in manual may not match components supplied in kits shipped between 2/1/07 and 4/31/07. Installation should be completed per this document for the topics involved to prevent confusion.

The customer may receive one of the following combinations of parts:

1. An elbow for the scavenge line is installed in the side of the compressor. The pressure switch is located in the air line going to the pressure regulator. Electrically, a diode and 4 relays are provided with the kit.
2. An elbow for the scavenge line is installed in a tee in the side of the air intake valve. The pressure switch is installed into the discharge of the blowdown valve. Electrically, there is no diode and only 3 relays are provided with the kit.

### **RESOLUTIONS:**

\*\*\* *Ensure that the most recent manual is being used by visiting*  
<http://www.onboardpowersolutions.com/technicalservice.asp>.

### **Scavenge line:**

The scavenge line can be piped to either the compressor or air intake valve. The scavenge line should be piped to either of the configurations based on the assembly received shown in Figures 1 and 2 below. The installer should note this difference in the manual if it does not match the installed arrangement to prevent future confusion.

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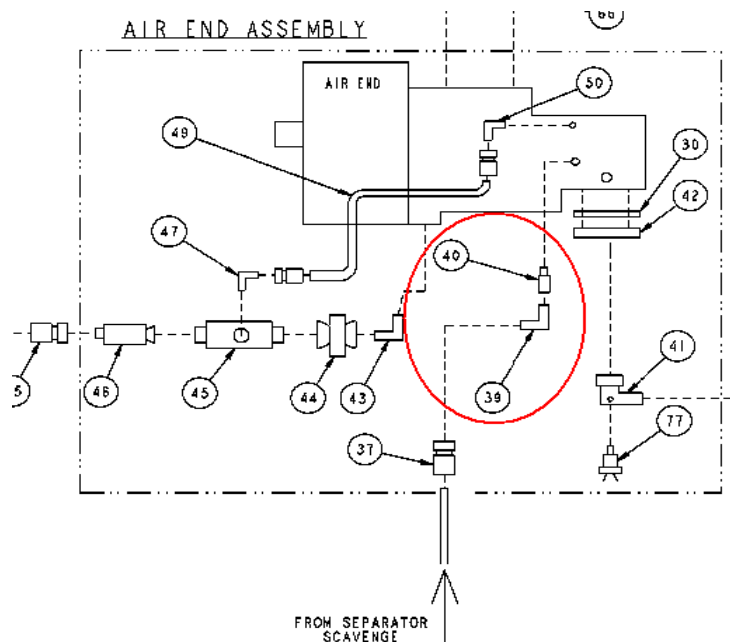


Figure 1 – Compressor location of scavenge line. Elbow and adapter installed in the side of the compressor.

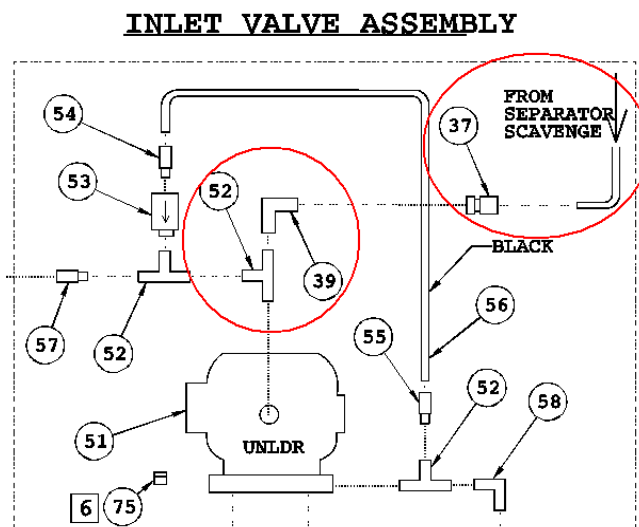


Figure 2 – Air Intake location of scavenge line. Plug installed in the side of the compressor. Additional elbow located at the inlet valve assembly for scavenge line piping.

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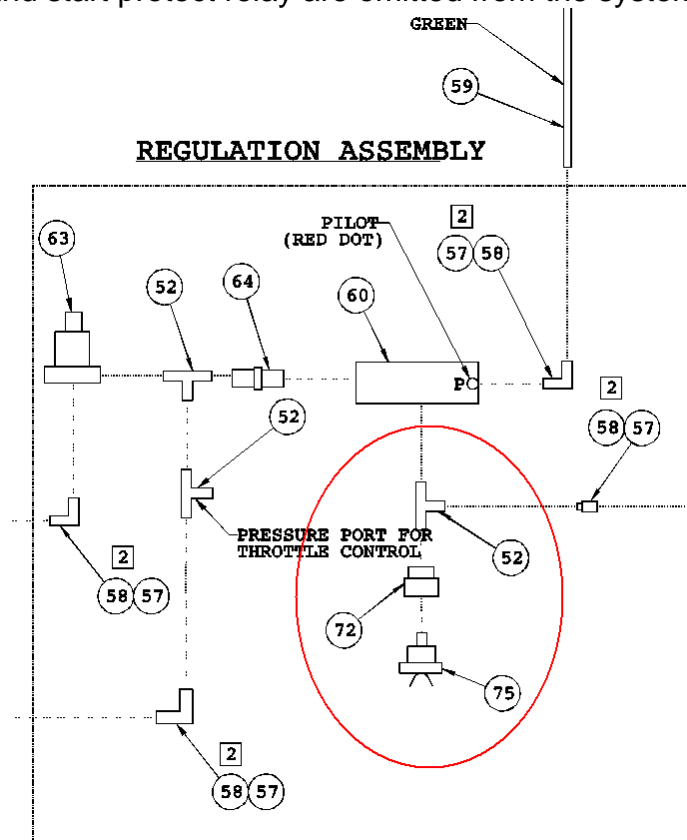
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### Pressure Switch:

The location of the in the regulation system has an impact on the wiring of the system.

***The following schematics MUST be followed for proper piping, wiring and system operation.*** This is unlike the scavenge line above which should remain as assembled.

- The pressure switch shall be located at the exit port of the blowdown valve.
- The diode and start protect relay are omitted from the system.

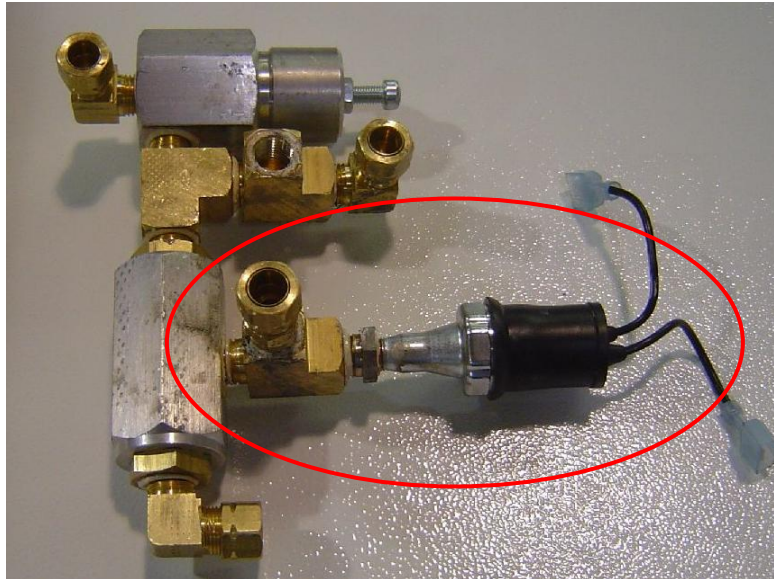


*Figure 3 – Proper location of pressure switch in relation to blowdown valve.*

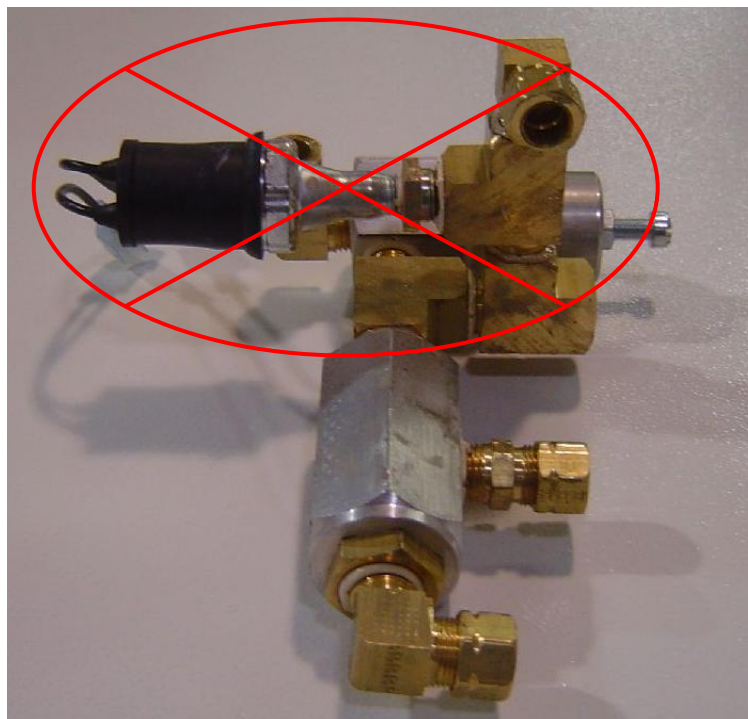
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**CORRECT!**



**INCORRECT!**



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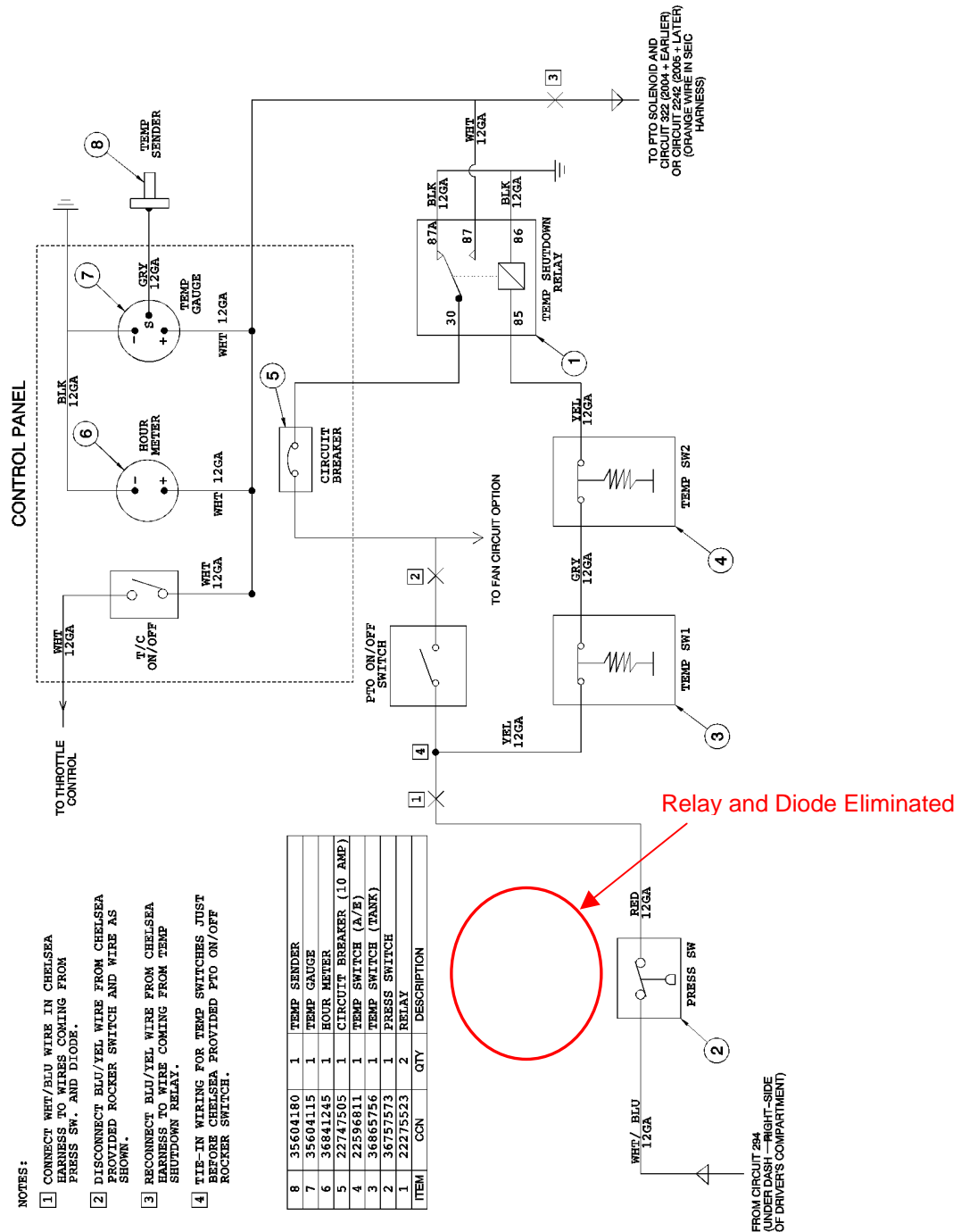


Figure 5 – Proper wiring schematic for manual 22601645. Notice the exclusion of the diode and the start protect relay.