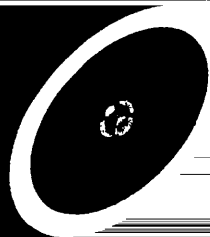


**SMC**  
**SANBORN MANUFACTURING COMPANY**

# AIR WAGON

PORTABLE AIR COMP.





# AIR WAGON

Now anyone can afford the conveniences of owning your own air compressor. The SMC "AIR WAGON" offers many of the features of much larger compressors but in a much smaller size AND price.

This lightweight unit is ideal for those who can't justify the cost of owning a large compressor but would be able to do many jobs around the house or shop if one were available. Once you realize some of the benefits of "AIR POWER" you will wonder how you ever got along without your "AIR WAGON" before.

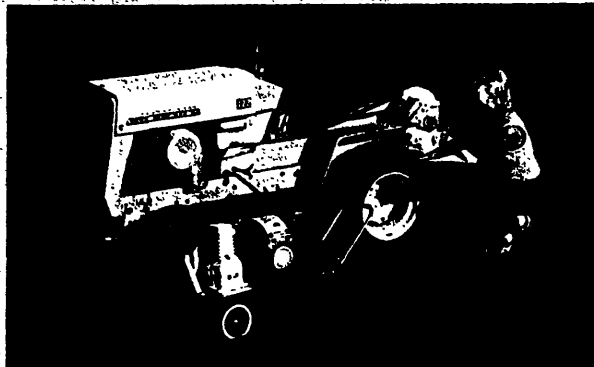
## FEATURES

- Compact
- Lightweight
- Portable
- Versatile
- Operates:

- AIR DUSTER GUN
- AIR STAPLE GUN (small)
- BLO-GUN
- AIR BRUSH
- AIR DRILL
- INFLATOR



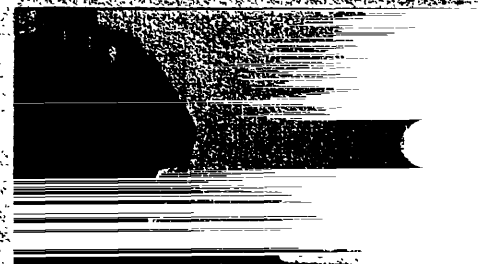
Works great for inflating bicycle tires.



Large enough to inflate tractor tires.



AIR WAGON makes cleaning a breeze.



Hobbyists will find unlimited uses.

## SPECIFICATIONS

MODEL . . . . .	19M33-2
ELECTRIC MOTOR . . . . .	1/3 H.P.
PUMP . . . . .	SMC Model 340
PUMP DISPLACEMENT (cubic feet per minute)	
0 P.S.I.	Displacement C.F.M. - 1.9
40 P.S.I.	Free Air Delivery C.F.M. - 1.4
80 P.S.I.	Free Air Delivery C.F.M. - 1.0
TANK SIZE . . . . .	2.3 Gallon / 8.32 Liters
MAX. WORKING PRESSURE . . . . .	80 P.S.I.
HOSE . . . . .	1/4" Double-braided, 6 ft. length with air chuck
WHEELS . . . . .	Durable 6" diameter with hub cap
HANDLE . . . . .	Extra strength with cadmium plating
BELT GUARD . . . . .	Heavy-duty, 18 gauge steel
WEIGHT . . . . .	75 pounds

All specifications are subject to change without notice.



SANBORN MANUFACTURING COMPANY  
 P.O. Box 129 - 118 West Rock Street  
 Springfield, Minnesota 56087  
 Phone: (507) 723-6211

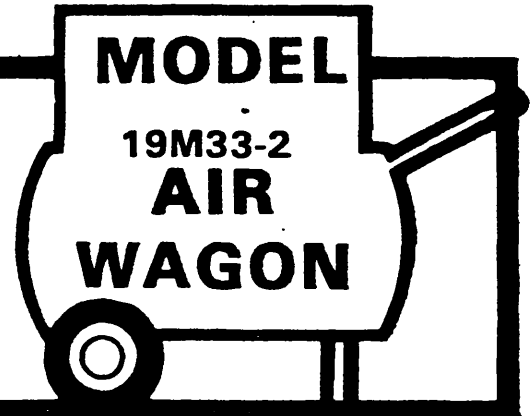
DISTRIBUTED BY:

161

THE PERFORMANCE LEADER IN AIR POWER

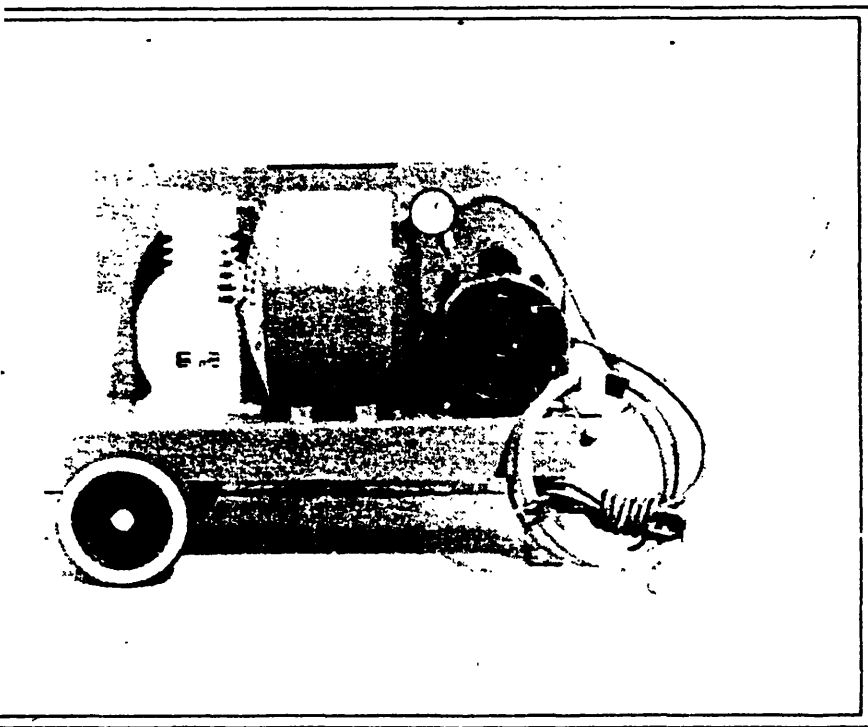


# AIR COMPRESSOR INSTRUCTION MANUAL



**CAREFULLY READ INSTRUCTION MANUAL BEFORE ATTEMPTING TO OPERATE THIS UNIT.**

Our air compressors are precision built of the finest materials available and will perform efficiently with proper care and maintenance. Some of the many uses are; paint spraying, air cleaning, operating air tools, inflating tires, operating air doors and cylinders, greasing equipment, air sanders and drills, staple guns, air nailers, vacuum cleaning, riveting machines, air controls and many more . . .



## FEATURES

**MOTOR** — ½ H.P.

**COMPRESSOR** — Ball bearing single cylinder

**TANK** — For adequate storage

**GUARD** - Totally enclosed to protect operator and machine. It also enhances the appearance of your new piece of equipment.

## DO'S and DON'TS

**IMPORTANT READ CAREFULLY**

1. Never do any work on the air compressor without first, (1) shutting off the power, and (2) bleeding all air from the receiver.
2. Do not re-adjust pressure switch or safety valve settings, as they are factory set for safety.
3. Do not use a long extension cord of undersize wire, see wire diagram on reverse side.  
**THIS IS VERY IMPORTANT!**
4. Fasten your compressor down when transporting in a car, pickup, or truck. They can be easily tipped, and parts are expensive.
5. If compressor fails to start check your pressure, the tank may be full of air.
6. Keep your belt and pulleys tight.
7. Use only factory authorized parts.
8. Welding or any other alteration to this unit are prohibited.
9. Should any difficulty arise with this unit, SMC reserves the right to inspect the part or unit. Failure to provide unit for inspection may forfeit your right of warranty.

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## OPERATING INSTRUCTIONS

This unit is designed to run on 110-volt. Be sure to furnish adequate power. See wire specifications on back cover.

Be sure your compressor is full of a good grade 10-30 motor oil. Use a lighter oil in winter if your unit must be started in extreme cold weather.

Be sure all connections are tight. A small air leak in your hose or connections will make a big difference in the performance of your compressor.

Always be careful when operating or transporting your machine. Drain moisture from tank daily with the handy tank drain on bottom of tank. Simply turn pet cock and let moisture drain out. A clean, dry tank will help guard against possible corrosion.

After a few days of operation, remove guard, adjust belt, tighten pulleys and all fittings. **BE SURE TO RE-INSTALL GUARD!!!**

Always be careful when operating or transporting your machine.

\*See back side for Trouble Shooter Suggestion List!

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## OPERATING:

Plug electric cord in outlet supplying power. Your compressor will pump up to a factory pre-setting of 85 lbs., when the pressure drops approximately 30 lbs., the compressor will start up again and recycle. If you are using regulated pressure, simply adjust the control knob to the desired pressure and let compressor run. If you want full tank pressure, turn the knob all the way to the right. You may notice a small pressure drop in the gauge due to less resistance as the air escapes from your hose, however your flow should not be affected by this. If you want to shut off hose and gauge pressure, turn the knob completely to the left.

## LUBRICATING OIL CHANGE:

Your compressor is shipped with break-in oil. But before starting, it is recommended to check the oil level. Change oil after 8 to 10 hours on your new compressor. After the first change, a 30 to 50 hour oil change is recommended.

## AIR FILTER:

Clean filter periodically. This could be daily or more often if used for painting or in dusty conditions.

## MOTOR OVERLOAD PROTECTION:

This unit is equipped with a over-load protector (except on gasoline engines) to prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and reset. If motor has a manual protector press button to reset. If motor has an automatic overload protector it will reset when motor cools.

### ONE YEAR LIMITED WARRANTY

Samborn Manufacturing Company warrants to the original purchaser that the equipment manufactured by it will be free of defects in material and workmanship for a period of twelve months from the date of purchase. Should any failure to conform to this warranty be reported to the company within said period the company will replace or repair for the original purchaser free of charge any part or parts found upon examination to be defective in material or workmanship or both. All travel, transportation charges for parts submitted for replacement under this warranty must be borne by purchaser. This is the exclusive remedy.

Failure by the purchaser to install, maintain and operate equipment in accordance with good industry practices and failure to comply with the specific recommendations of the company shall render this warranty null and void. The company shall not be liable for any repairs, replacements or adjustments to the equipment or any costs for labor performed by the purchaser without the company's prior written approval. The effects of corrosion, misuse and normal wear and tear are specifically excluded from this warranty.

THE COMPANY MAKES NO OTHER WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER, EXPRESSED OR IMPLIED EXCEPT THAT OF TITLE. ALL IMPLIED WARRANTIES INCLUDING ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE HEREBY DISCLAIMED. LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES UNDER ANY AND ALL WARRANTIES ARE EXCLUDED TO THE EXTENT PERMITTED BY LAW.

Some states do not allow limitations on how long an implied warranty lasts and some states do not allow the exclusion or limitation of incidental or consequential damages in the above limitations and this warranty may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state. This warranty constitutes the entire agreement between the parties and no representative or agent is authorized to alter the terms of same without expressed written consent of the company.

SAMBORN MANUFACTURING COMPANY  
P. O. Box 129 - 118 West Road, Sutter  
Springfield, Minnesota 56087

As proper voltage is very important, we suggest the use of the following electrical chart.

If extension cord is used, the following size is recommended:

- 25' cord — Not less than 14 gauge wire.
- 50' cord — Not less than 12 gauge wire.
- 100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two, times its name tag rating momentarily when starting.

## EXTENSION CORD VOLTAGE DROP

### 10 AMP

WIRE GAUGE	% LOSS 25' LENGTH	% LOSS 50' LENGTH
10	none	none
12	none	1.4
14	1.1	2.3
16	1.8	3.6
18 "Zip Cord"	2.9	5.8

### 20 AMP

WIRE GAUGE	% LOSS 25' LENGTH	% LOSS 50' LENGTH	% LOSS 100' LENGTH
6	none	none	1.4
8	none	1.1	2.2
10	none	1.8	3.5
12	1.4	2.8	5.8
14	2.2	4.5	9.0
16	3.6	7.2	15.0
18 "Zip" Cord	5.7	11.5	25.0+

### 25 AMP

WIRE GAUGE	% LOSS 25' LENGTH	% LOSS 50' LENGTH	% LOSS 100' LENGTH
3	none	none	none
4	none	none	1.1
6	none	none	1.7
8	none	1.4	2.7
10	1.1	2.2	4.4
12	1.8	3.5	7.0
14	2.8	5.6	11.1
16	4.5	9.0	18.0
18 "Zip" Cord	7.2	15.0	do not use

## TROUBLE SHOOTER SUGGESTIONS

COMPONENT PART AND POSSIBLE PROBLEM	POSSIBLE SOLUTION & REMEDY
Compressor pump - blowing air back into crankcase and out dipstick breather.	Check valve not closing. . . Take out and clean or replace part. (See manual for check valve part number).
Compressor continues to run without stopping at designated pressure.	Belt is loose and slipping or pressure switch points are sticking. Replace or re-tighten belt, or if switch, replace switch.
Compressor knocking.	Check for loose pulleys, and re-tighten set screws if necessary.
Compressor performance decreases noticeably.	Tighten V-belt, clean air filter, and check for damage or broken valve assembly.
Compressor starts first time; but won't start on 2nd cycle or begins to lug or blows fuse.	Check valve may be in open position, (sticking) causing back pressure or compressor head. Clean or replace check valve.

## HOW TO OBTAIN PARTS OR SERVICE:

Parts and Service may be obtained from your local dealer or direct from the factory. When ordering parts always include the Part No., Model No and Description of item.

MAIL TO: COMPRESSOR PARTS — Dept. WCB  
P. O. Box 129  
Springfield, MN 56087

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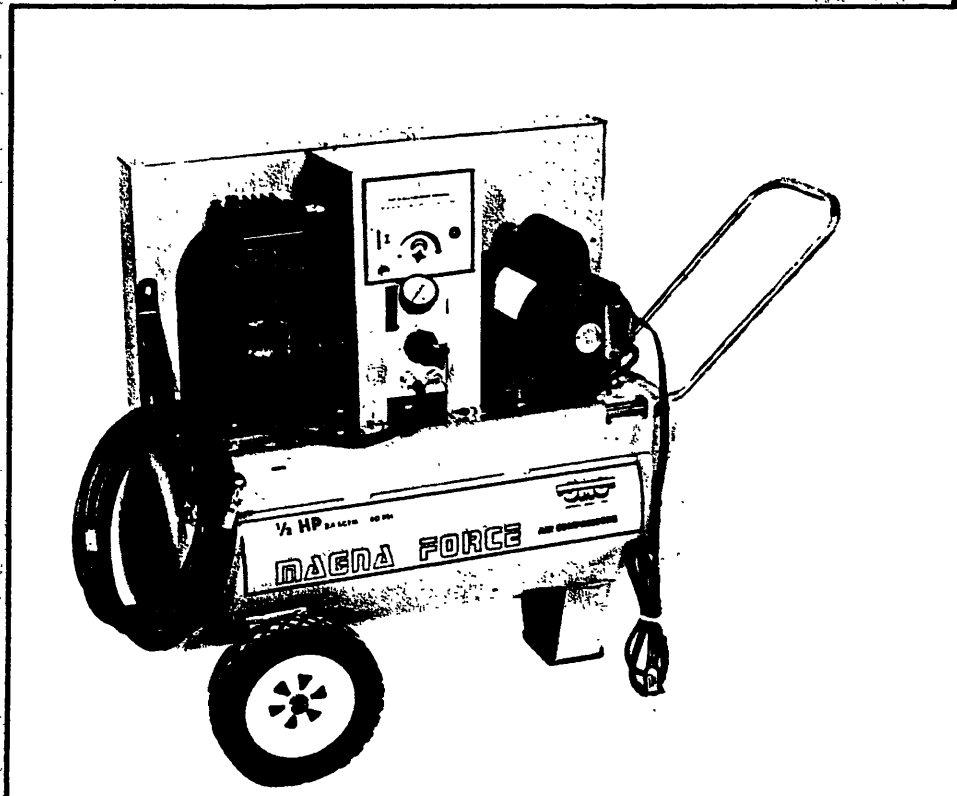
Evh #4 E.L.R. 4-21-87

# SANBORN AIR COMPRESSORS

## INSTRUCTION MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

**SERIES  
34A50**



### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! **FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE!** SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.

## SINGLE CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain this manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

1. **LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
2. **DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom of the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
3. **CLEAN AIR FILTER**—Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
4. **TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
5. **TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, Tighten or reseal the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
6. **PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SANBORN Service Center or an authorized SANBORN Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an overload protector to help prevent motor burn outs. If the motor overheats and stops, unplug the unit, and let the motor cool for 10 to 15 minutes. The 1/2 H.P. motor will reset automatically. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

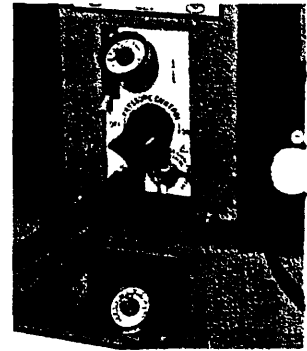
25' cord — Not less than 14 gauge wire.
50' cord — Not less than 12 gauge wire.
100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## DIAL-O-MATIC Control

Let's you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve and Auto/Off pressure switch.

**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Auto/Off Switch** — When the switch lever is in the Off position (down) the motor will not run. When the switch lever is in the Auto position (up) the unit will cycle automatically on air demand. Make certain the switch is in the Off position after each use.

## How to obtain parts and service.

# SANBORN

## AIR COMPRESSORS

Parts and service are available from your local SANBORN air compressor dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . .

Compressor Parts — Dept. WCB  
P.O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2



Form Number 200-1037-5

Exh. #5 - ETR 9-8184

# SANBORN

## AIR COMPRESSORS

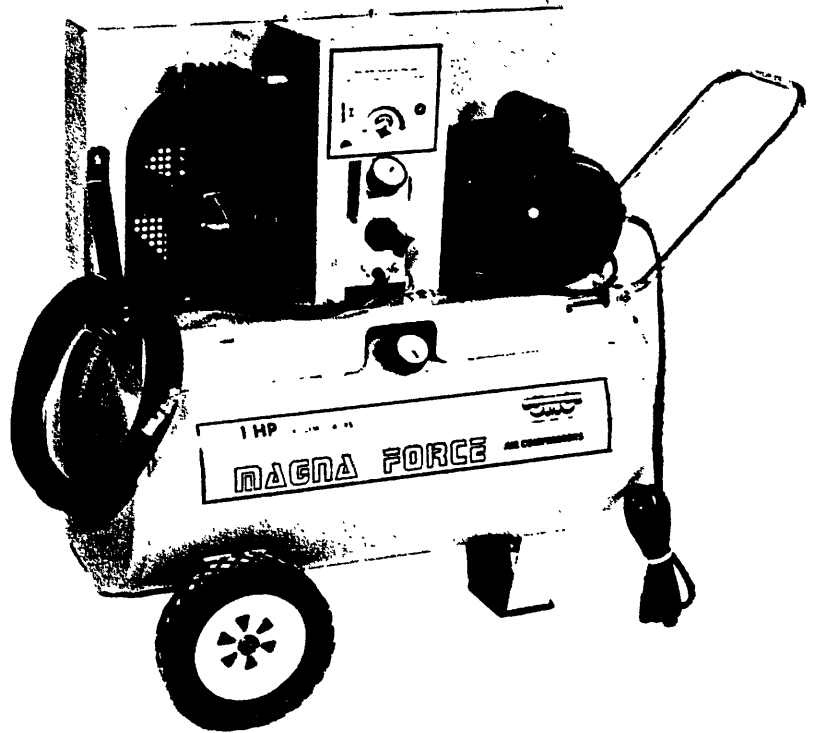
### OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

#### SERIES

44A75

44A100



#### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE! SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.

## SINGLE CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain this manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

- LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom of the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
- TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
- TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, Tighten or reseat the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
- PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SANBORN Service Center or an authorized SANBORN Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an over-load protector to help prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and depress the overload protector button. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

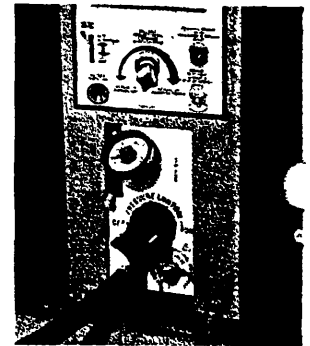
25' cord — Not less than 14 gauge wire.
50' cord — Not less than 12 gauge wire.
100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## DIAL-O-MATIC Control

Let's you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve and Auto/Off pressure switch.

**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Auto/Off Switch** — When the switch lever is in the Off position (down) the motor will not run. When the switch lever is in the Auto position (up) the unit will cycle automatically on air demand. Make certain the switch is in the Off position after each use.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

Parts and service are available from your local SANBORN air compressor dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . .

Compressor Parts — Dept. WCB  
P.O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

# SANBORN

## AIR COMPRESSORS



SA #6 EIR 4-01-84

# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

### SERIES

64A100

64A150

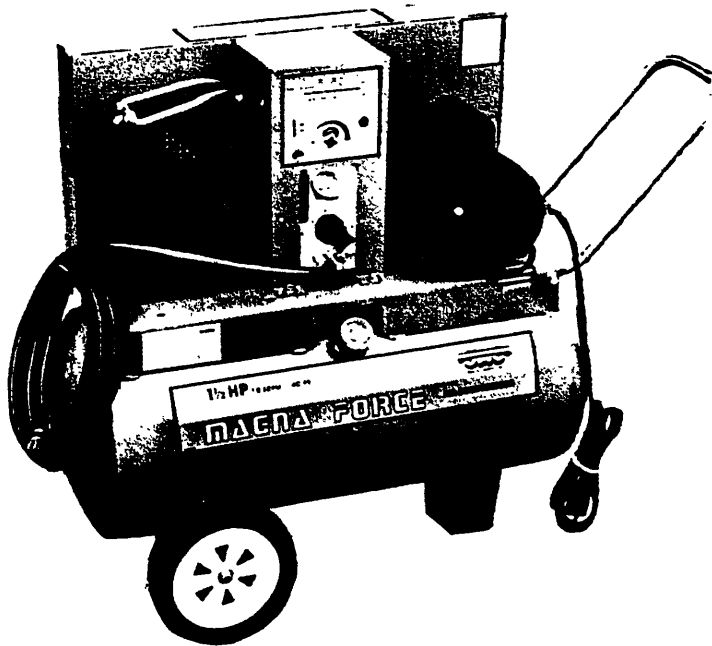
V89A200

### NOTICE

In cases where a 15 amp, 230 volt circuit is available and convenient, the Factory recommends you make such a conversion on your 115 volt air compressor. Modern 230 volt circuits are more than adequate to provide a constant and efficient supply of current, which is the key to maximizing the performance capabilities of the 1 H.P. and larger size air compressors. See item number 3 under "Start Up Instructions" on page 3 of this manual.

### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE! SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.



## TWIN CYLINDER, VEE-TYPE PUMP ELECTRIC MOTOR AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are. . . . .

1. **LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All SANBORN compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
2. **DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
3. **CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
4. **TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
5. **TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
6. **PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SANBORN Service Center or an authorized SANBORN Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an over-load protector to help prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and depress the overload protector button. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

- |  |
|--|
| 25' cord — Not less than 14 gauge wire.  |
| 50' cord — Not less than 12 gauge wire.  |
| 100' cord — Not less than 10 gauge wire. |

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## DIAL-O-MATIC Control

Let's you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve and Auto/Off pressure switch.

**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Auto/Off Switch** — When the switch lever is in the Off position (down) the motor will not run. When the switch lever is in the Auto position (up) the unit will cycle automatically on air demand. Make certain the switch is in the Off position after each use.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

Parts and service are available from your local SANBORN air compressor dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . . .

Compressor Parts — Dept. WCB  
P. O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

# SANBORN

## AIR COMPRESSORS





# OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

## SERIES

84A100

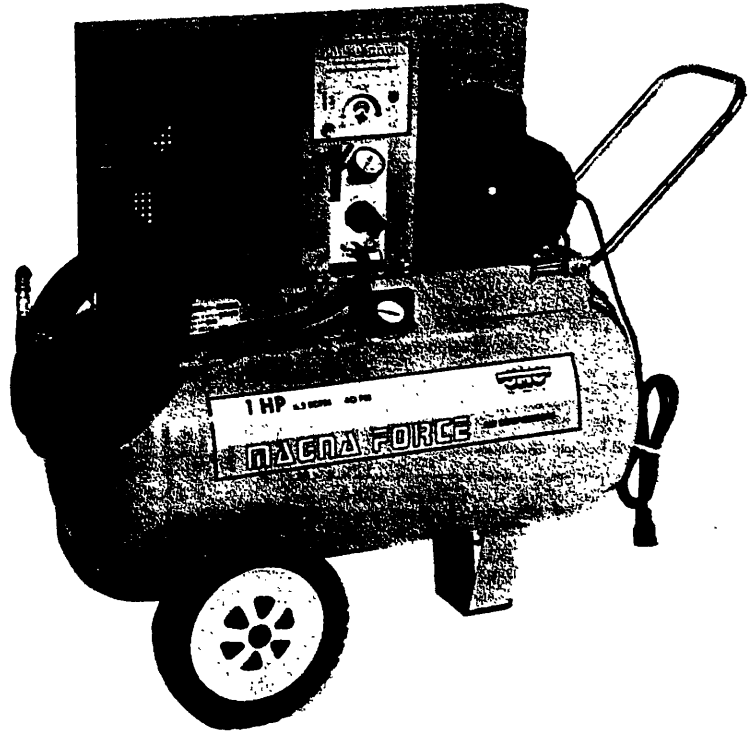
84A150

## NOTICE

In cases where a 15 amp, 230 volt circuit is available and convenient, the Factory recommends you make such a conversion on your 115 volt air compressor. Modern 230 volt circuits are more than adequate to provide a constant and efficient supply of current, which is the key to maximizing the performance capabilities of the 1 H.P. and larger size air compressors. See item number 3 under "Start Up Instructions" on page 3 of this manual

## CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit. **FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE!** SMC air compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.



# TWIN CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

- 1. LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- 2. DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom of the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- 3. CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
- 4. TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
- 5. TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, Tighten or reseal the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
- 6. PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SMC Service Center or an authorized SMC Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an over-load protector to help prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and depress the overload protector button. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

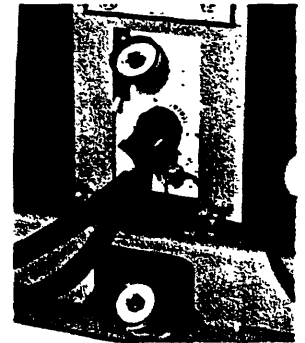
25' cord — Not less than 14 gauge wire.
50' cord — Not less than 12 gauge wire.
100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## DIAL-O-MATIC Control

Let's you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve and Auto/Off pressure switch.

**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Auto/Off Switch** — When the switch lever is in the Off position (down) the motor will not run. When the switch lever is in the Auto position (up) the unit will cycle automatically on air demand. Make certain the switch is in the Off position after each use.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

Parts and service are available from your local SMC dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . .

Compressor Parts — Dept. WCB  
P.O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2



Exh. #11 EIR 9-21-84



# OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

## SERIES

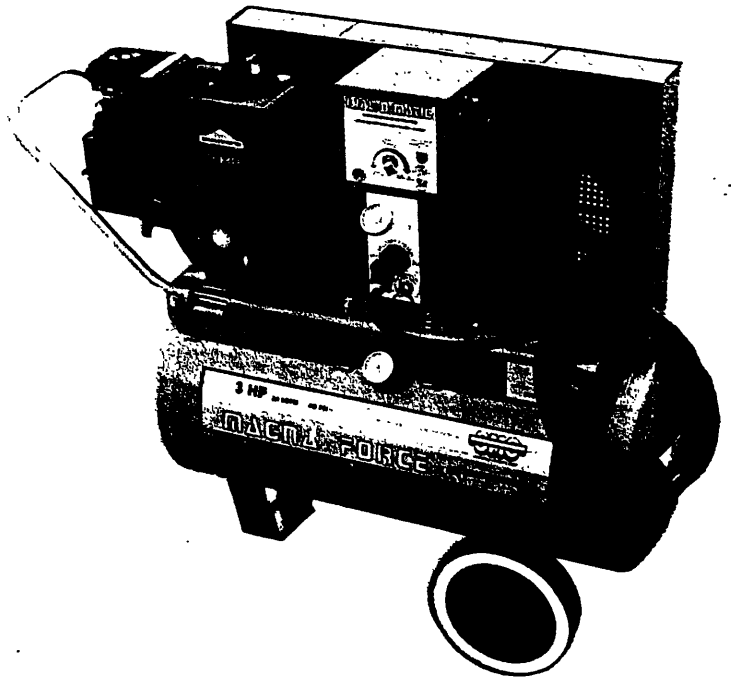
## 44GU3

### NOTICE

Do not start the gasoline engine until motor oil has been added. Gasoline engines are shipped less oil.

### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! **FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE!** SMC air compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.



# SINGLE CYLINDER, GAS ENGINE AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

## MAINTENANCE

**CAUTION:** Always shut the gas engine off and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are. . . . .

- 1. LUBRICATION** – Check the oil level frequently to be certain that you have sufficient oil. Most SMC air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- 2. DRAIN TANK** – **CAUTION:** To prevent possible injury, shut the gas engine off and de-pressurize the tank before attempting to drain moisture from the tank. To depressurize the tank, simply pull the relief valve ring located on the Dial-O-Matic control console until ALL pressure is released. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock, located on the bottom of the tank. Ideally, the tank should be drained at the end of every working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- 3. CLEAN AIR FILTER** – Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
- 4. TIGHTEN BELT AND PULLEYS** – Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the gas engine should be loosened and adjusted until a slight pressure on the belt midway between the pulley and flywheel will cause a total deflection of 1 inch. The pulley and flywheel should be properly and carefully aligned and all set screws should be kept tight. A loose engine pulley or compressor flywheel are a common cause of compressor knocking.
- 5. TEST FOR LEAKS** – Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten.

## AIR PRESSURE CONTROL

Gas engine operated models are continuously run units controlled by air pressure in the air receiver (tank). When a pre-determined pressure is attained, the unloader control will automatically exhaust to the atmosphere any air the pump is producing. When the unloader is exhausting air to the atmosphere the load is greatly reduced on the gas engine because it is running at a near no-load condition. When pressure in the tank drops to a pre-determined level the unloader closes and the pump begins refilling the tank with air again. The unloader control is reference number 129 on page 6 of this manual.

## DIAL-O-MATIC CONTROL

Lets you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve.

**Pressure Control Knob** – To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** – The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Tank Pressure Gauge** – The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.



Parts and service are available from your local SMC dealer or direct from the factory. When ordering parts or needing service from the factory, mail to. . . **Compressor Parts – Dept. WCB**

P. O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to. **City Machinery Limited**  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

Ed #12 EIR 4-21-84

# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

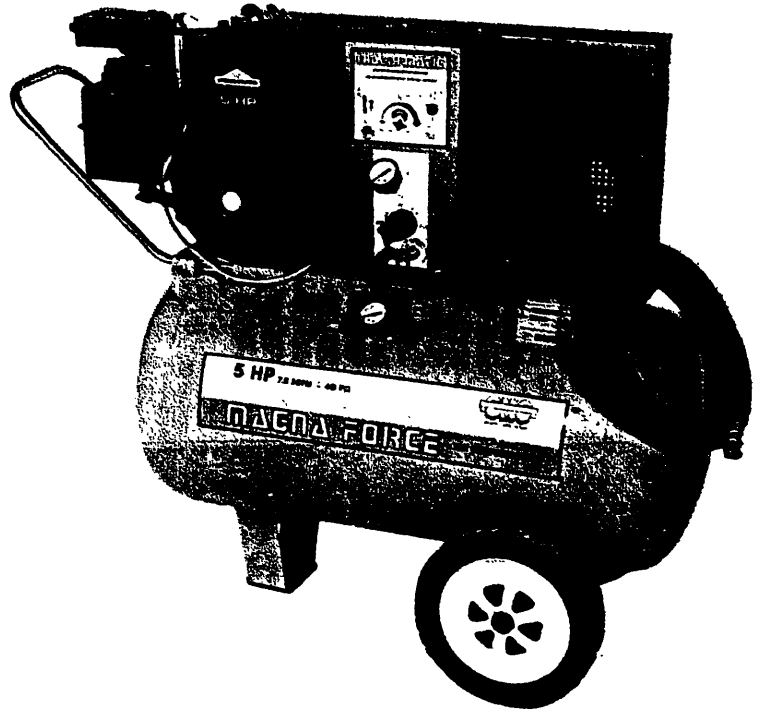
**SERIES  
104GU5**

### NOTICE

Do not start the gasoline engine until motor oil has been added. Gasoline engines are shipped less oil.

### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! **FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE!** SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.



# TWIN CYLINDER, GAS ENGINE AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

175



## MAINTENANCE

**CAUTION:** Always shut the gas engine off and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are. . . . .

1. **LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All SANBORN compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
2. **DRAIN TANK — CAUTION:** To prevent possible injury, shut the gas engine off and de-pressurize the tank before attempting to drain moisture from the tank. To depressurize the tank, simply pull the relief valve ring located on the Dial-O-Matic control console until ALL pressure is released. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock, located on the bottom of the tank. Ideally, the tank should be drained at the end of every working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
3. **CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
4. **TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the gas engine should be loosened and adjusted until a slight pressure on the belt midway between the pulley and flywheel will cause a total deflection of 1 inch. The pulley and flywheel should be properly and carefully aligned and all set screws should be kept tight. A loose engine pulley or compressor flywheel are a common cause of compressor knocking.
5. **TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten.

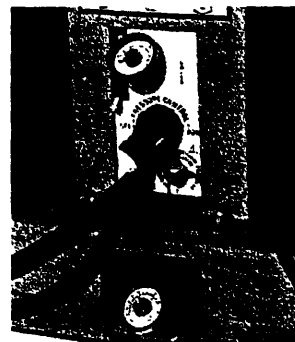
## AIR PRESSURE CONTROL

Gas engine operated models are continuously run units controlled by air pressure in the air receiver (tank). When a pre-determined pressure is attained, the unloader control will automatically exhaust to the atmosphere any air the pump is producing. When the unloader is exhausting air to the atmosphere the load is greatly reduced on the gas engine because it is running at a near no-load condition. When pressure in the tank drops to a pre-determined level the unloader closes and the pump begins refilling the tank with air again. The unloader control is reference number 129 on page 6 of this manual.

## DIAL-O-MATIC CONTROL

Lets you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



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**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

Parts and service are available from your local SANBORN air compressor dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . . . .

**Compressor Parts — Dept. WCB**  
118 West Rock Street, P.O. Box 206  
Springfield, Minnesota 56087  
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318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

# SANBORN

## AIR COMPRESSORS



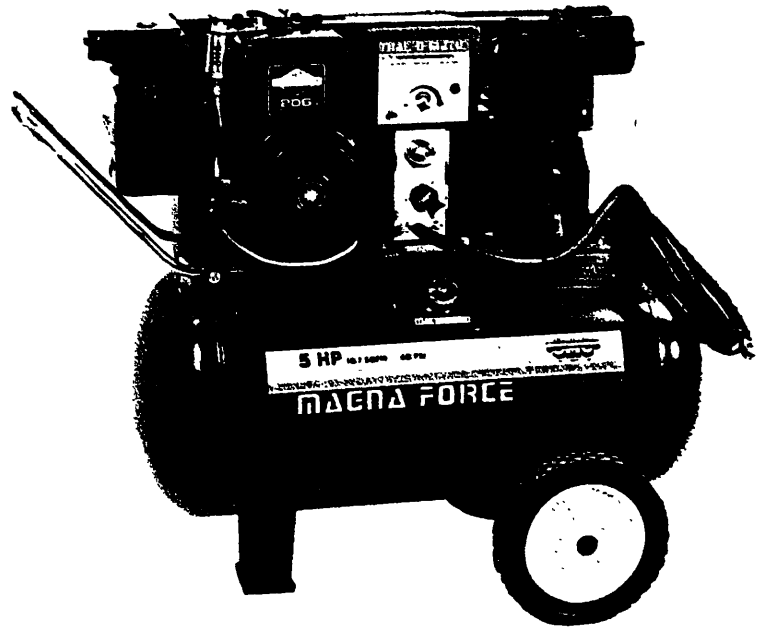
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# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

**SERIES  
143GU5**



### NOTICE

Do not start the gasoline engine until motor oil has been added. Gasoline engines are shipped less oil.

### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE! SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.

## TWIN CYLINDER, GAS ENGINE AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

## MAINTENANCE

**CAUTION:** Always shut the gas engine off and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . . . .

1. **LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All SANBORN compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
2. **DRAIN TANK** — **CAUTION:** To prevent possible injury, shut the gas engine off and de-pressurize the tank before attempting to drain moisture from the tank. To depressurize the tank, simply pull the relief valve ring located on the Dial-O-Matic control console until ALL pressure is released. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock, located on the bottom of the tank. Ideally, the tank should be drained at the end of every working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
3. **CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Dusty air filters can be cleaned by blowing out with air. Replace filters that are filled with oil or paint.
4. **TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the gas engine should be loosened and adjusted until a slight pressure on the belt midway between the pulley and flywheel will cause a total deflection of 1 inch. The pulley and flywheel should be properly and carefully aligned and all set screws should be kept tight. A loose engine pulley or compressor flywheel are a common cause of compressor knocking.
5. **TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten.

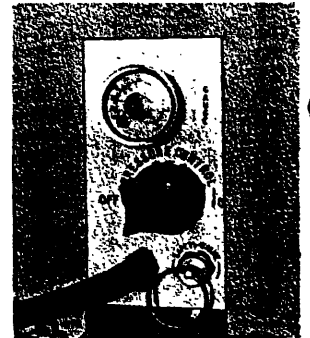
## AIR PRESSURE CONTROL

Gas engine operated models are continuously run units controlled by air pressure in the air receiver (tank). When a pre-determined pressure is attained, the unloader control will automatically exhaust to the atmosphere any air the pump is producing. When the unloader is exhausting air to the atmosphere the load is greatly reduced on the gas engine because it is running at a near no-load condition. When pressure in the tank drops to a pre-determined level the unloader closes and the pump begins refilling the tank with air again. The unloader control is reference number 129 on page 6 of this manual.

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**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

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Springfield, Minnesota 56087

or call, 507-723-6211.

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City Machinery Limited  
318 McDermot Ave.  
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# SANBORN

## AIR COMPRESSORS



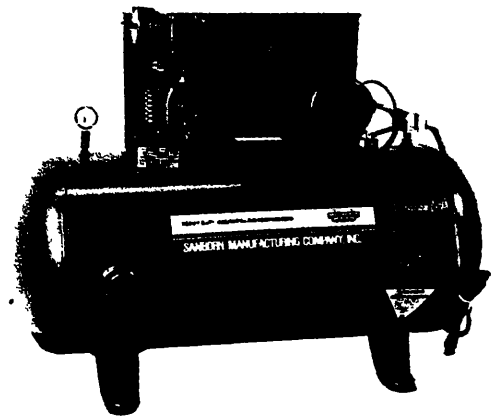


**OPERATOR'S MANUAL**

- OPERATION
- MAINTENANCE
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**MODELS . . .**

- 400A30AP
- 400A30AV
- 400A30AH
- 400A60V
- 400A60H
- 143A400-30CP
- 143A400-30CV
- 143A400-30CH
- 143A400-60CV
- 143A400-60CH
- 500A60V
- 500A60H
- 143A500-60CV
- 143A500-60CH



**TWIN CYLINDER,  
ELECTRIC MOTOR  
AIR COMPRESSOR**

**CAUTION:**

Read the operator's manual carefully before attempting to operate or service this unit! FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE! SMC air compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain this manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are...

- 1. LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. SMC air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- 2. DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank. Make sure the unit is setting level. To drain tank, simply open petcock, located on the bottom of the tank. Ideally, the tank should be drained at the end of every working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- 3. CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Dusty air filters can be cleaned by blowing out with air. Replace filters that are filled with oil or paint.
- 4. TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the motor pulley and compressor flywheel will cause a total deflection of 1 inch. Pulley and flywheel should be properly and carefully aligned and all set screws should be kept tight. Loose motor pulley on compressor flywheel are a very common cause of compressor knocking.
- 5. TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any other connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten.
- 6. PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SMC Service Center or an authorized SMC Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an over-load protector to help prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and depress the overload protector button. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

25' cord — Not less than 14 gauge wire.
50' cord — Not less than 12 gauge wire.
100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## ADVANTAGES OF AIR POWER

- 1. LOW INITIAL COST** . . . Fewer parts make up an air system and the use of a single air supply permits operation of many separate systems. Less complicated and less costly controls are permissible with air.
- 2. GREATER SAFETY** . . . Unless expensive fire resistant fluids are used, hydraulic equipped machines operating near fire or high temperatures create great fire hazards. Air systems operate with lower line pressures.
- 3. FLEXIBILITY** . . . . Air systems provide simpler installation. Particularly true where a product is constantly changed, such as in the automotive industry, and adaptability for automation where systems are changed or expanded.
- 4. LOWER MAINTENANCE COST** . . . . Realized where down time is a factor due to more complicated arrangement necessary with hydraulic systems.
- 5. LESS** preventive maintenance required with air, as hydraulic systems must be kept free of contaminants.
- 6. LEAKAGE** in an air system is not as critical as with hydraulic.



## How to obtain parts and service.

Parts and service are available from your local SMC dealer or direct from the factory. When ordering parts or needing service from the factory, mail to. . . Compressor Parts — Dept. WCB

P.O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

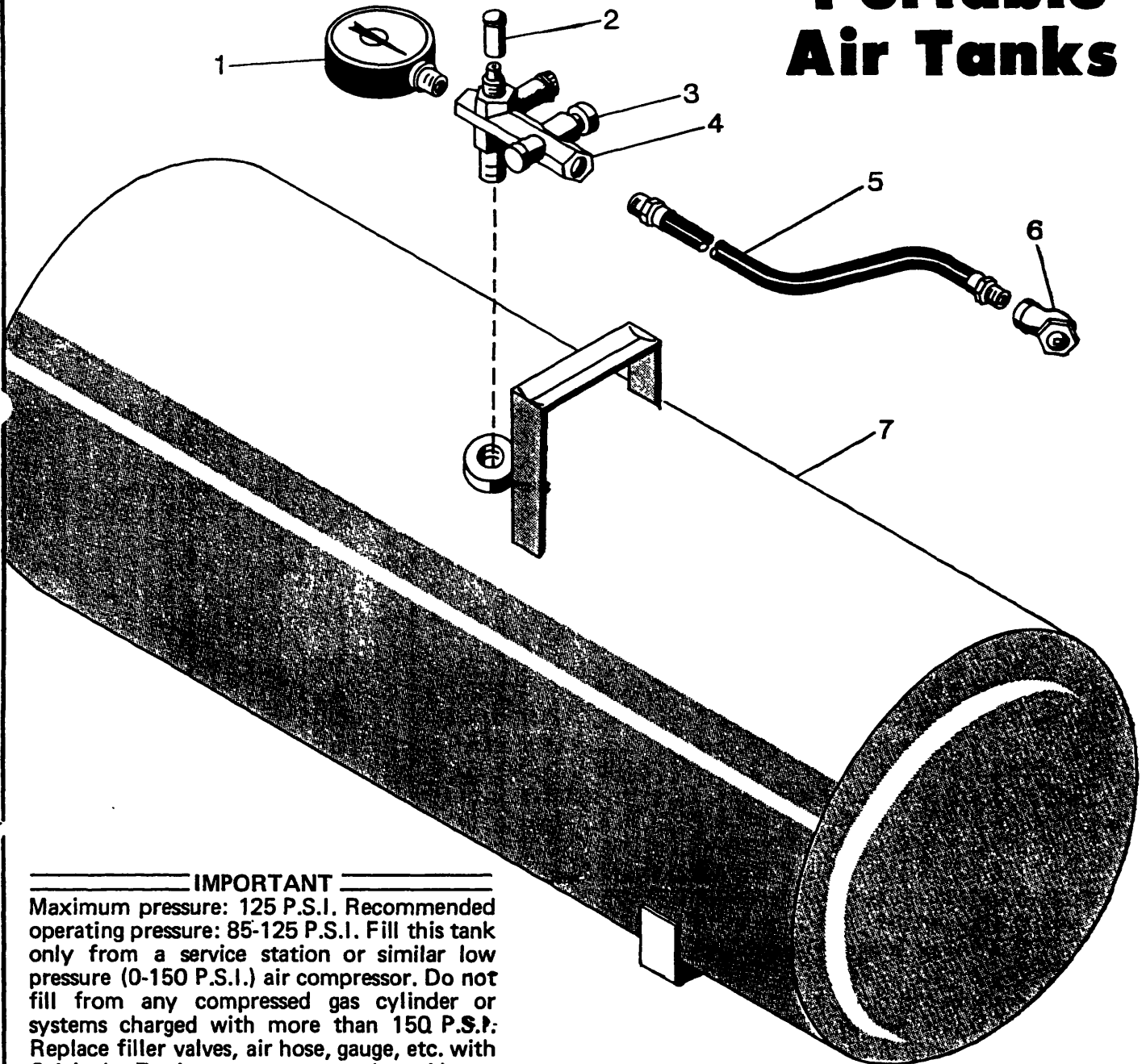
or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

Exh. 15 ZIP 9-21-84

# INSTRUCTIONS & PARTS LIST for Model No. 10 and No. 14

## Portable Air Tanks



### IMPORTANT

Maximum pressure: 125 P.S.I. Recommended operating pressure: 85-125 P.S.I. Fill this tank only from a service station or similar low pressure (0-150 P.S.I.) air compressor. Do not fill from any compressed gas cylinder or systems charged with more than 150 P.S.I. Replace filler valves, air hose, gauge, etc. with Original Equipment parts only. Always deflate tank before removing the fittings.

**MAXIMUM WORKING PRESSURE — 125 P.S.I.**

### REPLACEMENT PARTS

REF NO.	PART NO.	DESCRIPTION
1	032-0003	Pressure gauge
2	077-0019	Plastic valve protector cap
3	028-0007	Shut-off valve repair kit for cross manifold. Includes 2 caps and 2 O-rings.
4	028-0003	Cross manifold
5	012-0003	Air hose, 6' long
6	038-0002	Air chuck
7	127-0005	10 gallon air tank
7	128-0003	14 gallon air tank

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P.O. Box 206  
Springfield, Minnesota 56087  
or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2  
or mail to . . . 1150 Northside Road  
Burlington, Ontario L7M 1H4

## ONE YEAR LIMITED WARRANTY

Sanborn Manufacturing Company (the Company) warrants that for a period of twelve (12) months from the date of purchase it will replace or repair free of charge for the original retail purchaser only any part or parts, manufactured by the Company found upon examination by the Company at Springfield, Minnesota, to be defective in material or workmanship or both. The Company may, at its option, refund the purchase price of the air compressor to the original retail purchaser.

You must remove the part you believe is defective and return it to the Company at its address given below at your own expense. If the part is not found to be defective in material or workmanship or both, or is not covered by this limited warranty the Company will mail it back to you at your expense. You are responsible for reinstalling the repaired or replaced part at your own expense.

All transportation charges for parts submitted for replacement or repair under this limited warranty must be borne by the original retail purchaser. This is the exclusive remedy under this limited warranty.

Failure by the original retail purchaser to install, maintain and operate the equipment in accordance with good industry practices and failure to comply with the specific recommendations of the Company set forth in the owner's manual shall render this limited warranty null and void. The Company shall not be liable for any repairs, replacements or adjustments to the equipment or any costs for labor performed by the original retail purchaser without the Company's prior written approval. The effects of corrosion, erosion and normal wear and tear are specifically excluded from this limited warranty.

THE COMPANY MAKES NO OTHER REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, ABOUT THE EQUIPMENT EXCEPT THAT THERE SHALL BE AN IMPLIED WARRANTY OF MERCHANTABILITY LIMITED TO TWELVE (12) MONTHS AFTER THE DATE OF SALE OF THE EQUIPMENT TO THE ORIGINAL RETAIL PURCHASER, AFTER WHICH TIME SUCH IMPLIED WARRANTY OF MERCHANTABILITY WILL CEASE TO BE EFFECTIVE. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

THE COMPANY IS NOT LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND UNDER ANY WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE OR OTHER TORT, OR OTHERWISE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES. SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

NOTWITHSTANDING THE ABOVE, ANY CLAIMS AGAINST THE COMPANY SHALL BE BARRED IF LEGAL ACTION THEREON IS NOT COMMENCED WITHIN TWENTY-FOUR (24) MONTHS FROM THE DATE OF PURCHASE OR DELIVERY WHICHEVER OCCURS LAST.

This limited warranty constitutes the entire agreement between the Company and the original retail purchaser and no representative or agent is authorized to alter the terms of this limited warranty without the express written consent of the Company.

This limited warranty gives you specific legal rights and you may also have other rights which may vary from state to state.



SANBORN MANUFACTURING COMPANY

118 West Rock Street  
Springfield, Minnesota 56087

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# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

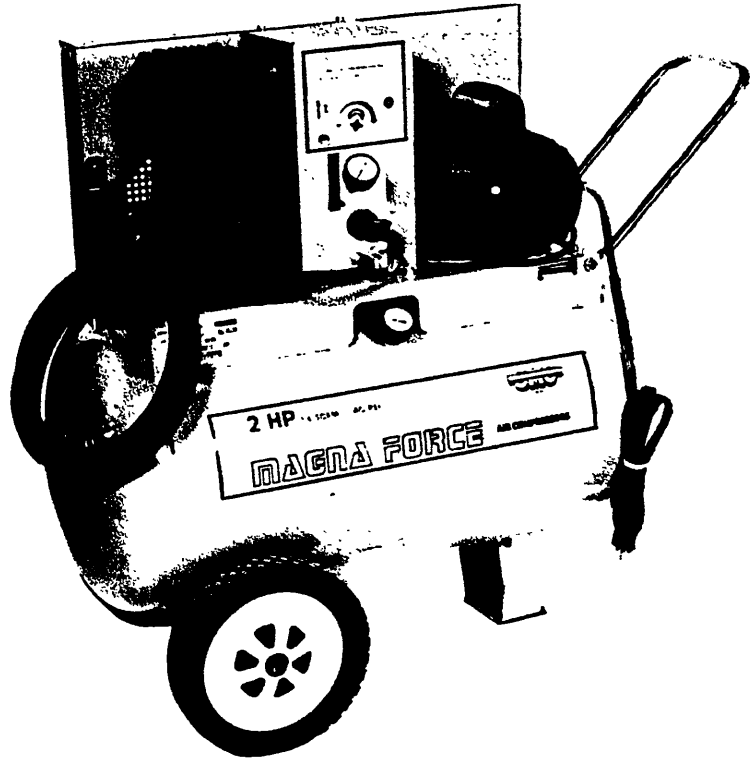
**SERIES  
104A200**

### NOTICE

In cases where a 15 amp, 230 volt circuit is available and convenient, the Factory recommends you make such a conversion on your 115 volt air compressor. Modern 230 volt circuits are more than adequate to provide a constant and efficient supply of current, which is the key to maximizing the performance capabilities of the 1 H.P. and larger size air compressors. See item number 3 under "Start Up Instructions" on page 3 of this manual.

### CAUTION:

Read the operator's manual carefully before attempting to operate or service this unit! **FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE!** SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.



## TWIN CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain this manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

- 1. LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All SANBORN compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- 2. DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom of the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- 3. CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
- 4. TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
- 5. TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, Tighten or reseal the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
- 6. PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SANBORN Service Center or an authorized SANBORN Service Dealer.

## MOTOR OVERLOAD PROTECTION

This unit is equipped with an over-load protector to help prevent motor burn outs. If the motor overheats and stops, let it cool 10 to 15 minutes and depress the overload protector button. As proper voltage is important, we suggest the use of the following electrical chart.

If an extension cord is used, the following size is recommended:

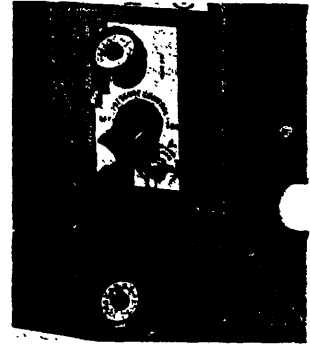
25' cord	— Not less than 14 gauge wire.
50' cord	— Not less than 12 gauge wire.
100' cord	— Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## DIAL-O-MATIC Control

Let's you dial the amount of air needed for the job.

Designed for safety, convenience, and trouble-free operation, both for the operator and the machine. This unique trouble-free control makes it possible to dial the proper amount of air needed for applications where regulated air pressure is necessary. This includes paint spraying, tire testing, air operated tools of all kinds, drills, sanders, nailers, blow-guns, and so on.



The Dial-O-Matic Control is designed with fewer parts to help eliminate air leaks. The control includes the Dial-O-Matic control knob, plus air gauge which shows regulated pressure, relief valve and Auto/Off pressure switch.

**Pressure Control Knob** — To control the line pressure turn the knob clockwise until the desired pressure is reached on the gauge. When the knob is turned completely counter clockwise, the air pressure to the hose is completely shut off.

**Relief Valve Pull Ring** — The relief valve pull ring, located on the Dial-O-Matic control console, is used to depressurize the tank. Simply pull the ring and hold it until ALL pressure is released.

**Auto/Off Switch** — When the switch lever is in the Off position (down) the motor will not run. When the switch lever is in the Auto position (up) the unit will cycle automatically air demand. Make certain the switch is in the Off position after each use.

**Tank Pressure Gauge** — The tank pressure gauge, located directly below the Dial-O-Matic control panel, lets the operator know what the air pressure (P.S.I.) is in the receiver tank. This is not the pressure delivered to the hose. The air hose pressure, or working pressure, is shown on the gauge located on the Dial-O-Matic control panel.

## How to obtain parts and service.

Parts and service are available from your local SANBORN air compressor dealer or direct from the factory. When ordering parts or needing service from the factory, mail to . . .

Compressor Parts — Dept. WCB  
P.O. Box 206  
118 West Rock Street  
Springfield, Minnesota 56087

or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
318 McDermot Ave.

Winnipeg, Manitoba R3A 0A2

# SANBORN

## AIR COMPRESSORS

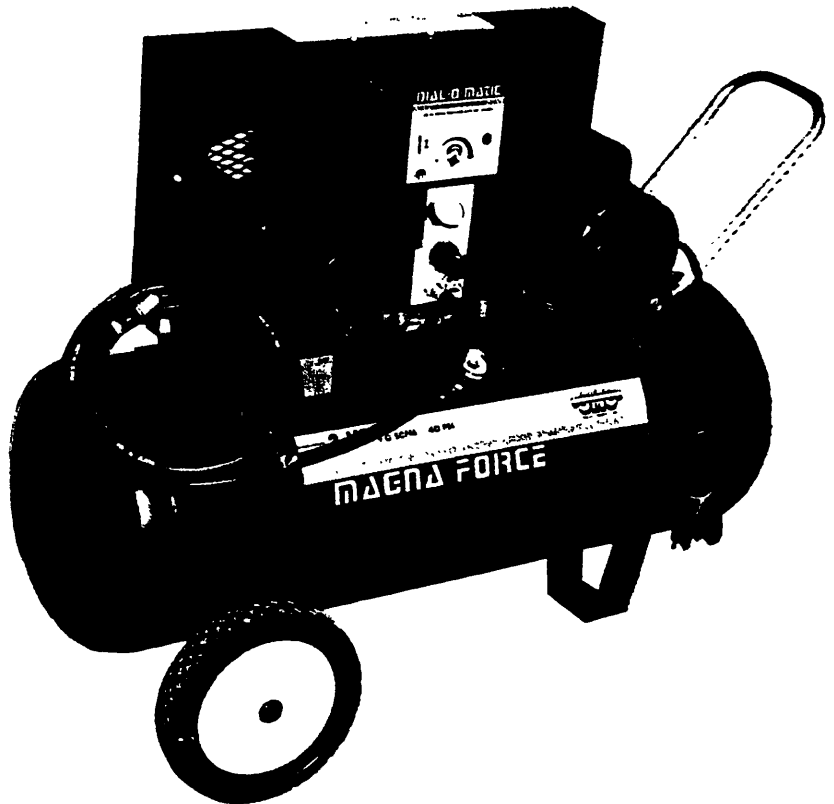


# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

**SERIES  
112A300**



## TWIN CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

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Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain this manual with these numbers for future reference.

Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

- 1. LUBRICATION** — Check the oil level frequently to be certain that you have sufficient oil. All air compressors are shipped with break-in oil. Change the break-in oil after running the new compressor for about 8 hours. After the first oil change, a 50 hour oil change is recommended. Make sure the unit is level when checking the oil. Never overfill or underfill the compressor.
- 2. DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank.  
**NOTE:** To de-pressurize the tank, simply pull the ring on the relief valve located on the "Dial-O-Matic" control console. Make sure the unit is setting level or tilted slightly toward the drain end. To drain the tank, simply open the petcock located on the bottom of the tank. Ideally, the tank should be drained at the end of each working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
- 3. CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Felt pad filters can be washed out with soapy water or blown out with air. Replace filters that are filled with oil or paint.
- 4. TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the pulleys will cause a total deflection of 1 inch. Pulleys should be properly and carefully aligned and all set screws should be kept tight. Loose motor or compressor pulleys are a very common cause of compressor knocking.
- 5. TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, Tighten or reseal the connection and retighten. In time, the ball seat (no. 079-0002) may become worn. If leakage of the ball seat from the tank, back into the pump is suspected, replace this ball seat.
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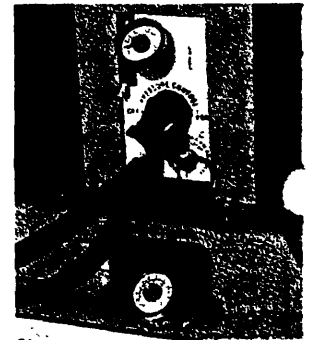
- |  |
|--|
| 25' cord — Not less than 14 gauge wire.  |
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or call, 507-723-6211.

In Canada mail to . . . . . City Machinery Limited  
318 McDermot Ave.  
Winnipeg, Manitoba R3A 0A2

# SANBORN

## AIR COMPRESSORS

Exh #10 ELR 4-21-87

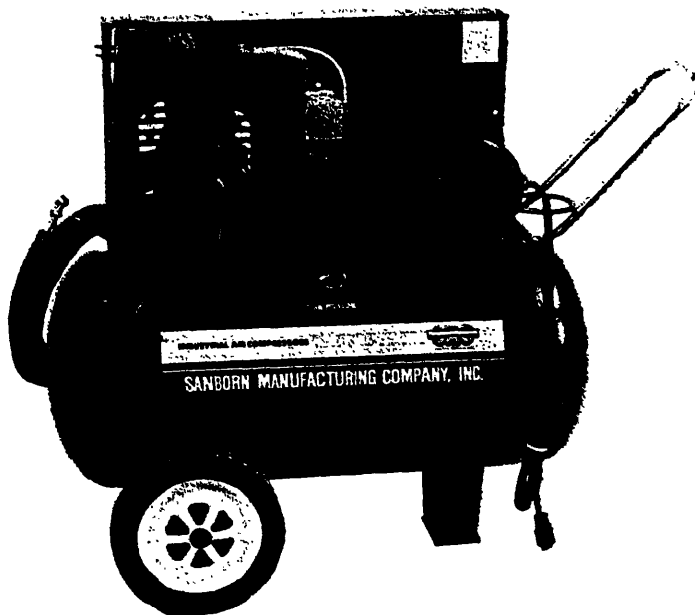
# SANBORN AIR COMPRESSORS

## OPERATOR'S MANUAL

- OPERATION
- MAINTENANCE
- REPAIR PARTS

### MODELS

- 400A22
- 400A30NP
- 400A30NV
- 400A30NH



## TWIN CYLINDER, ELECTRIC MOTOR AIR COMPRESSOR

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Date Purchased \_\_\_\_\_

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## MAINTENANCE

**CAUTION:** Always disconnect the power source and de-pressurize the tank before attempting to service the air compressor or any component utilized in the air system.



A periodic inspection of the air compressor should be made. Some of the things to look for when you inspect your compressor are . . .

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2. **DRAIN TANK — CAUTION:** To prevent possible injury, disconnect the power source and de-pressurize the tank before attempting to drain moisture from the tank. Make sure the unit is setting level. To drain tank, simply open petcock, located on the bottom of the tank. Ideally, the tank should be drained at the end of every working day. A clean, dry receiver will help guard against corrosion and extend the life of the compressor tank.
3. **CLEAN AIR FILTER** — Dirty air filters reduce the compressor's performance and life so check the air filters frequently. Dusty air filters can be cleaned by blowing out with air. Replace filters that are filled with oil or paint.
4. **TIGHTEN BELT AND PULLEYS** — Drive belts must be kept tight enough to prevent slipping. If the belt slips or squeaks, the motor should be loosened and adjusted until a slight pressure on the belt midway between the motor pulley and compressor flywheel will cause a total deflection of 1 inch. Pulley and flywheel should be properly and carefully aligned and all set screws should be kept tight. Loose motor pulley on compressor flywheel are a very common cause of compressor knocking.
5. **TEST FOR LEAKS** — Be sure all connections are tight. A small air leak in the hose or any other connections will make a big difference in the performance of the compressor. If a leak is suspected, take a small amount of soapy water and brush around the connection. If bubbles appear, tighten or reseal the connection and retighten.
6. **PRESSURE SWITCH** — The pressure switch should be inspected periodically by an authorized SANBORN Service Center or an authorized SANBORN Service Dealer.

## MOTOR OVERLOAD PROTECTION

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If an extension cord is used, the following size is recommended:

25' cord — Not less than 14 gauge wire.
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100' cord — Not less than 10 gauge wire.

Your new compressor will draw nearly two times it's name tag amperage rating momentarily when starting.

## ADVANTAGES OF AIR POWER

1. **LOW INITIAL COST . . .** Fewer parts make up an air system and the use of a single air supply permits operation of many separate systems. Less complicated and less costly controls are permissible with air.
2. **GREATER SAFETY . . .** Unless expensive fire resistant fluids are used, hydraulic equipped machines operating near fire or high temperatures create great fire hazards. Air systems operate with lower line pressures.
3. **FLEXIBILITY . . .** Air systems provide simpler installation. Particularly true where a product is constantly changed, such as in the automotive industry, and adaptability for automation where systems are changed or expanded.
4. **LOWER MAINTENANCE COST . . .** Realized where down time is a factor due to more complicated arrangement necessary with hydraulic systems.
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# SANBORN

## AIR COMPRESSORS

## How to obtain parts and service.

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or call 507-723-6211.

In Canada mail to . . . City Machinery Limited  
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Winnipeg, Manitoba R3A 0A2



Form Number 162-4146-284

Deputy Regional Director

10/16/84

Compliance Branch

Mfg: Sanborn Manufacturing Co.  
Springfield, MN.

Inspection Request(s)

We are submitting a Summary & Recommendation for opening a file to CACA dealing with the above firm's air compressors. During our 9/21/84 inspection at Sanborn we determined they have implemented a "Field Safety Program" which is along the lines of what we would call a recall with respect to their air compressors made between 1/1/72 and 8/31/78. While all units manufactured during this period are effected, Sanborn has only involved its Midwestern dealers with its "Field Safety Program". About May of 1983 Sanborn sent people out to its larger dealers and gave them instructions on how to repair air compressors. Additionally they tell us they furnished these dealers with a printed counter poster requesting the customer return their unit to the dealer for repair. The dealers were also furnished with the format for a newspaper ad making this request to their customers. The firm refused to provide further specific information during our inspection about their "Field Safety Program" on the grounds these compressors are not consumer products. We, of course, do not agree with their point of view.

In order to know more about the firm's above program please visit dealers's such as Janes Supply, Janesville, WI. and a couple of other ones in the Milwaukee area such as Fleet Farm or Farm and Fleet.

If we find they do sell Sanborn's air compressors determine what type of customer purchases them. Also find out how long they have been selling them and whether or not they have received any complaints concerning them. If so, did they refer the complaint to Sanborn? We should also learn as much as we can about Sanborn's "Field Safety Program", during our visits and get copies of any written documents they have concerning this program.

Donald L. Dovel  
Senior Compliance Officer  
Midwestern Regional Office

DLD:vlb

Orig + cc: DRD    cc: DLD  
          cc: EF  
          cc: RF

CACA

10/16/84

Midwestern Regional Office

Sanborn Manufacturing Co.  
118 W. Rock St.  
Springfield, MN. 56087

Air Compressors

Invest: # 84ML30

SUMMARY AND RECOMMENDATION

The Portland Resident Post received a consumer complaint on 9/7/84 that Sanborn had placed an ad in a North Dakota newspaper on 8/29/84 alerting those who had purchased any of the firm's air compressors manufactured between 1972 and 1978 were subject to recall because of defective pressure relief valves. As the complainant had recently purchased one of their air compressors recently at an Albany, Oregon store, he telephoned the firm's toll free number to determine if his unit was involved in the recall. He said the firm advised him his air compressor was under recall, however, "...they did<sup>not</sup> extend the recall to the West Coast".

To clarify the above matter, we inspected the firm on 9/21/84. The firm's president admitted that all of their air compressors manufactured between 1/1/72 and 8/31/78 were involved in the company's initiated "Field Safety Program". He stated the matter began in the fall of 1982 when his firm decided to find out how their air compressors in use were holding up.

The firm states they placed ads in several Midwestern rural newspapers at this time offering to exchange the customers's used air compressor with a newer model. They tell us that they got back several hundred compressors, most of which were manufactured in the Mid-1970's, for examination. Each returned unit was given some type of examination and 50-60 of them were selected for more comprehensive testing by the firm. They claim this program revealed pressure relief valves and pressure loading switches were not entirely functioning properly. Sanborn personnel attributed this to the users failure to drain the tanks regularly causing corrosion and improperly adjusting the units pressure relief valves. These findings are what the firm says motivated them to begin their current "Field Safety Program".

The "Field Safety Program" is stated to have started in May 1983 and is still in effect. This consists of replacing the original pressure relief valve and pressure limiting switches at their dealers which have repair facilities available. The replacement pressure relief valve is manufactured by Sanborn and is stated to be non-adjustable by the user. The firm states their personnel trained their dealer's having repair facilities as to the desired method of modifying the customers air compressor. The dealer was also requested to place an ad in their local newspaper alerting the owners to this program. The dealers are additionally reported to have been furnished with a counter poster and the necessary repair parts by Sanborn.

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Sanborn declined to furnish us with specimens of this material or provided detailed information relative to their program on the grounds these compressors were not consumer products and not subject to CPSC jurisdiction. We do not, of course, agree with their position because their air compressors are available in stores where they can be readily purchased by the general public. Additionally, with the exception of their largest size units, air compressors are purchased and used by consumers for non-industrial use. Their brochure for their MAGNA FORCE, Air Compressors states: "Air Compressors for Farm, Home, Industry and Automotive".

During the inspection the firm advised us approximately 170,000 of these air compressors have been sold. The claim that dealer's have repaired 1,255 units and they have modified 300 units to date. As there "CAP" now stands they are not apparently reaching those customers outside of the Midwestern communities where the newspaper ads have been placed and in those areas having dealers lacking repair facilities.

Based on the circumstances brought to our attention via the referenced consumer complaint and our 9/21/84 inspection we must recommend that a file be opened. Considering the firm has known of this problem for about 2 years or at least since May 1983, and has failed to make any reports under Section 15, we feel the company should also be held accountable for their failure to report.

Donald L. Dovel  
Hazard Assessment Committee  
Midwestern Regional Office

DLD\*vib

Orig + cc: CACA  
cc: E/F  
cc: DLD  
cc: BZE R/F

cal



# SANBORN

AIR COMPRESSORS

*File* →

SANBORN MANUFACTURING COMPANY, INC.

118 West Rock Street Springfield, Minnesota 56087 (507) 723-6211

June 11, 1984

Dr. Robert Verhalen  
Associate Executive Director for Epidemiology  
Consumer Product Safety Commission  
Washington, D.C. 20207

RE: D440084

Dear Dr. Verhalen:

With regard to the Consumer Product Complaint Report D440084 received in our offices May 21, 1984.

We have the following comments on some of the points contained within this report as listed below:

12. The unit was purchased second hand from friend.  
This situation is difficult for the second purchaser to know the actual age of the product, proper operating and maintenance habits performed by the first owner. Also, the instruction manuals and product information are usually not passed along to the second owner.
14. Product available - No.  
Please find attached the inspection report regarding the unit in question.
16. Instructions - No.  
When the unit is shipped to the original dealer, a full set of instructions and operating manual is included. Please refer to item 12 for additional comments.
19. Age of product - Unknown app. 3 years.  
Due to the fact the serial tag was not on the unit when it was returned, the approximate date of manufacture is 1975; making it not 3 but 9 years old.

NAT'L INQUIRY INT'L  
CLEARINGHOUSE  
CPSC

84 JUN 19 AM 0:38

RECEIVED

192  
0823




Dr. Robert Verhalen  
Page Two  
June 11, 1984

25. Details of complaint - \$6,000 damage.  
It is difficult to understand \$6,000.00 worth of damages when during verbal contact with Starr Services it was indicated to us the van was only valued at \$2,000 - \$2,200.00.
25. Notification of the manufacturer - Yes.  
There have been several conversations with Cindy Baxter of Starr Services and following our last conversation she indicated everything was being handled in a completely satisfactory manner.

Again, as commented in item 14 attached you will find the inspection report completed for this air compressor.

Sincerely,

SANBORN MANUFACTURING COMPANY

  
William C. Besse  
President

WCB/slh

Enclosure

We trust the above information will be helpful. If further information is required, please advise.

197

UNIT INSPECTION REPORT

1. Model 84A100-22 Unit Serial Number N/A
2. Date Manufactured \*see footnote Returned From Mark Baxter
3. Date first put into service unknown 626 W. Beltline
4. (a) Date of occurrence unknown Richardson, Texas 75080
- (b) Received at SMC 4-11-84
5. (a) Any repairs made by customer; welded leaks, base plate repair, axel or leg repair: No visible signs of welds and or repairs.

(b) General condition of tank

Paint Fair Head still attached yes - to tank shell

Length of rupture Full length of shell

Associated damages or punctures Stand, wheels, axel assembly  
damaged

Did weld rupture? No. factory welds failed at any weldment locations  
or weld seams.

(c) Description of rupture area

Pitting Lower 1/8 of tank inside - severe

Scale Entire inside surface of tank shell and heads

Color Yellow rust color

6. Material Inspection

(a) Thickness along rupture Minimum .043 Maximum .780 Average .605

(b) Thickness 1/2" parallel to rupture Minimum .48 Maximum .75 Average .61

(c) Thickness of material in upper 1/2 of tank .75

(d) Description of corrosion Very badly pitted, tank rusted

Upper 1/8th of tank Rust cover, lightly pitted

Lower 1/8th of tank Heavy rust and pit corrosion evident

\* A. The serial tag was not on the machine when it was received at the factory.  
B. Due to this particular units' design, it was probably manufactured  
approximately 1975

7. Pressure switch inspection

(a) Was switch returned? Yes

(b) Damaged Yes \_\_\_\_\_ No X

(c) Was pressure setting altered by customer Yes X No \_\_\_\_\_  
Unable to determine \_\_\_\_\_

(d) Description or evidence of alteration Kick-out set at 132 pounds  
which is approximately 12 P.S.I. higher than normal kick-out pressures

8. Safety valve inspection

(a) Damaged from rupture Yes x No \_\_\_\_\_

(b) Damaged and operable \_\_\_\_\_

(c) Damaged and not operable Not able to determine operability due to  
damaged condition.

9. Compressor pump and motor

(a) Were components damaged and/or not operable: Describe No damages  
were incurred by the compressor or motor.

(b) Were compressor valves rusted? Yes \_\_\_\_\_ No X

Describe N/A

10. Pump Serial Number Not available

Motor Serial Number Not available

Brand of Motor Leeson Electric

11. Summary See attached detailed summary report.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Jerry H. Romstacher  
(Signature)

June 4, 1984

(Date)

199

June 4, 1984

TO: William C. Besse, President

FROM: Jerry L. Ramsbacher, Vice-President of Engineering

SUBJECT: ENGINEERING TEST REPORT SUMMARY

1) Receiver (Tank)

We have observed a definite water level line which runs horizontal and parallel to the bottom of the tank, which indicates that 1/2" to 1 1/2" of water had been allowed to accumulate in the lower part of the tank for an extended period of time without regular draining (moisture condensation) or possibly no draining at all.

In the absence of common maintenance habits such as infrequent or neglecting entirely to remove moisture from the tank, this allows conditions to exist that contribute to causing rapid pit corrosion.

2) Pressure Relief Valve

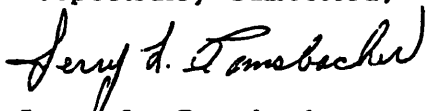
The shaft which the manual pull ring is attached to was bent by the reaction of the rupture to the extent that it would bind within its mating part. Thus, we are unable to determine the release pressure of the valve at or before the time of rupture.

IN CONCLUSION, and without extensive forensic examination, it is engineering's belief that a combination of factors contributed to the rupture of this tank.

- A. Improper draining habits causing weakening of tank shell material due to corrosive deterioration.
- B. Possible adjustment or damage to relief valve prior to rupture, rendering it inoperable.

Also, in a commercial application such as at Starr Services, an ASME coded unit is a requirement of which Starr Services was in violation of.

Respectfully submitted,



Jerry L. Ramsbacher  
Vice-President of Engineering

196

**SANBORN**  
AIR COMPRESSORS

← File

SANBORN MANUFACTURING COMPANY, INC.

118 West Rock Street Springfield, Minnesota 56087 (507) 723-6211

May 29, 1984

United States  
Consumer Product Safety Commission  
Washington, D.C. 20207  
ATTN: Ms. Nancy Harvey Steorts

RE: D440084

Dear Ms. Steorts:

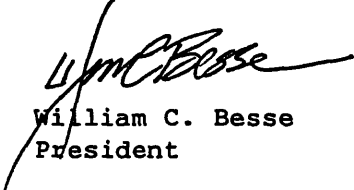
We are in receipt of your letter of May 15, 1984.

We are familiar with the information given in item 25 on the complaint report. We are aware of the situation and the unit in question has been forwarded to our laboratory.

A lab analysis will be completed and we will be forwarding details to you within two weeks.

Sincerely,

SANBORN MANUFACTURING COMPANY

  
William C. Besse  
President

WCB/jlt

NAT'L INJURY  
CLEARINGHOUSE  
CPSC

'84 JUN -8 P1:02

RECEIVED

191

0823

# CONSUMER PRODUCT COMPLAINT REPORT

D440084

1. NAME OF COMPLAINANT Cindy Baxter	2. TELEPHONE NO. 680-3750	3. DATE OF INCIDENT March 5, 1984
--	------------------------------	--------------------------------------

4. STREET ADDRESS 626 W. Beltline Rd.	5. CITY, STATE, ZIP CODE Richardson, Texas 75080
--	---

6a. DESCRIPTION OF PRODUCT(S) unit for household or commercial use 1 1/2 horse power compressor	<input type="checkbox"/> Objects to release of name.	6b. DATE ACQUIRED October 1983
<input checked="" type="checkbox"/> Does not object to release of name.		

7. BRAND NAME Sanborn	8. MODEL/STYLE NO. 84
--------------------------	--------------------------

9. SERIAL NO.	10. LOT/BATCH NO.
---------------	-------------------

11. MANUFACTURER, IMPORTER OR DISTRIBUTOR NAME AND ADDRESS Sanborn 118 W. Rock St. Springfield, MN. 56087	12. DEALER NAME AND ADDRESS  purchased used 2nd hand from friend.
--	--

13. HOW PRODUCT ACQUIRED  
 Purchased New     Second Hand     Other     Specify \_\_\_\_\_

14. PRODUCT AVAILABLE Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	15. WARNING LABEL Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	16. INSTRUCTIONS Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
--	--	---

17. PRODUCT DAMAGED BEFORE INCIDENT Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	18. PRODUCT REPAIRED BEFORE INCIDENT Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	19. AGE OF PRODUCT (ESTIMATE IF NECESSARY) Unknown
--	---	---

No injury      **IF INJURY OR ILLNESS COMPLETE ITEMS 20 - 24**

20. VICTIM'S AGE	21. VICTIM'S SEX Male <input type="checkbox"/> Female <input type="checkbox"/>	22. BODY PART(S) INVOLVED
------------------	---	---------------------------

23. TYPE OF INJURY OR ILLNESS  
 Burn     Fracture     Cut     Other     Specify \_\_\_\_\_

24. MEDICAL TREATMENT RECEIVED  
 Physician's Office     Emergency Room     Other Hospital     Other     Specify \_\_\_\_\_

25. GIVE DETAILS OF COMPLAINT, INJURY, OR ILLNESS. DESCRIBE HOW INCIDENT OCCURRED. USE REVERSE SIDE IF NECESSARY.

Complainant said this product is available to general public via hardware stores. Her husband was using the compressor in his roofing business, Star Services. The compressor was in their van with air hoses going from it to a nearby roof. The hoses were connected to air operated staple guns. The compressor exploded and caused \$6,000.00 in damage to the van.

25a. Have you notified or do you intend to notify the manufacturer?    Yes     No \_\_\_\_\_

### FOR COMMISSION USE ONLY

26. RECEIVING OFFICE SWRO	27. DATE RECEIVED April 6, 1984	28. RECEIVED BY Zannie E. Weaver
------------------------------	------------------------------------	-------------------------------------

29. SOURCE OF REPORT Letter <input type="checkbox"/> Phone <input checked="" type="checkbox"/> Visit <input type="checkbox"/> Other <input type="checkbox"/> Specify _____	30. DOCUMENT NO.
---	------------------

31. FOLLOW-UP ACTION <i>Note: product is second hand REFER TO MURRO</i>	32. PRODUCT CODE(S)
--	---------------------

33. DISTRIBUTION <i>cc: EDPS (inj sw desk) cc: sw-ro comp file by AF</i>	34. ENDORSER'S NAME AND TITLE <i>D. Forest [Signature], SI</i>
---	---



118 WEST ROCK ST.  
SPRINGFIELD, MINN. 56087  
PH. (507) 723-6211

"QUALITY IS OUR STANDARD"

*file*

November 11, 1982

Consumer Products Safety Commission  
Federal Courts Bldg., Room 128  
316 N. Robert St.  
St. Paul, MN 55101  
ATTN: Mr. Jerry Boog

SUBJECT: LEON PODREZ AIR COMPRESSOR CLAIM

Dear Jerry:

As mentioned in my previous correspondence, a detailed report regarding the above matter would follow shortly. Enclosed please find our Engineering Department's analysis and summary statements. Also, note a statement prepared by our consultant after his visit with Mr. Podrez at his home.

I believe our engineering report is very detailed and explains this situation very clearly. I have also advised Mr. Podrez that our insurance carrier is reviewing his claim and a decision should be reached in the near future. I can assure you that I will impress upon our carrier to be more than fair in handling this claim, regardless of the determined cause.

Thank you again for your patience and support. If I can be of further assistance just let me know.

Sincerely,

SANBORN MANUFACTURING COMPANY

*William C. Besse*  
William C. Besse  
Executive Vice President

WCB/jlt

enc.

*199*



UNIT INSPECTION REPORT

1. Model 84A100-22 Unit Serial Number 11298

2. Date Manufactured July 1973 Returned From Leon Podrez

3. Date first put into service unknown Route 2 Box 48a

4. (a) Date of occurrence August 1982 Butternut, WI 54514

(b) Received at SMC 10-25-82

5. (a) Any repairs made by customer; welded leaks, base plate repair, axel or leg repair: Safety relief valve

(b) General condition of tank

Paint fair Head still attached both attached to wrapper sheet

Length of rupture full length of tank near bottom seam.

Associated damages or punctures Compressor support stand removed

Did weld rupture? None of the factory welds

(c) Description of rupture area

Pitting Deep pitting of metal

Scale Moderate corrosive scale

Color Heavy rust colored

6. Material Inspection

(a) Thickness along rupture Minimum .018 Maximum .050 Average .034

(b) Thickness 1/2" parallel to rupture Minimum .031 Maximum .050 Average .040

(c) Thickness of material in upper 1/2 of tank .071

(d) Description of corrosion \_\_\_\_\_

Upper 1/8th of tank Moderate corrosion and rust.

Lower 1/8th of tank Deep pitting and corrosion of metal covering lower 1/8 of tank

*200*

7. Pressure switch inspection

- (a) Was switch returned? yes
- (b) Damaged Yes \_\_\_\_\_ No X
- (c) Was pressure setting altered by customer Yes \_\_\_\_\_ No X  
Unable to determine \_\_\_\_\_
- (d) Description or evidence of alteration None - note additional comments with summary section

8. Safety valve inspection

- (a) Damaged from rupture Yes X No \_\_\_\_\_
- (b) Damaged and operable Yes - note additional comments within summary section.
- (c) Damaged and not operable Not applicable

9. Compressor pump and motor

- (a) Were components damaged and/or not operable: Describe Compressor fly-wheel broken and motor pulley damaged and cross manifold broken off tank.
- (b) Were compressor valves rusted? Yes X No \_\_\_\_\_  
Describe Considerable rust build up in discharge valves of compressor

10. Pump Serial Number 1  
Motor Serial Number AG73 Brand of Motor Westinghouse  
Date on motor base 7/73

11. Summary See attached.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

201

November 11, 1982

SUMMARY:

We have noted an obvious water line in the lower portion of this receiver. Considering the varied material thickness from the upper to lower portions of the tank, we feel that moisture was allowed to sit in the tank bottom for extended periods of time without regular draining and very possibly no draining at all.

We are not familiar with the pressure switch examined on this particular unit, so we are not certain it is standard factory equipment. Purchasing records within our office do not go back through 1973, so we are unable to verify this point. Our examination did, however, show the pressure switch contained badly burnt contact points. This could allow the switch to perform erratically and/or not at all.

Referencing the pressure relief (safety) valve. This valve was tested and released at 210 p.s.i., which happens to be 45 p.s.i. above its factory setting. Our understanding is that this unit was owned by more than one party, making it difficult to determine by whom and when it was adjusted.

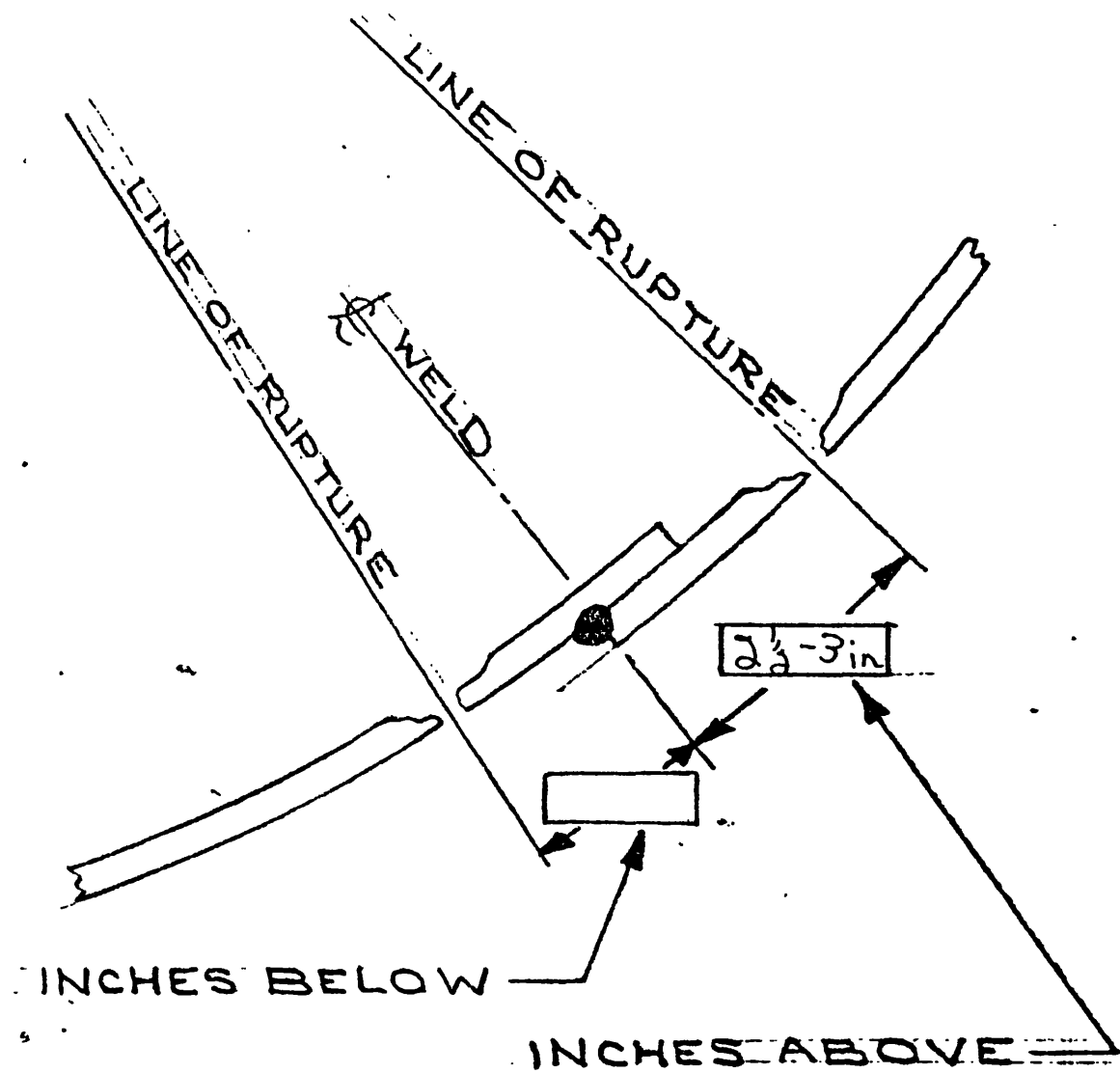
Our examination of the welds concluded no failures of any weld joints. Attached is a print to show where the rupture line occurred. Our examination of the metal itself, again shows no materials defects.

In conclusion, it is engineering's firm belief that a combination of heavy corrosion (due to improper maintenance of the metal and over-pressurization due to an adjustment made to the relief valve) were the cause for this tank rupture.

  
Steve Roiger  
Engineering Technician

202

# TANK RUPTURE LOCATION



207

October 25, 1982

TO: William C. Besse  
Sanborn Manufacturing Co.

FROM: Joseph Murnane, SMC Sales Representative

I both visited with Mr. Leon Podrez and briefly examined the air compressor unit in question on October 11, 1982, after which I returned this machine to Sanborn Mfg. Co. on October 25, 1982. This visit was at Mr. Podrez' home in Butternut, WI. My estimate of the manufacture date after this visual examination is about 1973 or 1974.

I did a visual examination of the pressure switch and safety relief valve which are both attached or contained on the cross manifold, however, came to no definite conclusion as to their current operational status. My suggestion would be a thorough examination of both items by your engineering staff for conclusive results. I do believe, however, the pressure switch was not the original factory part. Mr. Podrez did mention that his air compressor was left plugged in at all times.

My examination of the tank shows the rupture occurred in the metal near and along the bottom seam, however, no welding failures are apparent on this tank. The bottom portion of the tank had a greater degree of rust, as well as the material thickness varying from the top portions of the tank.

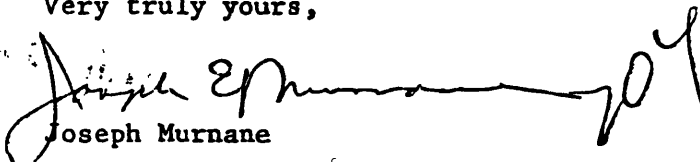
On the day that the compressor burst, Mr. Podrez was in the garage and decided the compressor had been running much too long. He looked at the pressure gauge, found it to be over scale, reached for the cord to turn it off and at that time, it ruptured.

This customer has an eye injury. It is a visible injury although it is mostly healed. He was treated by a Dr. Morrow at the Ashland Eye Clinic. Mr. Podrez reports that he has spent about \$300.00 in medical bills. Dr. Morrow (Mr. Podrez says) will make his eye whole again for about \$3,000.00. We talked for quite some time and at one time, Mr. Podrez said he wasn't sure he would have the eye corrected, that he was getting used to it. Mr. Podrez is reluctant to get involved with the courts and has no attorney. I get the impression from talking to him that his son may want to get a lawyer involved in this.

Also, you advised prior to my visit that Mr. Podrez' unit was purchased second-hand at the time he purchased the machine. At no time during our conversation did Mr. Podrez mention this fact, so I do not know when and from whom Mr. Podrez did purchase the machine.

I suggest that we talk to Dr. Morrow and after we are sure that the eye injury was in fact caused by the compressor accident, and complete an engineering report at the factory, we then further discuss any possible settlement.

Very truly yours,

  
Joseph Murnane



118 WEST ROCK ST.  
SPRINGFIELD, MINN. 56087  
PH. (507) 723-6211

PRODUCT  
COMMISSION  
AREA OFFICE

"QUALITY IS OUR STANDARD"

Nov 17 8 59 AM '82

*File*

November 11, 1982

Consumer Products Safety Commission  
230 S. Dearborne  
Room 2944  
Chicago, IL 60604

ATTN: Mr. Harry Jettke

SUBJECT: LEON PODREZ AIR COMPRESSOR CLAIM

Dear Harry:

As mentioned in my previous correspondence, a detailed report regarding the above matter would follow shortly. Enclosed please find our Engineering Department's analysis and summary statements. Also, note a statement prepared by our consultant after his visit with Mr. Podrez at his home.

I believe our engineering report is very detailed and explains this situation very clearly. I have also advised Mr. Podrez that our insurance carrier is reviewing his claim and a decision should be reached in the near future. I can assure you that I will impress upon our carrier to be more than fair in handling this claim, regardless of the determined cause.

Thank you again for your patience and support. If I can be of further assistance just let me know.

Sincerely,

SANBORN MANUFACTURING COMPANY

William C. Besse  
Executive Vice President

WCB/jlt

enc.

*205*

UNIT INSPECTION REPORT

1. Model 84A100-22 Unit Serial Number 11298
2. Date Manufactured July 1973 Returned From Leon Podrez
3. Date first put into service unknown Route 2 Box 48a
4. (a) Date of occurrence August 1982 Butternut, WI 54514
- (b) Received at SMC 10-25-82
5. (a) Any repairs made by customer; welded leaks, base plate repair, axel or leg repair: Safety relief valve

(b) General condition of tank

Paint fair Head still attached both attached to wrapper sheet

Length of rupture full length of tank near bottom seam.

Associated damages or punctures Compressor support stand removed

Did weld rupture? None of the factory welds

(c) Description of rupture area

Pitting Deep pitting of metal

Scale Moderate corrosive scale

Color Heavy rust colored

6. Material Inspection

(a) Thickness along rupture Minimum .018 Maximum .050 Average .034

(b) Thickness 1/2" parallel to rupture Minimum .031 Maximum .050 Average .040

(c) Thickness of material in upper 1/2 of tank .071

(d) Description of corrosion

Upper 1/8th of tank Moderate corrosion and rust.

Lower 1/8th of tank Deep pitting and corrosion of metal covering lower 1/8 of tank

206

7. Pressure switch inspection

(a) Was switch returned? yes

(b) Damaged Yes \_\_\_\_\_ No X

(c) Was pressure setting altered by customer Yes \_\_\_\_\_ No X  
Unable to determine \_\_\_\_\_

(d) Description or evidence of alteration None - note additional comments  
with summary section

8. Safety valve inspection

(a) Damaged from rupture Yes X No \_\_\_\_\_

(b) Damaged and operable Yes - note additional comments within summary  
section.

(c) Damaged and not operable Not applicable

9. Compressor pump and motor

(a) Were components damaged and/or not operable: Describe Compressor fly-  
wheel broken and motor pulley damaged and cross manifold broken off tank.

(b) Were compressor valves rusted? Yes X No \_\_\_\_\_

Describe Considerable rust build up in discharge valves of compressor

10. Pump Serial Number 1

Motor Serial Number AG73

Brand of Motor Westinghouse

Date on motor base 7/73

11. Summary See attached.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Steven D. ...*

*267*



November 11, 1982

SUMMARY:

We have noted an obvious water line in the lower portion of this receiver. Considering the varied material thickness from the upper to lower portions of the tank, we feel that moisture was allowed to sit in the tank bottom for extended periods of time without regular draining and very possibly no draining at all.

We are not familiar with the pressure switch examined on this particular unit, so we are not certain it is standard factory equipment. Purchasing records within our office do not go back through 1973, so we are unable to verify this point. Our examination did, however, show the pressure switch contained badly burnt contact points. This could allow the switch to perform erratically and/or not at all.

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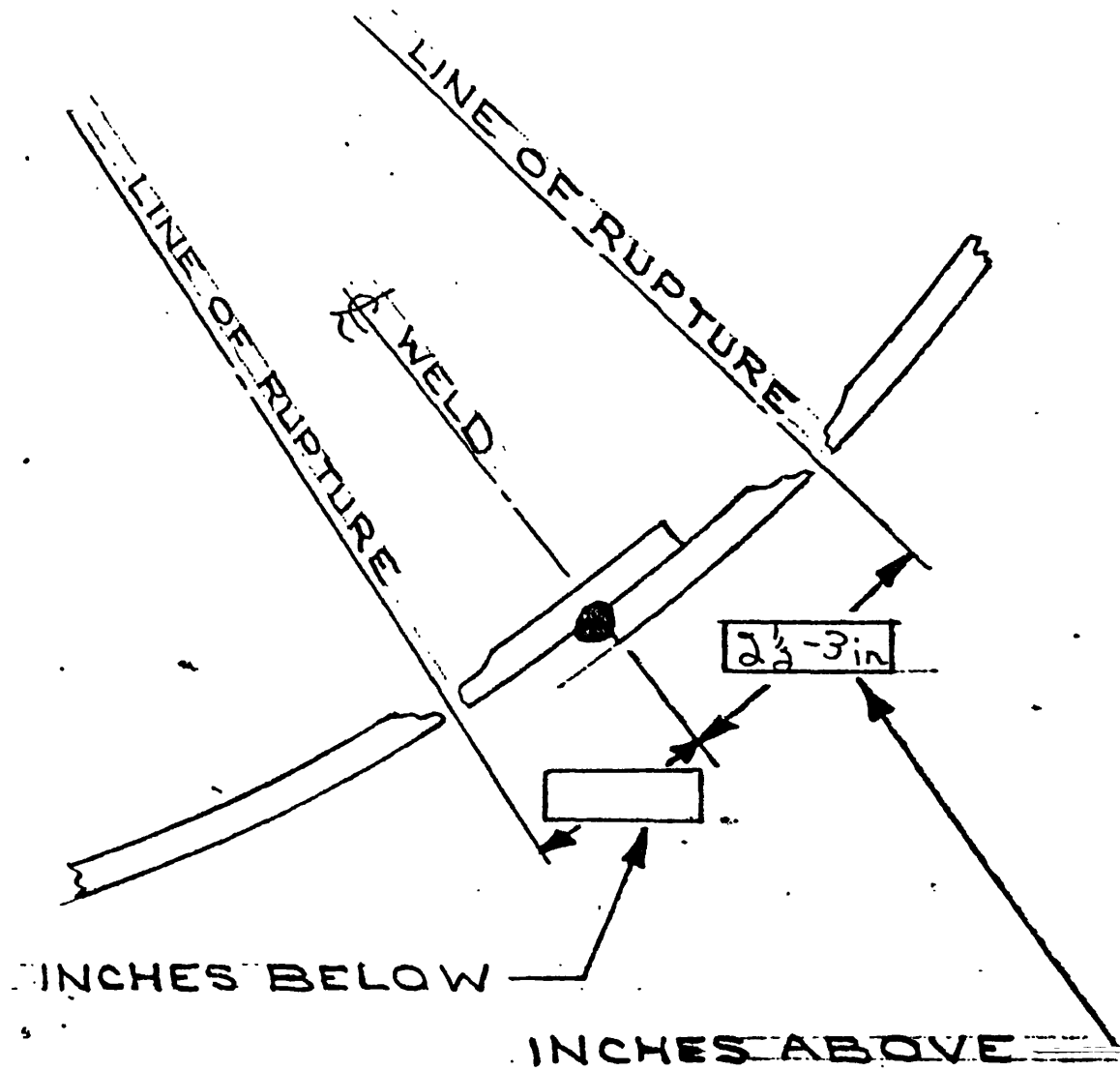
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Steve Roiger  
Engineering Technician

208

# TANK RUPTURE LOCATION



209

October 25, 1982

TO: William C. Besse  
Sanborn Manufacturing Co.

FROM: Joseph Murnane, SMC Sales Representative

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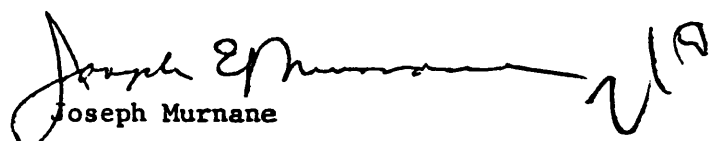
On the day that the compressor burst, Mr. Podrez was in the garage and decided the compressor had been running much too long. He looked at the pressure gauge, found it to be over scale, reached for the cord to turn it off and at that time, it ruptured.

This customer has an eye injury. It is a visible injury although it is mostly healed. He was treated by a Dr. Morrow at the Ashland Eye Clinic. Mr. Podrez reports that he has spent about \$300.00 in medical bills. Dr. Morrow (Mr. Podrez says) will make his eye whole again for about \$3,000.00. We talked for quite some time and at one time, Mr. Podrez said he wasn't sure he would have the eye corrected, that he was getting used to it. Mr. Podrez is reluctant to get involved with the courts and has no attorney. I get the impression from talking to him that his son may want to get a lawyer involved in this.

Also, you advised prior to my visit that Mr. Podrez' unit was purchased second-hand at the time he purchased the machine. At no time during our conversation did Mr. Podrez mention this fact, so I do not know when and from whom Mr. Podrez did purchase the machine.

I suggest that we talk to Dr. Morrow and after we are sure that the eye injury was in fact caused by the compressor accident, and complete an engineering report at the factory, we then further discuss any possible settlement.

Very truly yours,

  
Joseph Murnane



P.O. Box 129 — 118 West Rock  
Springfield, Minnesota 56087

Consumer Products Safety Commission  
230 S. Dearborne  
Room 2944  
Chicago, IL 60604  
ATTN: Mr. Harry Jettke

Manufacturers of Air Compressors and Ventilating Equipment

211



118 WEST ROCK ST.  
SPRINGFIELD, MINN. 56087  
PH. (507) 723-6211

"QUALITY IS OUR STANDARD"

November 9, 1982

Consumer Products Safety Commission  
230 S. Dearborne  
Room 2944  
Chicago, IL 60604

ATTN: Mr. Harry Jettke

SUBJECT: LEON PODREZ

Dear Harry:

Per my previous telephone conversations, I expected our engineering report on the above subject matter to be completed by November 5, 1982. This letter is to advise you of our progress and a revised completion date of same.

Our consultant has personally talked with Mr. Podrez and has returned the unit in question to our factory. Our engineering department is presently finalizing their examination and a written report.

I expect this report yet this week (no later than November 11), at which time a copy will be mailed to your office with my comments included.

Sincerely,

SANBORN MANUFACTURING COMPANY

  
William C. Besse  
Executive Vice President

WCB/jlt

*Handwritten initials or mark*

812

September 23, 1982

CACA - Room B-0230  
ATTN : Dave Thome

MIDWESTERN REGIONAL OFFICE/(CHI)  
Hazard Assessment Committee

Mfr.: SANBORN MANUFACTURING CO.  
118 West Rock Street  
Springfield, MN 56087

Review of: Air Compressor Tank

Investigation was initiated as a follow-up to report of an air compressor tank purported to have exploded due to the lack of a pressure relief valve.

Inspection of the firm revealed that all pressure tanks manufactured do include pressure relief valves.

The firm was aware of the complaint which they had referred to the insurance carrier.

Production sampling tests to a 1100PSI strain. Pressure relief valves are designed to operate at 125PSI and the pressure switch to cut out at 150PSI.

Management attributed the reported tank failure to improper care and maintenance, specifically to the likelihood that the consumer had failed to routinely drain accumulated moisture from the tank with resultant corrosion.

Management will submit the insurance investigator's assessment of the incident when received.

In view of the misstatement (lack of pressure relief valve) by the consumer and the multiple tests and fail safes on the product, MID-RO plans no further action in this matter unless the insurance report indicates an unusual problem.

Harry J. Jettke  
For: MIDWESTERN REGIONAL OFFICE  
Hazard Assessment Committee

O+lcc - CACA w/attachments  
(ATTN: DThome)  
lcc - MJSchulz (FYI)  
lcc - HJJ/DLD (FYI)  
lcc - E/P

HJJ:kc

213

SECTION 15 INVESTIGATION STATUS SHEET

Investigation # 82M021

Priority \_\_\_\_\_

TO : Corrective Actions Division, CAA

FROM: MIDWESTERN Regional Office

DATE: \_\_\_\_\_

IDI#: 820614CH10492 Other Lead: \_\_\_\_\_

Firm and Product:  
SANBORN MANUFACTURING CO. AIR COMPRESSORS  
118 WEST ROCK ST.  
SPRINGFIELD MN. 56087

Problem:  
REPORT of COMPRESSOR TANK EXPLOSION due to lack of pressure  
Relief valve.

No Follow-up  Rationale:

Regional Office Plans for Follow-up Investigation

Timetable

Establishment Inspection

DATE: 9-15-82

Other Investigation

Other IDI's

Sample Analysis

Other Explain

Date Regional Office Summary and Recommendation will be Submitted 9-30-82

Assistance Needed from CACA/Comments

HJJ  
9/23/82

Orig: EIF  
Xc: CACA

*214*

### INSPECTION-~~INVESTIGATION~~ COVERSHEET

1. AREA OFFICE Twin Cities RP		2. OPERATION Insp. <u>XXX</u> Inv. _____		3. DATE 8-31-82		4. REPORT NO.			
5. ESTABLISHMENT NAME Sanborn Manufacturing Company					6. FIRM IDENTIFICATION NO.				
7. ESTABLISHMENT ADDRESS 118 West Rock St. Springfield, Mn. 56087				8. RELATED FIRMS None					
9. PRODUCTS INSPECTED Air Compressors				10. OTHER REGULATED PRODUCTS None					
11. ESTAB. TYPE Manufacturer		12. ANN. SALES		a. PRODUCTS INSPECTED \$ _____ Units _____		b. OTHER REG. PRODS. \$ _____ Units _____		c. TOTAL (Inc. non-reg.) \$ _____	
13. I.S. BUSINESS Rec. _____ % Sold _____ %			14. SAMPLES COLLECTED None Requested			15. PROJECT 95163		16. HOURS 4 O-Travel	
17. REASON FOR INSPECT./INVEST.-DOC. REF. Request for information regarding design of 1973 Model air compressor involved in accident. F/U to investigation 820614CHI0492. Assign from JAMiersch, Supv., MWRO.									
18. EMPLOYEE'S NAME Jerome R. Boog				19. TITLE Investigator				20. SIGNATURE <i>Jerome R. Boog</i>	
21. ENDORSEMENT <p>This firm was contacted as follow-up to an in-depth investigation (820614CHI0492) where an air compressor tank exploded injuring the owner. The victim claimed that the tank did not have a pressure relief valve and that he noted that the firm's present production had pressure relief valves. We wanted to determine if and when the firm had changed design to include the pressure relief valve.</p> <p>The inspection revealed that all production, including the tank involved in the explosion, have pressure relief valves. Mr. William C. Besse, Executive Vice-President provided information for this report and sent the investigator a sales brochure and a diagram showing the location of the pressure relief valve on the model involved in the accident.</p> <p>F/U: HAC</p>									
22. ENDORSER'S NAME James A. Miersch				23. TITLE SPSI				24. SIGNATURE <i>James A. Miersch</i>	
25. ENDORSEMENT DATE 9-8-82				26. DISTRIBUTION O=MWR cc=CACA cc=TWC=RP					



SUMMARY OF FINDINGS

On 6-18-82, our Twin Cities Resident Post performed an investigation under Task No. 820614CHI0492. This investigation involved an incident where a 60 year old male suffered an injury to his left eye when an air compressor exploded. The air compressor was identified as being manufactured by Sanborn Mfg. Co., Springfield, Minnesota. It was identified as their Model No. 84A100-22, Serial No. 11298.

The air compressor involved in this incident was one that was purchased used in September of 1977 by the accident victim. He received no operation instructions with the unit. Examination of the ruptured tank by our investigator showed that the inside showed a definite water line and corrosion. The victim said that in the 4-1/2 years that he had the air compressor he had never drained it. The owner stated that he did not know that this was required with air compressors. The victim said that on the newer units of this type of compressor manufactured by the same manufacturer he noticed pressure relief valves. He said he was not aware of any such pressure relief valve on the unit involved in the incident and was concerned about this fact.

I was contacted by our Midwest Regional Office and asked to contact the firm in respect to this allegation that the older style air compressors did not contain a pressure relief valve.

On 8-11-82, I contacted Sanborn Manufacturing Company and there spoke with Mr. William C. Besse, Executive Vice-President. I discussed with him briefly about the incident and about our concerns in respect to the lack of a pressure relief valve.

During the initial stages of our discussion Mr. Besse was not aware of this particular incident. However, his firm was contacted by the accident victim. Mr. Besse said it appears that the victim was just going to try to recoup some of his costs in respect to direct monetary losses in respect to his injuries and loss of equipment. He said, however, it has been referred to their insurance carrier for review.

After discussing the incident with Mr. Besse, and disclosing some of the information we had received in respect to the air compressor involved in this incident, he had few ideas as to how it might have happened. He said if he would have to take a educated guess he said it was probably a combination of several factors which caused the explosion. He said that probably the most critical factor is that the victim had failed to drain the 22 gallon tank. He said that this build up moisture inside the tank starts to eat away at the inside of the tank and weakens it considerably. He said while the tanks are being manufactured, they are randomly placed under a stress test. He said this is a chamber that is used to test what the minimum amount of air pressure that the tank's cavity can sustain. He said that the same tests are used on their

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various sized containers, and even with some of the smaller tanks the minimum amount of pressure they are able to sustain 1100 PSI.

He said that there are several conditions that will deteriorate the compressor tank and No. 1 on the list is internal corrosion from a build-up of moisture. He also said that being that these tanks are somewhat portable they seem to take considerable amount of abuse as to either banging around on the back of a pick-up truck or in farm out buildings. So, with the combination of the improper care and maintenance of the air compressor tank and normal use and abuse of the product while in use, it could create the proper environment for an explosion. He said, as covered during our most recent inspection, this is not a common occurrence as they have only had a few incidents in the long history of their company.

When I asked him directly in respect to the allegation that there is no pressure relief valve on his air compressor product, Mr. Besse said that they have always had an ~~air compressor~~ valve of some sort on all of their air compressors. It was at this time that he tried to explain the type of pressure relief valve on the unit involved in this incident. He said it is connected in conjunction with the cross manifold and it is similar to the type of all air compressor manufacturers. He said this particular type of pressure relief valve is manufactured by:

Advance Die Casting  
Milwaukee, Wisconsin

After discussing the location of the pressure relief valve, Mr. Besse agreed to send me some literature covering the particular model air compressor involved in this incident and also agreed to draw a diagram showing the location of the pressure relief valve on the air compressor. These are attached to this report as Exhibit 1.

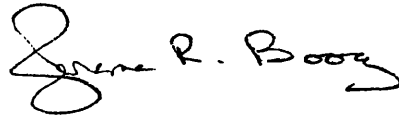
Mr. Besse said this particular type of pressure relief valve is designed to kick in at approximately 125 PSI and the pressure switch is designed to kick out at 150 PSI. He said the safety relief valve is designed to kick out at approximately 170 to 175 PSI. He said with this safety valve there is a possibility that it could be tampered with, however, he doesn't believe this would have been a factor in this particular incident. He said even though you can adjust the setting somewhat, in no case could you adjust the maximum setting to anything more than 200 PSI.

Mr. Besse said that it was hard to make an accurate assessment of the incident without actually examining it. He said his firm's insurance carrier will either have the units sent to them for examination or possibly have a private engineering laboratory examine it. He said in any case, when they receive a copy of their results of these examinations, a copy will be forwarded to our Twin Cities Resident Post.

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ATTACHMENTS

Exhibit 1-Copy of the firm's catalog covering the product involved  
in the incident and diagram covering location of pressure  
relief valve.



Jerome R. Boog  
Investigator  
Twin Cities Resident Post





118 WEST ROCK ST.  
SPRINGFIELD, MINN. 56087  
PH. (507) 723-6211

"QUALITY IS OUR STANDARD"

*Sanborn Mfg Co.*  
*8-31-82*  
*SRB*

August 19, 1982

Consumer Products Safety Commission  
Metro Square Building  
Room 580  
7th and Robert Streets  
St. Paul, MN 55101

ATTN: Mr. Jerry Boog

Dear Jerry:

Pursuant to our phone conversation this past week (8-11-82).

Enclosed please find a product brochure which should be very similar to the compressor owned by Mr. Podrez. Also, I have included a print showing the cross manifold (shut-off valve), which contains the safety relief valve. Hopefully this will clarify our discussions on the phone.

If you have any further questions, please let me know.

Sincerely,

SANBORN MANUFACTURING COMPANY

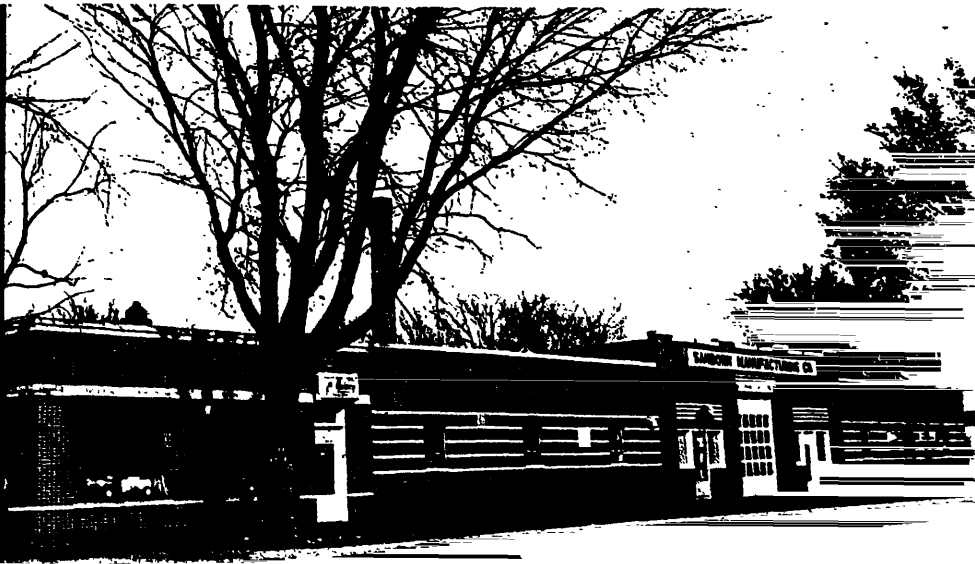
*William C. Besse*  
William C. Besse  
Executive Vice President

WCB/jlt

enclosure

*2/14*

*SMC units are guaranteed against defects in materials and workmanship for twelve months of service, from date of manufacture, when properly applied and operated under normal service conditions. This twelve months of service may, at the option of the Sanborn Mfg. Co., be extended to twelve months of actual service occurring within twenty-four months.*



## ELECTRIC FENCE POST

Full 3/8" rod for sturdy fences against strong winds, tumble weeds, etc.

Anchor plates made from heavy 16-gauge steel.

Double spot welded anchor plates for many years of trouble-free service.

Sturdy because they are made of high-carbon steel reinforcing rod.

Four-foot long, to give plenty of length through low spots.

Rough design in steel holds insulators when fencing up and down hills.

Thoroughly cleaned and dipped in high quality Aluminum paint for long life, and easily seen in fields and pastures.

Very neatly packaged 25 per bundle, and wrapped with three sturdy wire bands for ease in handling and piling.

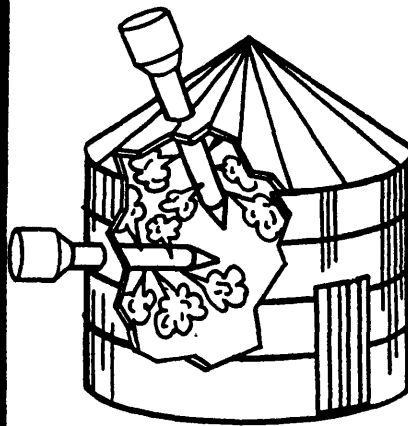
All posts carry S.M.C. guarantee of two for one replacement for any posts returned with loose or broken anchor plates.



## AIR-O-VAC OPERATES FOR PENNIES A DAY

Simple and convenient to use; just simply screw it into your grain, plug it into any 115 volt outlet, and it goes to work. Powerful 1/10th H.P. motor with extra long 8'-electrical cord, rugged 12" fan blade, and galvanized housing for years of service. THOUSANDS OF SATISFIED CUSTOMERS!!!

**STOP . . . Moisture Migration, Condensation, Crusting, Hot Spots, Mold Growth, Insect Activity.**



IT WILL - Prevent costly moving of grain in your troubled hot spots - Work at any angle through doors, windows, roof, small openings, etc. - - - Aerate up to 5000 bu. of grain at one time - Handle bins 15 to 20 feet deep. - Bring fast action to remove hot spots and knock out moisture.



# SANBORN MANUFACTURING COMPANY

SPRINGFIELD

MINNESOTA

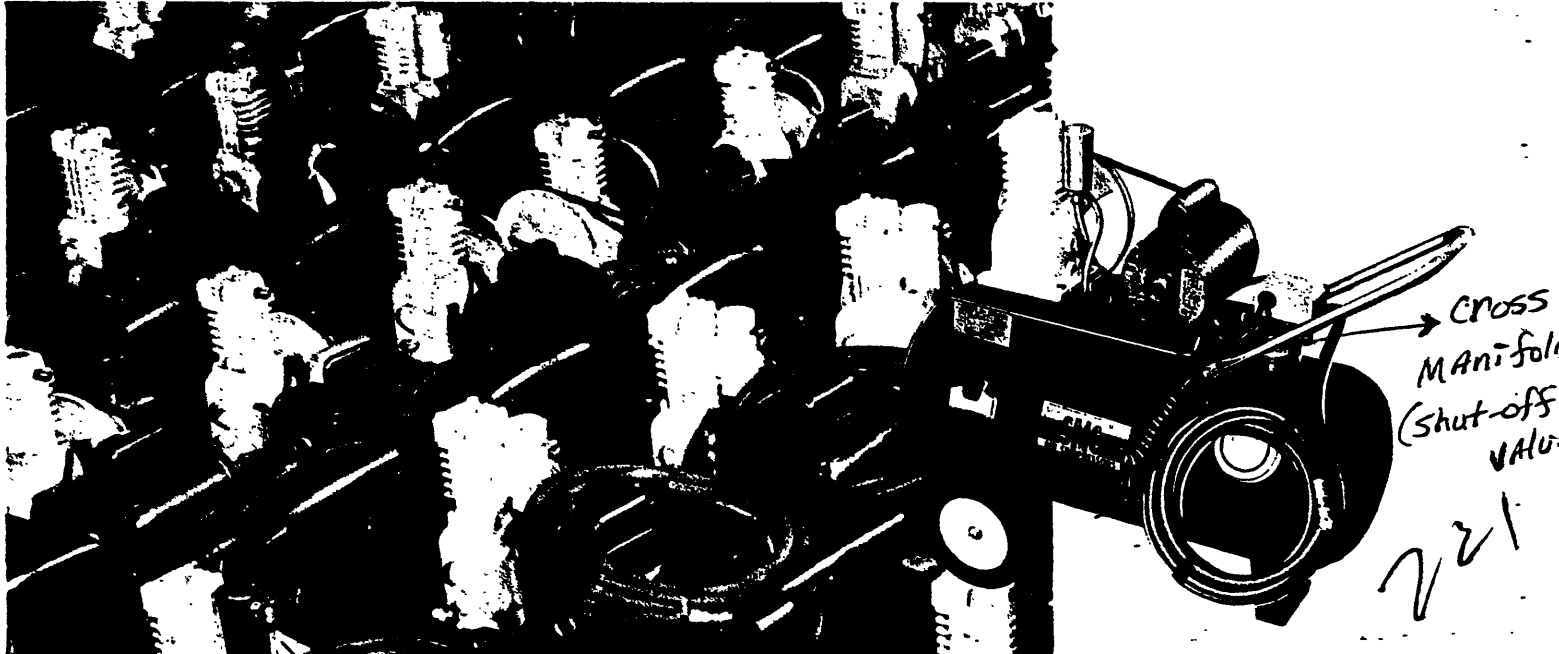


Sundeen Mfg. Co.  
8-31-82 SP85



# S M C

**AIR COMPRESSORS**

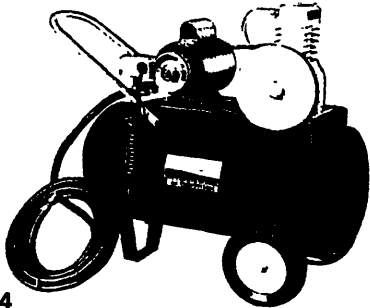


CROSS  
MANIFOLD  
(Shut-off  
VALVE)

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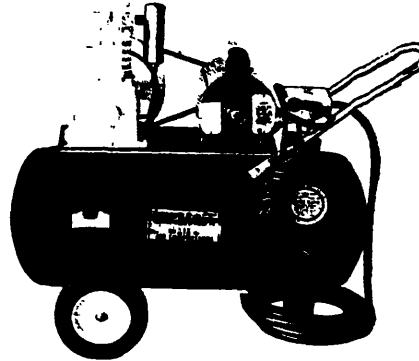
# NOW S M C OFFERS YOU THE BEST SELECTION ON THE BEST COMPRESSOR

MODE  
80-  
200-lb.  
bearing  
pump  
electric  
comple  
valve,  
switch  
belts a  
otherw  
tical te



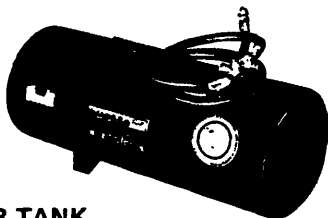
**MODEL 3.4A50-14**

14-gal. tank with 8x1.75 wheels and handle, 3.4 CFM ball bearing compressor pump, 1/2-H.P. electric motor, capacitor start, overload protected. Complete with automatic start pressure switch, check valve, air line shut-off, air hose and chuck.



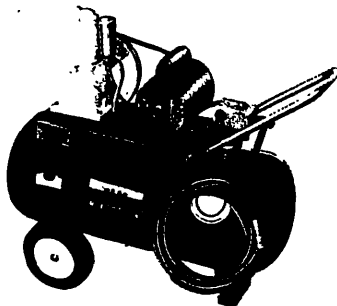
**MODEL 84A100-15**

Heavy-duty 15-gal. tank with 1/2" axle and 8x1.75 wheels and handle. 8.4 CFM compressor pump, twin cylinder fan type pulley wheel. Heavy-duty 1 H.P. ball bearing motor, capacitor start overload protected. Complete with automatic start, heavy-duty pressure switch, air line shut-off, air hose and chuck.



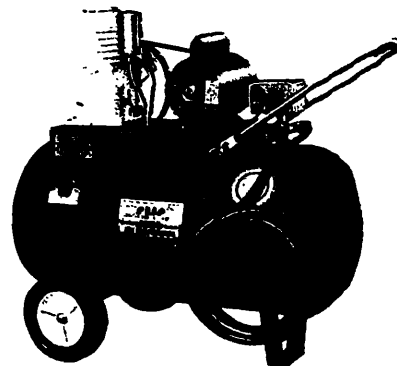
**NO. 10 CARRY AIR TANK**

10-gal. capacity tank complete with 6-ft. air hose, air line shut-off, safety relief valve and 200-lbs. air gauge.



**MODEL 44A50-15**

15-gal. tank with 8x1.75 wheels and handle, 4.4 CFM compressor pump with ball bearings, heavy-duty 1/2-H.P. electric motor, overload protected. Complete with automatic pressure switch, check valve, air line shut-off, air hose and chuck.



**MODEL 44A75-22**

Heavy-duty 22-gal. tank with 8x1.75 wheel and handle. 4.4 CFM compressor with ball bearing pump, 3/4-H.P. electric capacitor motor, overload protected. Complete with automatic start, heavy-duty pressure switch, check valve, air line shut-off, air hose and chuck.



**MODEL 84A100**

Heavy-duty 10x2.75 ball bearing compressor fan-type ball bearing motor protection. Complete pressure switch,

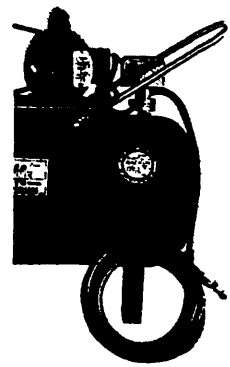
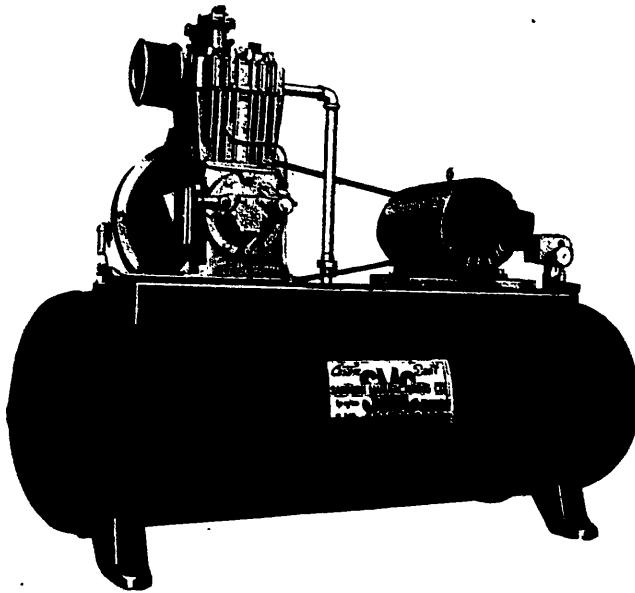
*222*

**MODEL 84GU**

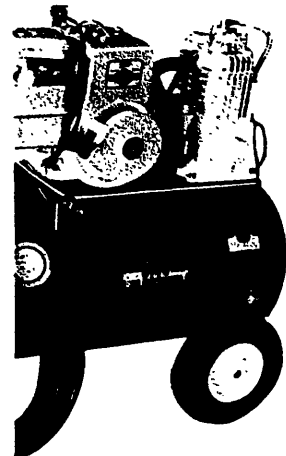
22-gal. tank and handle. 8.4 with automatic gasoline engine

## INDUSTRIAL

Model A500-80  
ASME approved tank,  
25 CFM Timken  
compressor with oil  
padless start, 5 H.P.  
single or 3-phase  
with ASME relief safety  
valve, gauge and pressure  
switch. Shipped with 2 groove  
hose unless requested  
also available on ver-



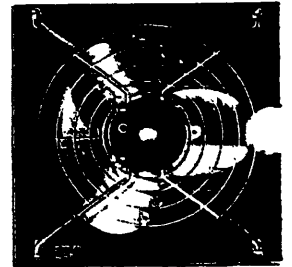
Model tank with 5/8" axle and  
wheels, 8.4 CFM twin cylinder  
pulley wheel, heavy-duty 1-H.P.  
capacitor start and overload pro-  
tection automatic start, heavy-duty  
shut-off, air hose and chuck.



10x2.75 ball bearing wheels  
compressor pumps. Complete  
with and VD pilot valve. 3-H.P.  
recoil starter.

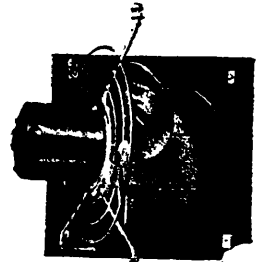
# SMC

# VENTILATING FANS



### 20 INCH

20-inch fan — 1/4 H.P. motor totally enclosed, overload protected. Free air 3475 CFM. Static air 2650 CFM. Requires 22-1/4" opening.



### 16 INCH

16-inch fan — 1/4-H.P. motor totally enclosed, overload protected. Free air 2250 CFM. Static air 1776 CFM. Requires 18-1/4" opening.



### 12 INCH

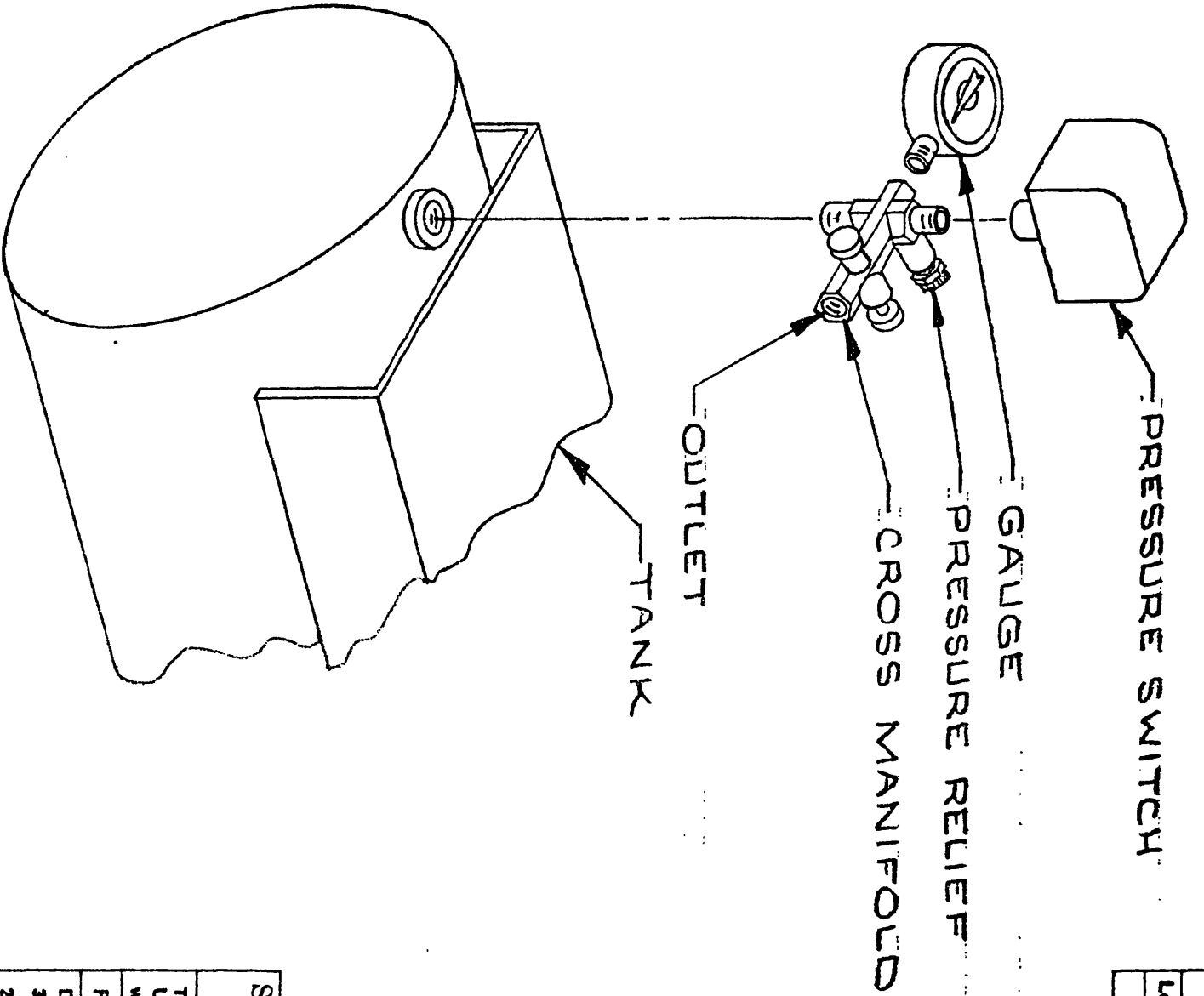
12-inch fan — 1/10 H.P. motor totally enclosed, for continuous running. Free air 1250 CFM. Static air 846 CFM. Requires 14-1/4" opening.

**EXCLUSIVE HINGE:** for ease of maintenance and cleaning. No bolts to remove, just loosen lock nut and swing out from housing.

- SAFETY PROTECTED BY THERMAL OVERLOAD MECHANISM.
- NEW TYPE BALANCED LOUVERS MOUNTED WITH NYLON BUSHING.
- CADMIUM PLATED GUARD.
- HEAVY RUST PROOF STORM HOOD.
- BALANCED ALUMINUM BLADES.



Sanborn Mfg Co.  
 18-31-82  
 SRB



NAME		Part No.	
Revisions			
Lot.	Change	Auth.	Date

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SANBORN MANUFACTURING COMPANY			
Springfield, Minnesota 56087			
Tolerances Unless Otherwise Specified		Material <i>✓</i>	
Fraction ± 1/32	Scale <i>✓</i>	Checked By	Approved Eng.
Decimal 3 Places ± .005	Drawn By <i>SRB</i>	Drawing No.	Approved Mfg.
2 Places ± .01	Date 8-19-82		Rev
DO NOT SCALE			

~~SECRET~~ INSPECTION-INVESTIGATION COVERSHEET

1. AREA OF USE MWRO	2. OPERATION Insp. _____ Inv. <u>XXX</u>	3. DATE 7-28-82	4. REPORT NO. 820614CHI0492
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5. ESTABLISHMENT NAME Sanborn Mfg., Co.,	6. FIRM IDENTIFICATION NO.
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7. ESTABLISHMENT ADDRESS 118 West Rock Street Springfield, MN	8. RELATED FIRMS
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9. PRODUCTS INSPECTED Air Compressor	10. OTHER REGULATED PRODUCTS
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11. ESTAB. TYPE	12. ANN. SALES	a. PRODUCTS INSPECTED \$ _____ Units _____	b. OTHER REG. PRODS. \$ _____ Units _____	c. TOTAL (Inc. non-reg.) \$ _____
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13. I.S. BUSINESS Rec. _____ % Sold _____ %	14. SAMPLES COLLECTED	15. PROJECT	16. HOURS
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17. REASON FOR INSPECT./INVEST.-DOC. REF.

18. EMPLOYEE'S NAME	19. TITLE	20. SIGNATURE
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21. ENDORSEMENT  
 HAC recommendation:  
 This investigation involved a 22 gallon air compressor that an individual had in his garage. The compressor usually shut off at 125 psi, but this day he noticed that the compressor was running and the gage indicated +200 psi. When he reached to unplug the compressor, the air tank exploded, injuring him. He later noticed that new units of this compressor have pressure relief valves and he questions why his unit did not have a relief valve. Schedule this firm for follow-up inspection.

22. ENDORSER'S NAME James A. Miersch	23. TITLE SPSI	24. SIGNATURE <i>James A. Miersch</i>
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25. ENDORSEMENT DATE 7-28-82	26. DISTRIBUTION O=EPDS cc=MWRO cc=CACA <u>cc=File</u>
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# State of Wisconsin

DEPARTMENT OF AGRICULTURE, TRADE & CONSUMER PROTECTION

June 8, 1982

*La Verne Ausman*  
Secretary

801 West Badger Road  
P.O. Box 8911  
Madison, Wisconsin 53708  
608 268-1721

U.S. Consumer Product Safety Commission  
Midwestern Regional Office  
Room 2945  
203 South Dearborn Street  
Chicago, IL 60604

Gentlemen:

Re: Leon Podrez

Enclosed is a copy of a complaint we received which appears to be of a nature that should be reviewed by your agency.

Would you kindly have a member of your staff review this complaint to determine whether there has been a violation of any of the laws that you administer. After your investigation is completed, we would appreciate your notifying the complainant, as well as this office, of your findings and intentions.

Sincerely,

A handwritten signature in cursive script that reads 'W S Koslo'.

Wallace S. Koslo  
Madison Regional Supervisor  
CONSUMER PROTECTION DIVISION

WSK/lk  
8/7

Enc.

Handwritten initials or a number '26' in the bottom right corner of the page.



# State of Wisconsin

DEPARTMENT OF AGRICULTURE, TRADE & CONSUMER PROTECTION

June 8, 1982

*La Verne Ausman*  
Secretary

801 West Badger Road  
P.O. Box 8911  
Madison, Wisconsin 53708  
608 266-1721

Mr. Leon Podrez  
Route 2, Box 48A  
Butternut, WI 54514

Dear Mr. Podrez:

The complaint which you initially filed with the Department of Justice regarding a defective air compressor has been referred to us for review.

Because the problems you have encountered are of a nature that are not addressed by this Department, I am taking the liberty of forwarding your letter to the U.S. Consumer Product Safety Commission office in Chicago. I am sure they will be contacting you soon to advise you if they can be of assistance to you. Because this Department cannot act as your attorney and the action taken by any government agency may not necessarily resolve your problem, I would suggest that you contact a private attorney in regard to protecting your rights if you intend to pursue this matter further.

While we are not able to help you with this particular problem, we will keep your complaint on file in the event a situation may arise whereby this Department can take enforcement action.

Very truly yours,

Wallace S. Koslo  
Madison Regional Supervisor  
CONSUMER PROTECTION DIVISION

WSK/T1/30/D2

cc: U.S. Consumer Product Safety Commission

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CONSUMER PROTECTION DIV.

APR 27 1982

*Product Safety*

OFFICE OF CONSUMER PROTECTION • P.O. BOX 7856 • MADISON, WISCONSIN 53707 • TELEPHONE 608/266-1852

April 27, 1982

TRADE & CONSUMER PROTECTION

Mr. Tom Crist  
Department of Agriculture, Trade  
and Consumer Protection  
Consumer Protection Division  
801 West Badger Road  
Madison, Wisconsin 53702

4F  
File # 82040200

Re: Leon Podrez/Sanborn Manufacturing Co., Inc.

Dear Mr. Crist:

Enclosed is a complaint we received which appears to be of a nature that should be reviewed by your agency.

Would you kindly have a member of your staff review this complaint to determine whether there has been a violation of any of the laws that you administer. Please advise us in writing of the outcome of your handling of this complaint.

By copy of this letter, we are advising the complainant that we are referring this complaint to your agency for review.

Thank you for your cooperation.

Sincerely,

Stephen J. Nicks  
Assistant Attorney General

  
Jeanne Burt  
Complaint Processing Coordinator

Enclosure

cc: Mr. Leon Podrez  
Route 2, Box 48A  
Butternut, Wisconsin 54514

*226*

Apr. 5, 1982

Wis. Dept. of Justice  
Consumer Protection Unit.  
114 East State Capital  
Madison, Wi. 53702

APR - 7 1982

Dear Sirs:

We are writing in reference to an air compressor that exploded on Mar. 4, 1982. We purchased this air compressor in Sept. 1979. This unit was manufactured by Sanborn Mfg. Co. Inc., 118 W. Rock St., Springfield, Minn. 56087, Gerald Kretsch pres., Tel. no. 507-23-6211 and retailed thru Farm & Fleet Stores. The model no. is 84A100-22, Serial no. 11298, 22 gal Tank - 180 lbs Max. pressure, C.F. 8.4, 1 H.P Motor, R.P.M. 1725, Switch setting 100 lbs - 125 lbs.

Apparently the cause of air compressor exploding was due to automatic switch malfunction. The compressor tank did not have a safety relief valve installed. The entire unit was completely demolished. The building it was in sustained major damage as well as a vehicle in building. I happen to be near compressor when it exploded and suffered injury to left leg.