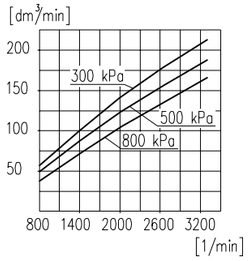
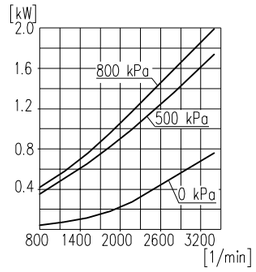
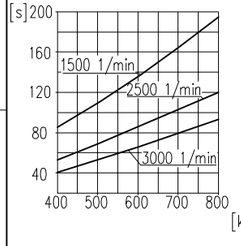
Suction capacity



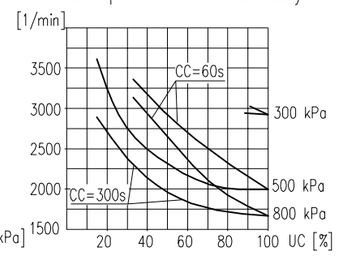

Power consumption




Time to fill a tank of 40dm³ capacity




Max. r.p.m. for continuous duty



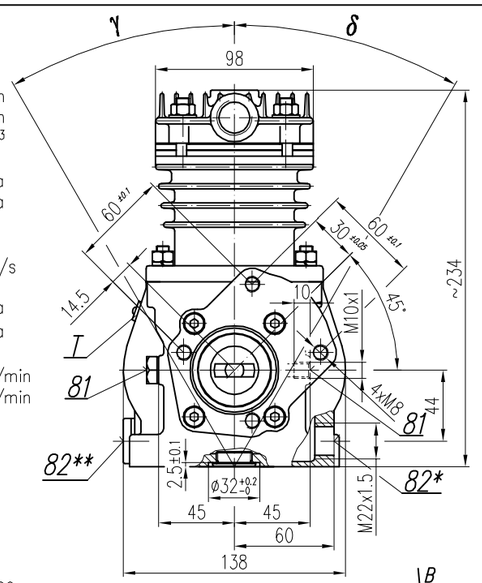

## TECHNICAL DATA:

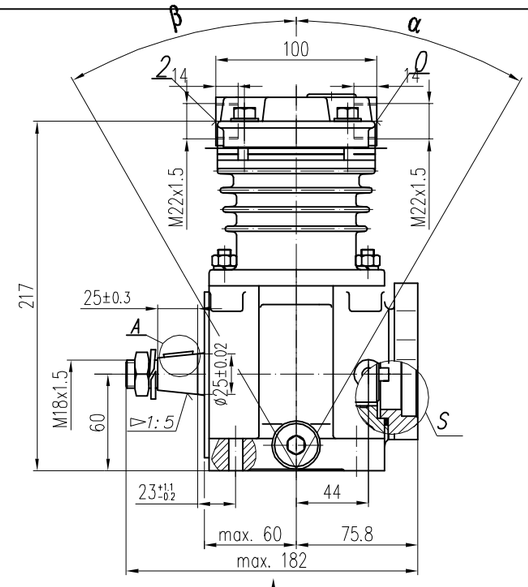
| | | |
|---|---|---|
| Number of cylinders | 1 | |
| Cylinder diameter | 60 | mm |
| Piston stroke | 36 | mm |
| Total piston displacement | 100 | $cm^3$ |
| Mass | 8,4 | kg |
| Working pressure | 800 | kPa |
| Max. pressure for short time duty | 1000 | kPa |
| Max. allowable temp. of compressed air | +220 | °C |
| Cooling by inflation of, air with the speed of the stream min. | 4 | m/s |
| Lubrication forced circulation, splash lubrication min. pressure of oil | 300±200 | kPa |
| (The pressure drop down is allowed to min. during the idle running of the heated up engine) | 60 | kPa |
| Normal speed | max. 3000 | 1/min |
| Max. speed, temporary | 3300 | 1/min |

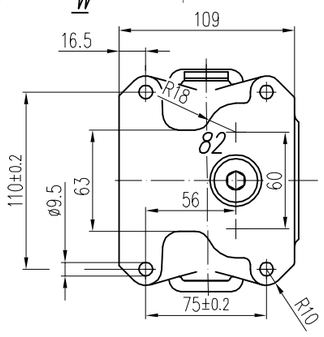
## SYMBOLS DESCRIPTION:

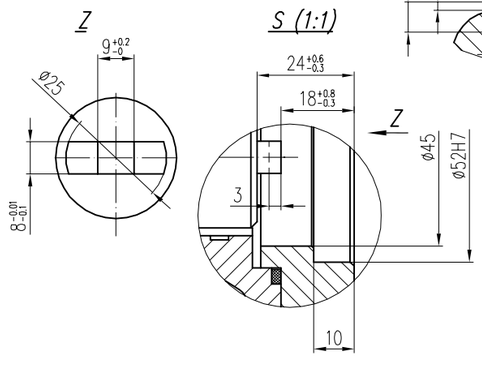
0–suction connection
2–discharge connection
81–lubricating oil inlet
82–lubricating oil outlet and crankcase breathing

Digital marking according to International Standard ISO–6786
*–max. angular tilt of the compressor
T–Datum plate
** – Stoped by plug
**α, β, δ, γ–** max. angular deflection of the compressor



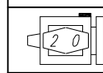
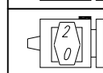
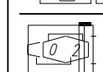
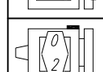
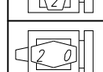
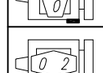
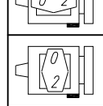

**NOTE!** The above characteristics are for open–inlet–valve control system at minimum cooling requirements and at ambient temperature +20°C

**DEFINITIONS:** CC=CT+CL – period of average operating cycle

$UC=\frac{CT}{CC}x100\%$ – percent ratio of compressor full load operating time in average operating cycle(also called percent duty cycle)

CL – compressor no–load operating time (exhaust to the atmosphere)

CT – compressor full load operating time

| Compressor variants | |
|---|---|
| Scheme | Variant number |
|  | 601.35.961<br>601.35.971*<br>601.35.981** |
|  | 601.35.962<br>601.35.972*<br>601.35.982** |
|  | 601.35.963<br>601.35.973*<br>601.35.983** |
|  | 601.35.964<br>601.35.974*<br>601.35.984** |
|  | 601.35.965<br>601.35.975*<br>601.35.985** |
| | 601.35.966<br>601.35.976*<br>601.35.986** |
|  | 601.35.967<br>601.35.977*<br>601.35.987** |
|  | 601.35.968<br>601.35.978*<br>601.35.988** |

Description
2 Discharge port
0 Suction port
Oil inlet (81)

Variant nr without * – 82 at the bottom
Variant nr with * – 82 and 81 on the same side
Variant nr with **–82 and 81 on the oposite side

| Numern | α | β | γ | δ |
|---|---|---|---|---|
| ohne Stern | 20° | 20° | 30° | 30° |
| Für 601.35.971÷974 und 601.35.965÷988 | 20° | 20° | 15° | 45° |
| Für 601.35.981÷984 und 601.35.975÷978 | 20° | 20° | 45° | 15° |

| GENERAL TOLERANCES | | | | | | |
|---|---|---|---|---|---|---|
| CLASS | RANGE OF NOMINAL DIMENTIONS (±)MM | | | | ◁ | FORCE, POWER PRESSURE ETC. |
| | ≤50 | >50 ≤180 | >180 ≤400 | ≥400 | | |
| II | 1.0 | 2.0 | 3.0 | 4.0 | ±3° | ±10 % |

# OFFER DRAWING

| | | | |
|---|---|---|---|
| Konstr. | K.Malinowski | | 25.02.2010 |
| Normaliz. | A.Wolnicki | | |
| Sprawdził | A.Wolnicki | | |
| Zatwierdził | A.Wolnicki | | |
| Podziałka | Nazwa | | |
| 1:2.5 | Compressor 601.35.971 | | |

FABRYKA OSPRZĘTU SAMOCHODOWEGO
POLMO–Łódź S.A.
FOS Służba Rozwoju