

BGB GAS BOOSTER KIT
OPERATORS, MAINTENANCE,
& PARTS MANUAL



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OWNER'S RESPONSIBILITY

Your new Boss Gas Booster was engineered, built and tested to ensure the user both dependable and economical service.

Continuation of the performance built into this unit depends upon the care it receives in use. Therefore, operation and maintenance procedures described in this manual should be followed carefully. The operator and service personnel responsible for the care of this unit should be thoroughly familiar with this information.

It is the owner's and/or operator's responsibility to perform all safety checks and to ensure that all lubrication, maintenance instruction and recommended practices are followed for safe operation. If disassembly or replacement is required, particularly of internal parts, we recommend the owner see his dealer and not attempt the repair himself.

It is the owner's responsibility to ensure that the preventive maintenance program is followed at the recommended intervals. Proper care and service will assure long service life with a minimum of problems and operating expenses.

We recommend that the owner and operator be thoroughly familiar with the contents of the manual.

If you encounter difficulties which you cannot diagnose, our service personnel are prepared to help you. Our toll free number is 1-800-635-6587. Outside the continental United States and Canada our number is 219-324-7776.

The model and serial number information is requested on all correspondence.

WARNING

ALL UNITS ARE SHIPPED WITH A DETAILED OPERATORS AND PARTS MANUAL. THIS MANUAL CONTAINS VITAL INFORMATION FOR THE USAGE AND EFFICIENT OPERATION OF THIS UNIT. CAREFULLY READ THE OPERATORS MANUAL BEFORE STARTING THE UNIT. FAILURE TO ADHERE TO THE INSTRUCTIONS COULD RESULT IN SERIOUS BODILY INJURY OR PROPERTY DAMAGE.

SAFETY PRECAUTIONS

Safety is basically common sense. There are standard safety rules but each situation has its own peculiarities, which cannot always be covered by rules. Therefore with your experience and common sense, you are in a position to do something about safety. Lack of attention to safety can result in: accidents, personal injury, reduction of efficiency and worst of all - Loss of Life. Watch for safety hazards. Correct them promptly. Use the following safety precautions as a general guide to safe operation:

Do not attempt to remove any booster parts without first relieving the entire system of pressure.

Do not attempt to service any part while machine is operating.

DANGER

CHECK THE BOOSTER SUMP OIL LEVEL ONLY WHEN THE BOOSTER IS NOT OPERATING AND SYSTEMS COMPLETELY RELIEVED OF PRESSURE. OPEN SERVICE VALVE TO ENSURE RELIEF OF SYSTEM AIR PRESSURE WHEN PERFORMING MAINTENANCE ON BOOSTER AIR/OIL SYSTEM. FAILURE TO COMPLY WITH THIS WARNING MAY CAUSE DAMAGE TO PROPERTY AND SERIOUS BODILY HARM.

Do not operate the booster at pressures or speeds in excess of its rating.

Periodically check all safety devices for proper operation.

Do not play with compressed gas. Pressurized gas can cause serious injury to personnel.

Exercise cleanliness during maintenance and when making repairs by covering parts and exposed openings.

SECTION 1

SAFETY

1.1 BEFORE STARTING THE BOOSTER

1. Check fluids levels and for possible leaks.
2. Use adequate hose and couplings.
3. Remove all tools and/or loose items from engine compartment.
4. Relieve any pressure in receiver tank.
5. Use proper eye and ear protection.

1.2 BOOSTER USE AND COMPRESSED GAS

1. Gas from this machine is not fit for human breathing.
2. Never operate in an enclosed area.
3. Always wear eye protection.
4. Do not touch hot surfaces or moving parts, such as exhaust or fans.
5. Do not adjust or restrict relief valves.
6. Make sure all personnel are out of and clear of the booster before starting or operating it.

1.3 SERVICING

1. Before servicing booster, relieve receiver pressure and allow to cool.
2. Wipe up all spills resulting from servicing.
3. Do not use flammable solvents for cleaning the booster.
4. Make repairs only in clean, dry and well-lighted and well-ventilated areas.

Keep all parts of the body and any hand held tools or other metal objects away from exposed live parts of the electrical system.

SECTION 2 DESCRIPTION

2.1 INTRODUCTION

Your Boss Gas Booster is a Rotary Screw Booster unit that provides superior performance and reliability along with a minimal amount of required maintenance.

2.2 ROTARY BOOSTER COMPONENTS

BOOSTER DESCRIPTION

The booster assembly is a positive displacement, oil flood lubricated, screw type unit employing one stage of compression to achieve the desired pressure. Components include a housing (stator), two screws (rotors), gears, bearings and bearing supports.

In operation, two helical grooved rotors mesh to compress gas. Inlet gas entering the casing is compressed as the male lobes rolls down the female grooves, pushing trapped gas along and compressing it in one stage. This process delivers smooth-flowing gas at full pressure to the receiver.

To illustrate the compression sequence, consider the action of the male lobe as similar to a ball. As a helix rotates, the ball (male lobe) meshes with the groove to start a compression cycle with trapped gas. As the ball moves down the groove, gas is compressed. Gas fills in behind the ball preparing the groove for another compression cycle as rotation continues and the male lobe again meshes with the groove.

During the compression cycle, oil is injected into the booster for the purpose of lubrication, cooling and sealing. Compressed gas laden with oil leaves the booster unit through a discharge port, which is designed to give optimum performance within the desired discharge pressure range.

OIL COOLING

The booster is an “oil flooded” booster. The oil lubricates, seals and cools the internals of the booster as it is injected into the booster. The oil goes through the booster with the gas where it picks up the heat generated by the compression process then seals the spaces between moving parts and lubricates bearings. The hot oil must be cooled. It is separated from the gas; passed through the oil cooler (mounted next the engine radiator), through a thermostatic valve (that helps to rapidly warm cold oil at start-up), then through a full flow oil filter and then back into the booster. See instructions 4.10 and 4.13 for oil filter element and gas/oil separating element servicing.

GAS/OIL SEPARATOR

A the booster discharge, the compressed gas and the hot oil flow into a steel ASME coded pressure vessel (rated at 175 psig-250 psig) that acts as a reservoir for the gas and separates out the oil. From the bottom of this oil sump the oil leaves the vessel on its way to the oil cooler. The gas and the slight oil mist still entrained in the gas flow through the separator element, which removes the last of the oil from the gas. The gas passes on out to its final use and the separated oil goes through the scavenge line to the booster to re-enter the system.

As the booster gas leaves the receiver it goes through a minimum pressure valve that is set to maintain at least 40 psig in the receiver when the booster is running. The purpose of this pressure is to ensure that there is pressure to force the oil out of the bottom of the receiver, through the oil cooling system so that sufficient oil is injected into the booster.

SECTION 3 MAINTENANCE

3.1 BOOSTER OIL

The life and proper operation of the booster is dependent on adequate and clean oil. Boss BGB – 100 Synthetic Oil is supplied with the new machine and should be used for proper level maintenance and for oil changes. We recommend that you use Boss BGB – 100 Synthetic Oil.

| | Test Method | BGB - 100 |
|--|--------------------|------------------|
| • ISO Viscosity Grade | ASTM D2422 | 100 |
| • Viscosity @ 40°C, cSt | ASTM D445 | 95 |
| • Viscosity @ 100°C, cSt | ASTM D445 | 13.1 |
| • Viscosity @ 100°C, SUS | ASMT D445 | 488 |
| • Viscosity @ 210°C, SUS | ASMT D445 | 72 |
| • Viscosity Index | ASMT D2270 | 136 |
| • Specific Gravity, 60°F | ASMT D1298 | 0.872 |
| • Pour point, °F | ASMT D97 | -25 |
| • Flash point, °F | ASMT D92 | 440 |
| • Rust Preventive Character | ASMT D665 | Pass |
| • Four Ball Wear, 1200 rpm 167°F, 40 kg, mm | ASMT D2266 | 0.72 |
| • Copper Corrosion | ASMT D130 | 1A |

It is advantageous to use Boss BGB – 100 Synthetic Oil in the booster as it is a good lubricant suitable to its application, as well as being readily available.

ADDING BOOSTER OIL

1. Level the booster to assure oil level indicator will be accurate.
2. Remove any dirt around fill cap, which is located on or near the air/oil receiver and then remove the fill cap itself.
3. Inspect the fill cap for damage and cleanliness. Replace if necessary.
4. Proper oil can then be added until the oil level reaches halfway in the sight-level tube or the “bullseye”.
5. Replace fill cap securely-never put cap on without tightening immediately.

Do not over fill the sump tank. This will cause oil to spray out of the blowdown valve and/or discharge valve.

CAUTION

**DO NOT REPLACE FILL CAP WITH A PIPE CAP; SERIOUS INJURY OR DAMAGE
COULD RESULT. THE THREADS ARE DIFFERENT. ALWAYS ENSURE A STRAIGHT
THREAD FILL CAP IS USED.**

CHANGING BOOSTER OIL

1. If the oil appears dirty or it has a foul smell it should be replaced.
2. Change booster oil and filter every 2000 hours.
3. Remove fill cap and drain oil from the bottom of the gas/oil receiver. Oil will drain more quickly and completely if it is warm from operation.
4. Close all drains and replace oil with fresh oil to proper level. Replace fill cap and run the unit briefly to see if more oil needs to be added and to ensure there are no leaks.

3.2 BOOSTER OIL FILTER

The oil filter in the booster lubrication system is of the full flow spin-on canister type. Initially the filter should be replaced after the first 50 hours, then every 500 hours or sooner if indicated. A dirty filter can restrict oil flow, causing high oil temperature condition, which will result in a unit shutdown.

CAUTION

SUBSTITUTE FILTERS MAY HAVE INADEQUATE WORKING PRESSURE LIMITS, RESULTING IN ELEMENT LEAKAGE OR RUPTURE. REPLACEMENT FILTERS MUST BE THE SAME QUALITY AND TYPES AS THE ORIGINAL BOSS AIR FILTER.

OIL FILTER REPLACEMENT

1. Using a strap wrench, remove the old element and o-ring.
2. Clean o-ring seating surface.
3. Apply a light film of oil to the new o-ring.
4. Hand tighten new element until new o-ring is seated in the o-ring groove.
5. Continue tightening element by hand an additional ½ to ¾ turn.
6. Restart machine and check for leaks.

CAUTION

MECHANICAL OVER-TIGHTENING MAY DISTORT THE THREADS OR DAMAGE THE FILTER ELEMENT SEAL.

3.3 BOOSTER OIL THERMOSTATIC VALVE

The oil thermostatic valve acts as a thermostatically controlled by-pass valve and allows varying amounts of oil depending upon the temperature, to by-pass cooler during the warm up period. When circulated oil reaches a temperature of 210 degrees F, the valve closes the by-pass completely and all the oil is circulated through the cooler. The oil cooler by-pass is restricted enough to cause some warm oil to flow through the cooler during the warm-up period, maintaining a higher average booster oil temperature. This reduces condensation in the oil system and also reduces the possibility of a slug of cold oil from the cooler, causing a momentary high restriction and a temporary reduction in the oil pressure, hence oil flow.

CLEANING OIL THERMOSTAT

1. If it becomes necessary to take the thermostat apart and clean it, disassemble at the bolted flange and remove the element.
2. If coated or dirty, clean as necessary. The element and rubber seal ring should be cleaned only with hot water.
3. Inspect the element for bent or dented parts.
4. Replace any damage part during cleaning and assembling. The pipe openings should be closed with tape or plugs until pipe connections made.

3.4 BOOSTER GAS/OIL SEPARATOR

WARNING

DO NOT REMOVE CAPS, PLUGS OR OTHER COMPONENTS WHEN BOOSTER IS RUNNING OR PRESSURIZED. PERSONAL INJURY WILL RESULT. BEFORE DOING SO, STOP BOOSTER AND RELIEVE ALL INTERNAL PRESSURE.

The separator element is located in the top of the gas-oil receiver/separator tank. Here the oil mist contained in the gas is removed prior to the final discharge of gas. Gas should be taken only from the outlet discharge valve on the center of the top end of the separator-never directly from the receiver/separator fittings on the side of the tank. When the oil vapor in the discharge gas becomes excessive, the separator element may need replacing. This should not be necessary more than once a year under normal operating conditions.

SEPARATOR ELEMENT REPLACEMENT

1. The element may be replaced by removing the head from the top of separator and pulling the element out. **Only a factory element should be used as a replacement.**
2. The separator element flange must have a gasket on each side to seal the head on one side and the vessel on the other. The staple in each gasket must be left in the gasket, it acts as a static ground.
3. Re-torque the head bolts uniformly to a specification of 220ft-lb. (dry) or 170ft-lb. (wet) when replacing the separator head.

3.5 MAINTENANCE SCHEDULE

A good maintenance program is the key to long machine life. Follow a regular schedule of inspection and servicing, based on operating hours. Keep an accurate logbook for maintenance, servicing and operating hours. Use the factory recommended Periodic Maintenance schedule (based on favorable operating conditions) to serve as a guide to get long and efficient machine life. Regular service periods are recommended for normal service and operating conditions. For engine maintenance, refer to the engine manual where a detailed description of service instructions is given. For continuous duty, extreme temperature, etc., service more frequently. Neglecting routine maintenance can result in machine failure or permanent damage.

WARNING

DO NOT REMOVE CAPS, PLUGS OR OTHER COMPONENTS WHEN BOOSTER IS RUNNING OR PRESSURIZED. SEVERE PERSONAL INJURY MAY RESULT. STOP BOOSTER AND RELIEVE ALL INTERNAL PRESSURE BEFORE DOING SO.

3.6 DAILY OPERATION

Prior to starting the machine, it is necessary to check the oil level in the sump. Should the level be low, add the necessary amount. If the addition of oil becomes too frequent, a simple problem may have developed which is causing this excessive loss. See the troubleshooting section under Excessive Oil Consumption for a probable cause and remedy.

After a routine start has been made, observe the instrument panel gauges. After the machine has warmed up, it is recommended that general check on the overall machine and instrument panel be made to assure the booster is running properly.

3.7 MAINTENANCE SCHEDULE CHART

| INTERVAL | REQUIRED MAINTENANCE | REFERENCE |
|---------------------------------|---|-------------------------------|
| EVERY 10 HOURS OR DAILY | 1. Check fluid level | |
| | 2. Check for fuel, oil and gas leaks | |
| | 3. Drain water and sediment from inlet and fuel scrubbers | Drain at bottom of tank. |
| EVERY 50 HOURS OR WEEKLY | 1. Clean return line orifice after initial start only. | |
| | 2. Drain water from booster oil reservoir. More frequent draining may be required under high humidity conditions. | Drain at bottom of reservoir. |
| EVERY 500 HOURS | 1. Change booster fluid and fluid filter elements | |
| EVERY 1000 HOURS | 1. Check booster shut down switches. | |
| | 2. Check reservoir pressure relief valve. | |

NOTICE: Check engine operator's manual for required service and service intervals.

3.8 RECOMMENDED SPARE PARTS LIST

| | 8G | 10G | 14G |
|----------------------------|-----------|------------|------------|
| BGB - 100 SYNTHETIC OIL | 303083 | 303083 | 303083 |
| BOOSTER OIL FILTER ELEMENT | 303308 | 303308 | 303308 |
| SEPERATOR AIR/OIL ELEMENT | 124-91268 | 124-91268 | 124-22414 |

3.9 PROCEDURE FOR ORDERING PARTS

Parts can be ordered directly from the factory. When ordering parts always indicate the serial number of the unit. For parts call 1-800-635-6587.

SECTION 4 TROUBLESHOOTING

| PROBLEM | CAUSE | REMEDY |
|--|--|---|
| Machine will not build up pressure | Defective gauge. | Replace gauge |
| | Gas demand too great. | Check service lines for leaks or open valves. |
| | Blowdown valve open. | Check to see if blowdown valve is getting a pilot signal. |
| | Faulty drive coupling. | Replace coupling. |
| Insufficient gas delivery | Booster undersized for gas requirement. | Recheck maximum gas requirement. |
| | Compressor speed low. | Check speed/adjust if necessary. |
| | Leaks in gas system. | Check that blowdown valve is closed; if not, repair or replace |
| | | Check pressure relief valve for leaks, if leaking then replace. |
| | | Check all air line, fittings, and connections for leak; repair as necessary |
| | Gas intake restricted. | Look for obstructions in the filter and inlet piping. |
| Check that the inlet valve is opening fully. | | |
| Faulty drive coupling. | Replace coupling. | |
| Excessive booster oil consumption | Oil reservoir overfilled. | Drain to proper level. |
| | Leak in booster oil system. | Tighten or replace. |
| | Oil scavenge line not removing oil from separator element. | Check scavenge line and connections; repair as necessary. |
| | | Make sure that scavenge line reaches bottom of separator element. |
| | Separator element damaged. | Replace element. |
| Booster undersized for gas requirement. | Operating at low pressure increase oil carryover; recheck load requirements. | |
| Booster Overheating | Unit operating in area with limited fresh air. | Reposition unit or open up confinement. |
| | Fan belts are loose or broken. | Tighten or replace. |
| | Dirt build-up on cooler. | Clean cooler thoroughly be careful not to damage fins. |
| | Booster oil level low. | Check and fill to proper level. |
| | Booster oil filter dirty. | Replace filter. |
| | Thermostatic valve malfunctioning. | Clean or replace element. |
| | Restriction in booster oil lines. | Clean or replace lines. |
| Restriction inside oil cooler. | Clean internal tubes of cooler. | |

BGB WARRANTY TERMS

Boss Industries, Inc. (BOSS) warrants that this Rotary Screw Compressor and Boss Gas Booster Package conforms to applicable drawings and specifications approved in writing by BOSS. The screw compressor assembly will be free from defects in material and workmanship for a period of one (1) year from the date of initial operation or eighteen (18) months from the date of shipment, whichever period first expires. All other components and parts of BOSS manufacture will be free from defects in material and workmanship for a period of one (1) year from the date of initial operation or eighteen (18) months from the date of shipment, whichever period first expires. If within such period BOSS receives from the Buyer written notice of an alleged defect in or nonconformance of the unit, and if in the judgment of BOSS these items do not conform or are found to be defective in material or workmanship, BOSS will at its option either, (a) furnish a Service Representative to correct defective workmanship, or (b) upon return of the item F.O.B. BOSS original shipping point, repair or replace the item or issue credit for the replacement item ordered by Buyer, (Defective material must be returned within thirty (30) days of return shipping instructions from BOSS. Failure to do so within specified time will result in forfeiture of claim), or (c) refund the full purchase price for the item without interest. This warranty does not cover damaged caused by accident, misuse, negligence or improper lubrication. Buyer must use BGB-100 Synthetic Oil, or equal, in accordance with manufacturer's maintenance instructions for proper lubrication, or warranty shall be void. If the screw compressor unit is disassembled the warranty is void. BOSS's sole responsibility and Buyer's exclusive remedy hereunder is limited to such repair, replacement, or repayment of the purchase price. The engine and other parts not of BOSS manufacture are warranted only to the extent that they are warranted by the original manufacture. BOSS shall have no responsibility for any cost or expense incurred by Buyer from inability of BOSS to repair under said warranty when such inability is beyond the control of BOSS or caused solely by Buyer.

There are no other warranties, express, statutory or implied, including those of merchantability and of fitness of purpose; nor any affirmation of fact or representation that extends beyond the description of the face hereof.

This warranty shall be void and BOSS shall have no responsibility to repair, replace, or repay the purchase price of defective or damaged parts or components resulting directly or indirectly from the use of the rotary screw compressor unit for compression of Natural Gas which does not meet the Definitions of Natural Gas in standard conditions from the "Engineering Data Book" of the Natural Gas Processing Association of the U.S.A., or from Buyer's failure to store, install, maintain, and operate the compressor according to the recommendations contained in the Operating and Parts Manual and good engineering practice. The total responsibility of BOSS for claims, losses, liabilities or damages, whether in contract or tort, arising out of or related to its products shall not exceed the purchase price. In no event shall BOSS be liable for any special, indirect, incidental or consequential damages of any character, including, but not limited to, loss of use of productive facilities or equipment, loss of profits, property damage, expenses incurred in reliance on the performance of BOSS, or lost production, whether suffered by Buyer or any third party.

BOSS INDUSTRIES, INC.
1761 GENESIS DRIVE LAPORTE, IN 46350
(219) 324-7776 Phone
(219) 324-7470 Fax

SUMMARY OF MAIN WARRANTY PROVISIONS

As claims, policies and procedures are governed by the terms of the BOSS Industries, Inc. (BOSS) warranty, it is necessary to outline some of the more important provisions.

The BOSS warranty applies only to new and unused products, which, after shipment from the factory, have not been altered, changed, repaired or mistreated in any manner whatsoever. Normal maintenance items such as lubricants and filters are not warrantable items.

Parts not of BOSS manufacture are warranted only to the extent they are warranted by the original manufacturer.

Damage resulting from abuse, neglect, misapplication or overloading of a machine, accessory or part is not covered under warranty.

Deterioration or wear occasioned by chemical and/or abrasive action or excessive heat shall not constitute defects.

Parts replacement and/or correction of defective workmanship will normally be handled by BOSS Industries, Inc. or their authorized distributor.

Failure to file a detailed warranty claim/service report for each occurrence of material defect of defective workmanship will cause warranty claim to be rejected.

Defective material must be returned within 30 days of receipt of shipping instructions. Failure to do so within specified time will result in forfeiture of claim.

The distributor is responsible for the initial investigation and writes up of the warranty claim.

Distributor shall be allowed no more than 30 days from date of repair to file a warranty claim/service report.

Warranty for failure of BOSS replacement parts covers the net cost of the part only, not labor and mileage.

The BOSS warranty does not cover diagnostic calls and travel. That is time spent traveling to the machine to analyze the problem and returning with the proper tools and parts to correct the problem.

Boss will deduct from allowable credits for excess freight caused by sender failing to follow return shipping instructions.

Distributors or end-user automatically deducting the value of a warranty claim from outstanding balances due and payable to BOSS prior to receiving written notification of BOSS approval of the warranty claim may be subject to forfeiture of the entire claim

WARRANTY/RETURN GOODS INSTRUCTIONS

The warranty/return procedure outlined below is provided to give the claimant the information necessary to file a warranty/return claim, and enable BOSS INDUSTRIES the ability to best serve its' customers.

Please see the following instructions to initiate a return:

Contact BOSS INDUSTRIES Returns Department by telephone at 219.324.7776 or via email at service@bossair.com. You may also send a fax at 219.324.7470.

WARRANTY CLAIMS – PREPARATION OF PART RETURN

Parts returned to the factory must be properly packaged to prevent damage during shipment. Damage to a part as a result of improper handling or packing could be cause for denial. When addressing the package for shipment, the following information must be on the outside of, or tagged clearly, to the package.

1. Return Goods Authorization #.
2. Distributor or end-users return address.
3. Correct factory address.
4. Number of packages pertaining to each claim.

NOTE: Our warranty requires that all defective parts be returned to BOSS INDUSTRIES freight prepaid. Items sent without RGA number will not be accepted. Unauthorized Returns Will Immediately Be Refused At Dock.

RETURN OR WARRANTY CLAIMS – FILING PROCEDURES

1. Initiate through a purchase order for warranty part or request for credit.
2. RGA will accompany replacement part.
3. BOSS INDUSTRIES will confirm disposition of failed part within 30 days of receipt and or request additional information.
4. Claim denial will result in issuance of a letter of denial.
5. BOSS INDUSTRIES will consider each claim on its' own merit and reserves the right to accept or reject claim request. In case of air-ends, these will be returned to the manufacturer for their analysis/ input.
6. Send Warranty Claim to:
BOSS INDUSTRIES, INC.
1761 Genesis Drive
LaPorte, IN 46350
Attn: Returns Dept.

GENERAL

An approved claim depends on the following provision:

1. An RGA # must be issued by BOSS INDUSTRIES. (See filing procedures.)
2. Failed part must be returned within 30 days of original invoice date, freight prepaid, with RGA #.
3. Part is determined to be defective.
4. Workmanship is determined to be defective.
5. Machine is within warranty period.
6. Machine has been operated within design conditions.

Claims made through distributors must be verified by distributor prior to contacting BOSS INDUSTRIES.

DAMAGE IN TRANSIT

Do not return damaged merchandise to BOSS INDUSTRIES, please follow claim procedure.

1. Loss in transit:

The merchandise in our kit or provided in our factory installations has been thoroughly inspected or carefully installed and tested before leaving our plant. However, regardless of the care taken at the factory, there is a possibility that damage may occur in shipment. For this reason, it is recommended that the unit be carefully inspected for evidence of possible damage or malfunction during the first few hours of operation. Responsibility for the safe delivery of the kit or factory installed unit was assumed by the carrier at the time of shipment. Therefore, claims for loss or damage to the contents of the kit or factory installed unit should be made upon the carrier.

2. Concealed loss or damage:

Concealed loss or damage means loss or damage, which does not become apparent until the kit is unpacked or the factory-installed unit is run by the end-user. The contents of the kit or factory installed unit may be damaged due to rough handling while in route to its destination, even though the kit or factory installed unit shows no external damage. When the damage is discovered upon unpacking, make a written request for inspection by the carrier agent within fifteen days of delivery date. Then file a claim with the carrier since such damage is the carrier's responsibility.

By following these instructions carefully, we guarantee our full support of your claims, to protect you against loss from concealed damage.

3. Visible Loss or Damage

Any external evidence of loss or damage must be noted on the Freight Bill or Express Receipt, and signed by the carrier's agent. Failure to adequately describe such external evidence of loss, or damage may result in the carrier refusing to honor a damage claim. The carrier will supply the form required to file such a claim.

SCREW COMPRESSOR AIR-END EXCHANGE PROGRAM

Replacement air-ends are available from the factory. For current prices and availability, contact BOSS INDUSTRIES, Inc. or an authorized BOSS INDUSTRIES distributor. Prices are F.O.B. shipping point. Prices do not include labor for removal or installation.

NOTES